

## **Public Engagement Phase 1: Issue Identification**

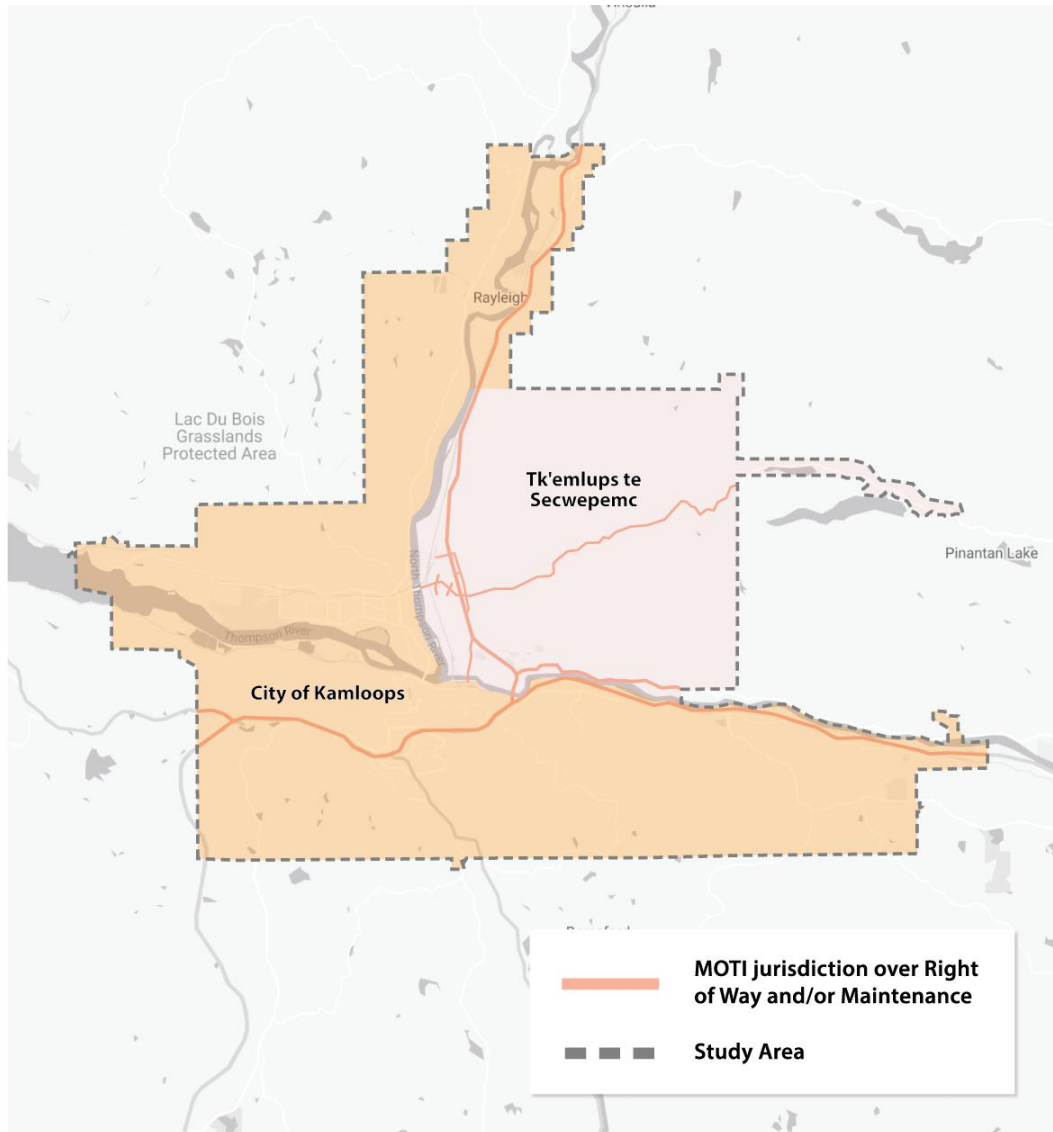
August 2022



The Ministry of Transportation and Infrastructure (MoTI) is reviewing the provincial transportation network in the Kamloops area to better understand current and future needs and develop a strategy to address them.

- The strategy will consider all ways of moving people and goods within and through the region.
- This strategy will identify potential short, medium, and long-term improvement options that will be considered as part of the province's broader capital planning processes.
- We want to hear from you to help understand the issues and opportunities and inform the strategy.

*The area covered by this strategy is situated within the territory of Tk'emlúps te Secwépemc.*



The strategy area consists of the provincial transportation network within the boundaries of the City of Kamloops and Tk'emlúps te Secwépemc, including:

- Highway 1 from Afton Interchange underpass in the West, to the Lafarge Road Interchange in the East.
- Yellowhead Interchange of Highway 1 and Highway 5.
- Highway 5 from the Yellowhead Interchange to the Old Highway 5 intersection at Heffley Creek.
- Additional provincial roads and infrastructure.





- The Kamloops area is an important part of the National Highway System which is relied on for goods movement and long-range travel.
- These provincial highways also support local roads that provide connections for communities to access housing, jobs, and services.
- Provincial infrastructure also includes crossings and connections for cyclists, pedestrians, and transit routes on and off the highway.
- The most recent 25-year corridor planning review was completed in 2001.
- Traffic volumes through the Kamloops area have grown as the region has experienced residential, industrial, and commercial growth along the highway corridor.





- Plan for safe, reliable, resilient, integrated, and sustainable transportation choices.
- Review provincial transportation network in the Kamloops area including for pedestrians, cyclists, transit, goods movement, and passenger vehicles.
- Engage with technical, community groups, and the broader public to understand issues, opportunities, and priorities for improvement.
- Develop a strategy with Tk'emlúps te Secwépemc and the City of Kamloops that aligns provincial investment planning with their transportation and land use plans.
- Identify potential improvement options to meet the corridor needs over the next 5 to 25 years.

## Factors We Consider:



**Safety – how will the strategy perform in terms of traffic operation, safety, access, reliability on the TCH?**



**History and Culture – what is the historical context of this area?**



**Multi Modal – how will the strategy enhance pedestrian and cyclist safety and connectivity?**



**Local Economic Conditions – how can design elements support local economic development?**



**Traffic Volumes and Patterns – how will future travel demands impact highway improvements?**



**Environment and Climate Change – what is the impact to the local environment?**

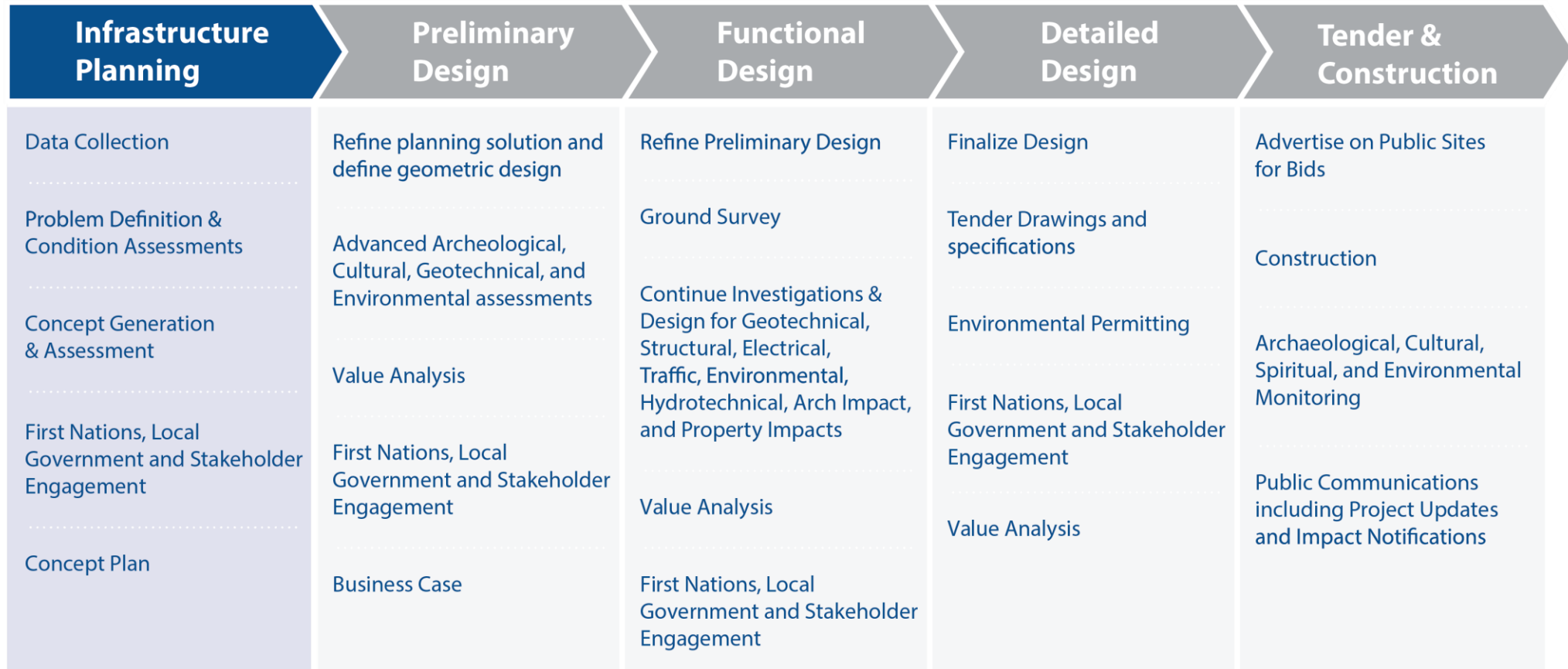


**Estimated Cost vs Benefits – is it a good investment of public dollars? How will the strategy support the economy?**

- MoTI is taking an integrated approach to transportation planning in the region.
- The transportation network in the Kamloops area is managed by three levels of government:
  - MoTI
  - Tk'emlúps te Secwépemc
  - City of Kamloops
- Plans from all three jurisdictions share a direction to reduce carbon emissions and enable more affordable transportation solutions.
- This strategy will incorporate the province's climate action plans with community land use and transportation master plans.



## CURRENT FUNDING APPROVAL



- At this time, no future funding is committed to any improvement options generated by the strategy.





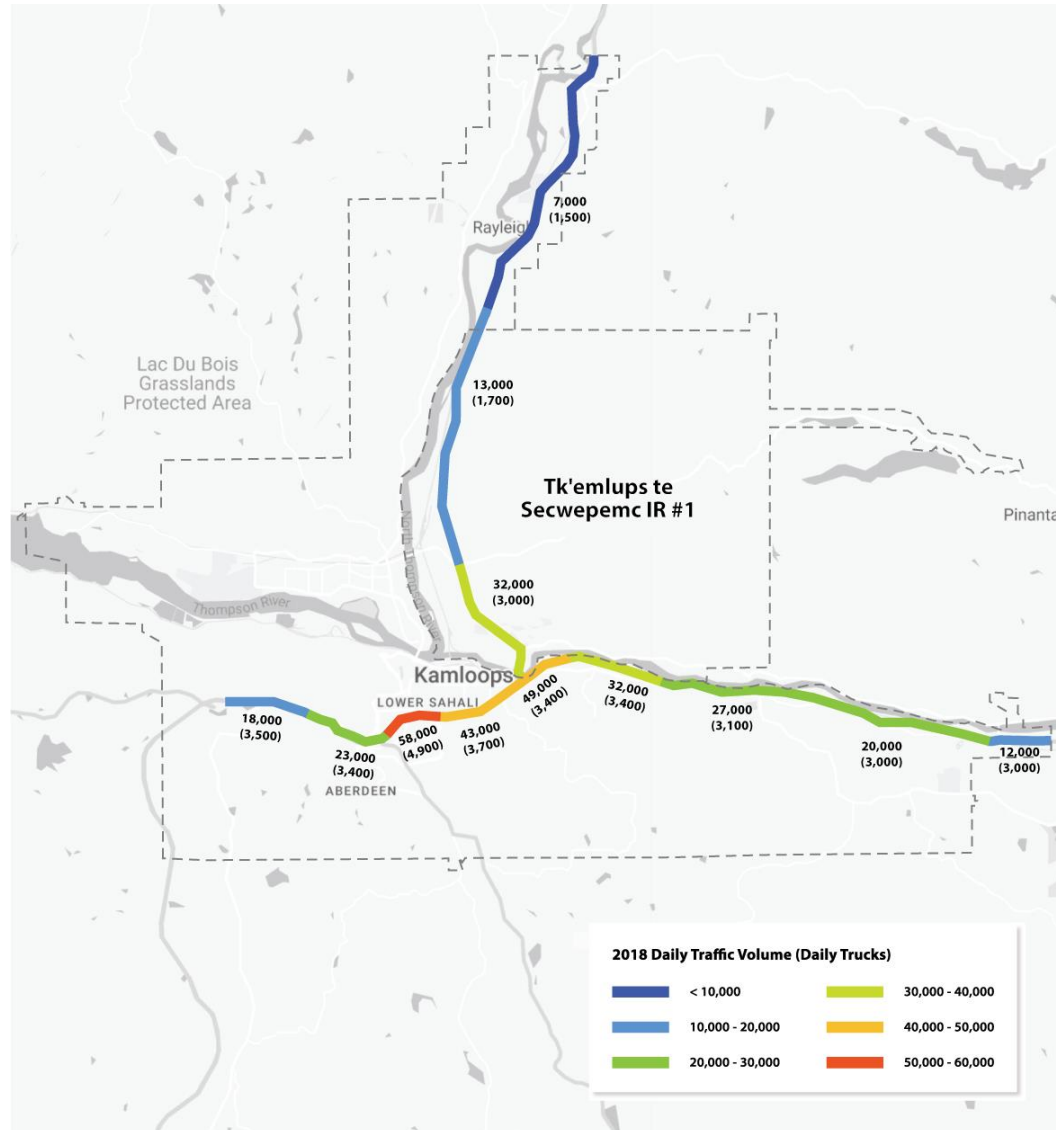
Engagement with First Nations, local governments, interested parties, and the public will be in three phases:

1. Identify issues and understand what is important to people travelling to and through the Kamloops area.
2. Incorporate input from our Technical Advisory Group, Community Liaison Group, and the public, with technical investigations to evaluate options for transportation improvements.
3. Incorporate phase 2 engagement with further technical analysis and present draft strategy for comment.



Identifying issues include information from:

- Past transportation studies.
- Current community land use and transportation plans.
- Site visits.
- Data analysis and traffic modelling.
- Technical Advisory Groups and Community Liaison Groups.
- Public Engagement.



## Existing Conditions

- The majority of traffic travelling on the highways are local residents going to local destinations within Kamloops.
- Higher volumes occur where major roads connect with the highway. Much lower volumes occur at the edges of the city.

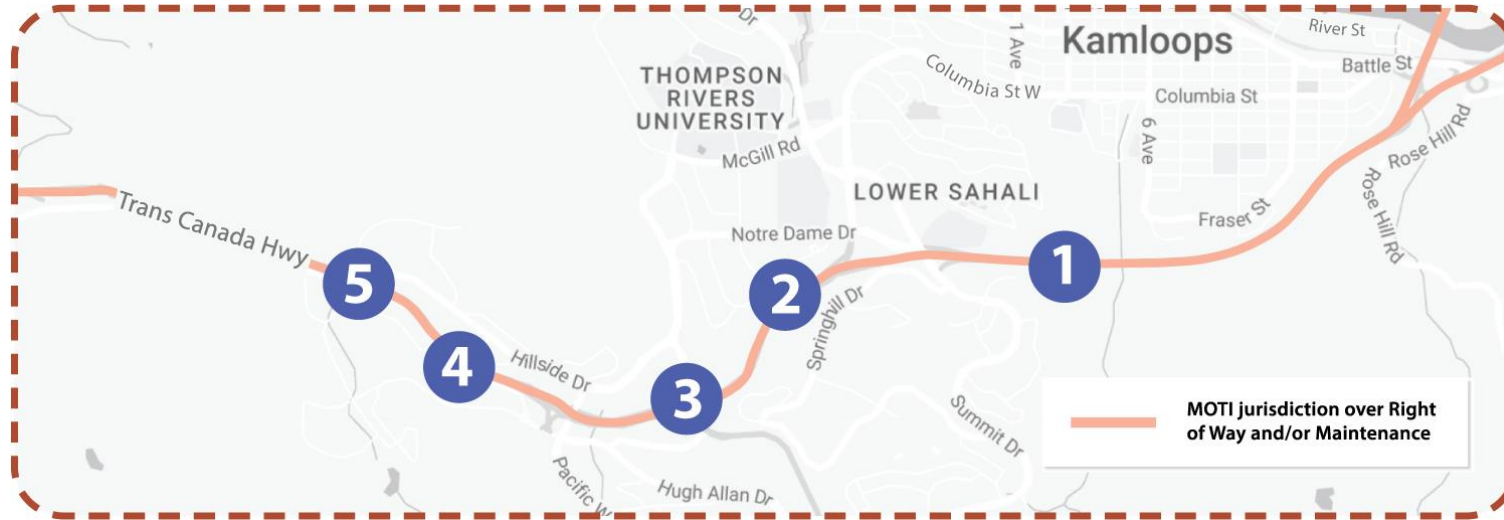
## Future Conditions

- Population is forecasted to increase from 97,000 in 2018 to 134,000 by 2043.
- Traffic over that time is forecasted to grow at a rate that would deteriorate key segments and intersections in the study area, causing higher delays for both regional and local traffic by 2043.



For ease of discussion, we have divided the strategy area into four segments:





Analysis to date has identified the following issues:

1. Conflicts from slow-moving commercial vehicles due to steep grades between the Yellowhead Interchange and Summit Drive.
2. Merging conflicts between Summit Drive and Pacific Way.
3. Congestion and merging conflicts on off-ramps to Summit Drive and Pacific Way.
4. Lack of wayfinding and facilities for cyclists and pedestrians.
5. Safety and connection concerns for cyclists and pedestrians crossing the highway to connect with municipal infrastructure.

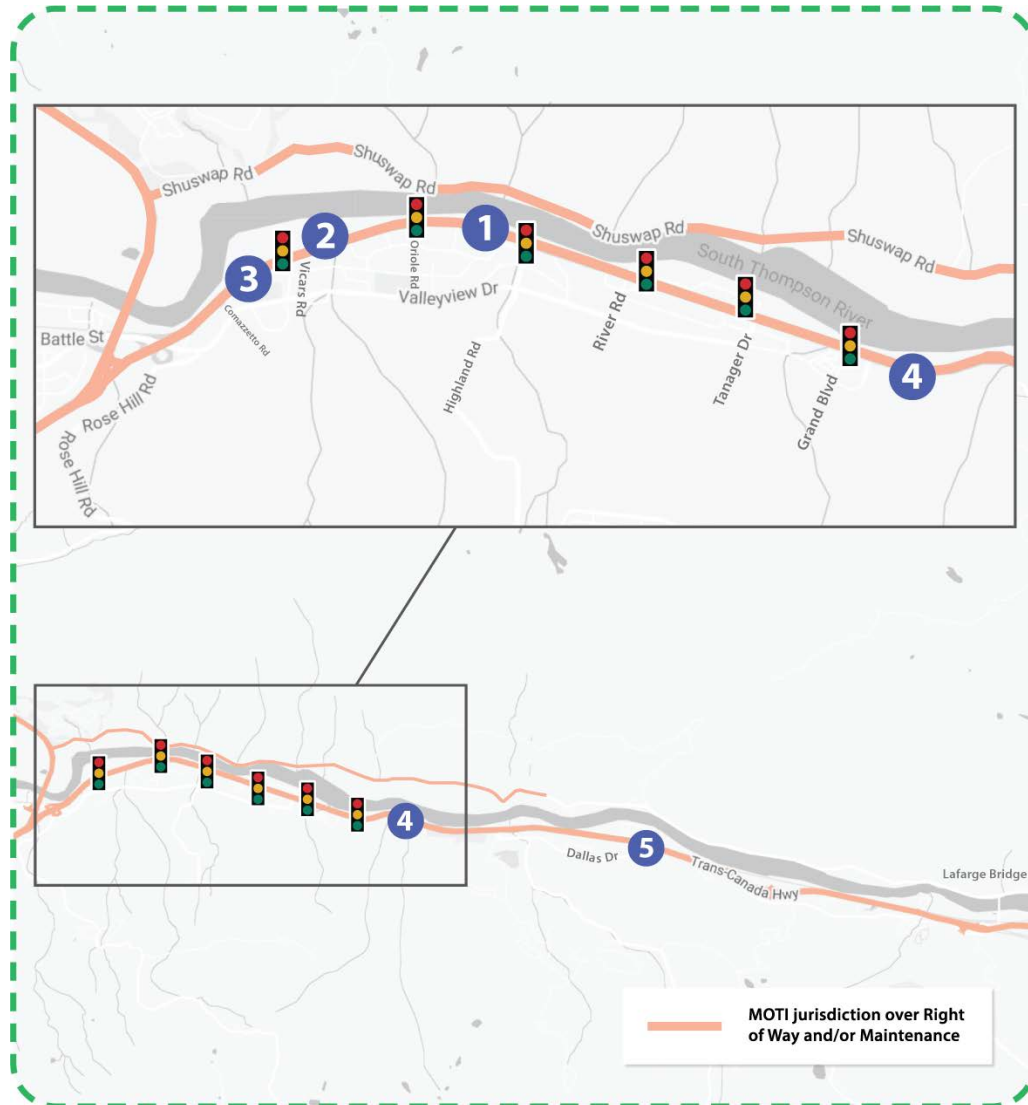


The Yellowhead Interchange is where Highway 1 and Highway 5 connect near the South Thompson River crossing. It includes the overpasses across Battle Street and Valleyview Road.

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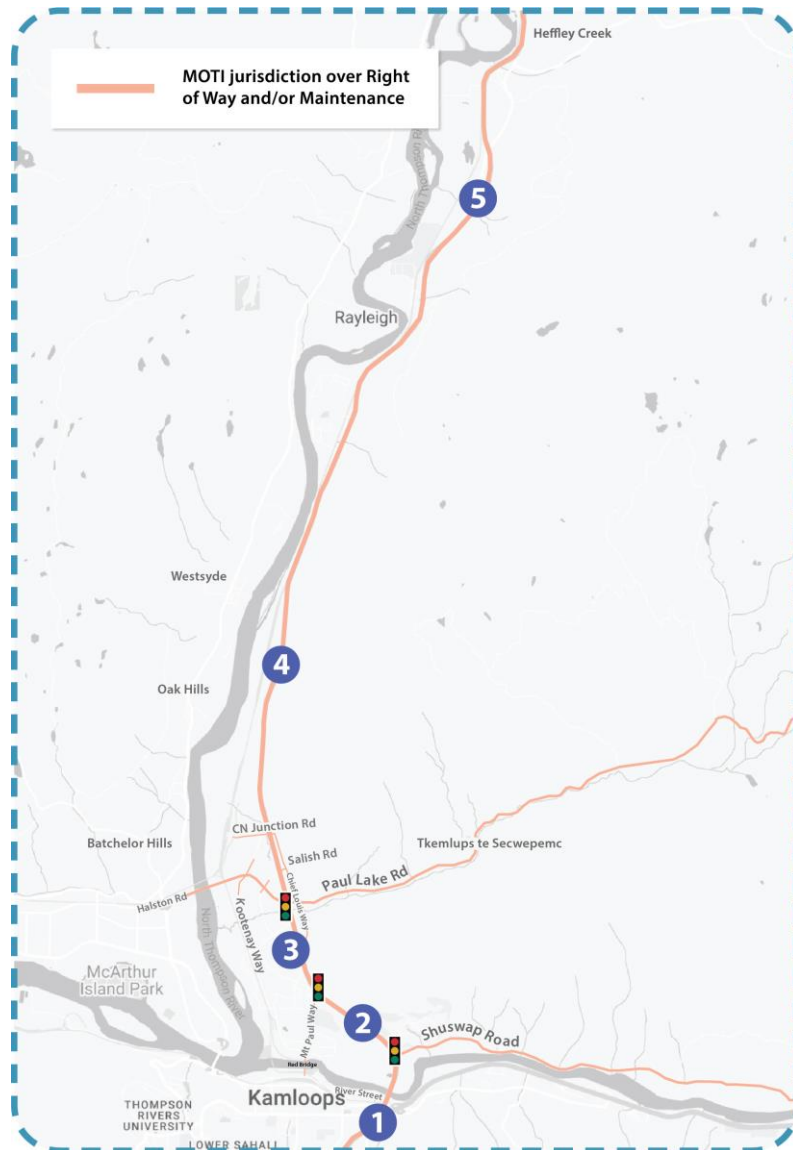
1. Congestion and merging conflicts at the on-ramps.
2. Steep grades on the Highway 1 westbound on-ramp from Highway 5.
3. Safety and connection concerns for pedestrians and cyclists maneuvering through the interchange at Battle St.
4. Signage concerns for cyclists and pedestrians.





Analysis to date has identified the following issues:

1. Congestion and traffic flow issues in Valleyview.
2. Closely spaced intersections and proximity of frontage road intersections create safety and congestion issues.
3. Proximity of railway crossings on the north side of Highway 1 are mobility and safety concerns.
4. No alternate route or facilities for cyclists between Grand Blvd and Dallas Rd.
5. Safety concerns for pedestrian and cycling crossings at intersections and underpasses.



Analysis to date has identified the following issues:

1. Intersection performance at River Street.
2. Intersection performance at Shuswap Road.
3. Intersection performance at Halston/Paul Lake Road.
4. Safety concerns for cycling and pedestrian crossings at intersections and where no crossing facilities exist.
5. No alternate route or facilities for cyclists or pedestrians.



The online survey is open until September 16, 2022

Please provide your feedback by:

- Filling out the survey online at: [gov.bc.ca/kamloopstransportationstrategy](https://gov.bc.ca/kamloopstransportationstrategy)
- Mailing your completed survey to:

**Ministry of Transportation and Infrastructure**  
ATTN: Kamloops Area Transportation Strategy  
447 Columbia Street, Kamloops BC, V2C 2T3

Please visit the website for background information and project updates.

