



City of Prince Rupert TRANSPORTATION PLAN





PREPARED FOR:

City of Prince Rupert
424 3rd Avenue West
Prince Rupert, BC V8L 1L7

PREPARED BY:

Urban Systems
344 2nd Avenue West
Prince Rupert, BC V8J 1G6

June 2023

All images provided by
the City of Prince Rupert
or Urban Systems unless
noted otherwise.

URBAN
SYSTEMS

TERRITORIAL ACKNOWLEDGMENT

We respectfully acknowledge that what is now known as Prince Rupert is the traditional, ancestral, unceded territory of the Ts'msyen people. There are recommendations in this plan that can be undertaken by the City as part of the process of Indigenous reconciliation. This plan is by no means the answer to meaningful reconciliation, but it is intended to promote and support the continued dialogue to learn from and engage with Indigenous partners.



Contents

1.0 INTRODUCTION	1	5.0 ACTIVE TRANSPORTATION	33
1.1 PROJECT BACKGROUND	2	5.1 BACKGROUND	34
1.2 WHAT IS CONNECT RUPERT?	3	5.2 ISSUES & OPPORTUNITIES.....	35
1.3 PLAN PROCESS	3	5.3 STRATEGIES & POLICY STATEMENTS.....	37
1.4 COMMUNICATIONS & ENGAGEMENT.....	4	6.0 PUBLIC TRANSPORTATION	53
1.5 HOW TO READ THE PLAN	5	6.1 BACKGROUND	54
1.6 PLAN FRAMEWORK.....	6	6.2 ISSUES & OPPORTUNITIES.....	55
1.7 IMPLEMENTATION PRIORITIES.....	8	6.3 STRATEGIES & POLICY STATEMENTS.....	56
2.0 COMMUNITY AND TRAVEL HIGHLIGHTS	9	7.0 DRIVING	66
2.1 SHAPING INFLUENCES ON TRANSPORTATION.....	10	7.1 BACKGROUND	67
2.2 AN EQUITY-CENTERED PLAN.....	11	7.2 ISSUES & OPPORTUNITIES	68
2.3 COMMUNITY CONTEXT.....	12	7.3 STRATEGIES & POLICY STATEMENTS	69
2.4 POLICY CONTEXT	18	8.0 IMPLEMENTATION PLAN	81
2.5 TRAVEL PATTERNS	20	8.1 IMPLEMENTATION PLAN.....	82
3.0 VISIONING THE FUTURE	21	8.2 FUNDING CONSIDERATIONS.....	84
3.1 COMMUNITY PRIORITIES.....	22	9.0 CLOSING AND NEXT STEPS	86
3.2 VISION.....	23		
3.3 VALUES	24		
4.0 MODAL INTERCONNECTIVITY	25		
4.1 BACKGROUND	26		
4.2 ISSUES & OPPORTUNITIES.....	27		
4.3 STRATEGIES & POLICY STATEMENTS.....	28		

1.0 INTRODUCTION





1.1 PROJECT BACKGROUND

The City of Prince Rupert is a vibrant waterfront community of over 12,000 residents on Kaien Island in northwestern British Columbia. The city is located within the traditional, ancestral, and unceded territories of the Ts'msyen First Nations people.

Prince Rupert is the largest community in northwestern British Columbia and is the western terminus of the Trans-Canada (Yellowhead) Highway 16 and the Canadian National Railway. It is home to one of two major ports on Canada's west coast. The port is continuing to grow in its role in importing and exporting goods for the rest of the country. The port facilities and related industries generate significant economic activity for the city and there is an anticipation of significant growth in the coming years.

As BC's first planned city, Prince Rupert was created to encourage people to move through the city on a human scale. The city has a high level of participation in active transportation and a highly successful transit network, with 13% of residents identifying that they walk, cycle or take transit to work (according to the 2021 Census). The city's transit network includes eight separate routes that all converge downtown, with excellent coverage for western and eastern parts of the city.

The City has a bold vision for the future of Prince Rupert, as is encapsulated in initiatives like the 2021 Official Community Plan (OCP) and the 2030 Vision document. Building on the planning principles and objectives in these documents, the City has developed a new Transportation Plan – which we're calling **Connect Rupert** – to help shape the future of transportation in Prince Rupert.

1.2 WHAT IS CONNECT RUPERT?

Connect Rupert is name of the City's new Transportation Plan. Connect Rupert provides an opportunity for the City to take stock of all forms of transportation in Prince Rupert today, plan for the future, and strategically guide its growth today and over the long-term.

The plan establishes a strategic vision and values that will guide the City's transportation and land use decisions as well as public investments over the next 5-10 years as well as over the long-term. The plan will help guide the City towards its vision of being a world-class port city that is vibrant, resilient, and sustainable. As a port city that is continuing to grow in its role in importing and exporting goods for the rest of the country, the plan will need to balance both the city's commercial and personal transportation needs.

The plan is a crucial step towards creating a transportation network that serves community members of all ages and abilities and will support the bold visions in recent and existing initiatives, including the recently adopted OCP.

1.3 PLAN PROCESS

The Transportation Plan has been developed through a five-phase process over the past 12 months, as shown in **Figure 1**. The planning process has included a variety of opportunities for community members to participate in the planning process and provide input.

Three interim reports were prepared throughout the plan process:

- **Interim Report #1: Project Background** provided an overview of existing conditions for transportation and mobility in Prince Rupert
- **Interim Report #2: Best Practice Review** provided an overview of national and international best practices and emerging trends in transportation and mobility
- **Interim Report #3: Options Development** presented the draft long-term plan.

In addition, two Engagement Summary Reports were prepared two summarize each round of engagement. This document summarizes each of these reports.

FIGURE 1 PLAN PROCESS



1.4 COMMUNICATIONS & ENGAGEMENT

Throughout the planning process, the Prince Rupert community was engaged to provide direction and input on various aspects of the plan.

ROUND 1 ENGAGEMENT

The first round of engagement took place between June and August 2022. An online survey and interactive map were available on RupertTalks; these activities were designed to better understand current travel habits and priorities for the City's transportation network. In addition to the online activities, the City also hosted two community pop-up events and an in-person stakeholder workshop.

The community survey received 309 responses. 87% of survey respondents were Prince Rupert residents and nearly 50% identified as being residential owners. The results of the online survey are presented in the **Engagement Round 1 Summary Report** and have been used to inform the long-term plan, along with the results of the technical analysis.

ROUND 2 ENGAGEMENT

The second round of engagement focused on presenting the draft long-term plan and gathering feedback on priorities and actions. Community feedback collected during this round allowed the project team to gauge community support for the Plan and determine if any adjustments needed to be made. Round 2 engagement activities included an online survey and a community pop-up event.

The online survey was open between February and March 2023 and received 89 responses. Survey results are presented in the **Engagement Round 2 Summary Report**.



1.5 HOW TO READ THE PLAN

This report summarizes current conditions, issues, and opportunities for transportation in Prince Rupert, and offers insight into how these, along with the overarching policy context, influence the transportation network. Finally, this document provides strategies and policy statements to build a transportation network that meets the vision and values of the plan. A detailed overview of the strategies and policy statements is provided in **Appendix A** and detailed implementation tables are provided in **Appendix B**.

The plan includes the following sections:

- **Section 1: Introduction** provides an overview of the plan, including the background and plan process, as well as the structure of this report.
- **Section 2: Community & Travel Highlights** summarizes the existing factors that shape transportation in Prince Rupert, including the community context, the policy context, and travel patterns.
- **Section 3: Visioning the Future** summarizes the vision and values that shape the plan, as well as the overall framework for the plan.
- **Section 4: Modal Interconnectivity** summarizes issues and opportunities as well as strategies and policy statements in terms of the city's connections to air-based, water-based, rail-based, and road-based modes of transportation.
- **Section 5: Active Transportation** summarizes issues and opportunities as well as strategies and policy statements in terms of active transportation, such as walking and mobility aids as well as cycling and rolling, in Prince Rupert.
- **Section 6: Public Transportation** summarizes issues and opportunities as well as strategies and policy statements in terms of public transit, school buses, shuttles, taxis, and ride-hailing in Prince Rupert.
- **Section 7: Driving** summarizes issues and opportunities as well as strategies and policy statements in terms of driving in Prince Rupert. This section includes notes on goods movement, the coordination of major road works and infrastructure improvements, parking, and car sharing.
- **Section 8: Implementation Plan** provides an implementation and phasing strategy, including short, medium, and long-term priorities.



1.6 PLAN FRAMEWORK

The Transportation Plan is composed of several interrelated layers that combine to form the plan's framework. This framework is outlined below and summarized in the graphic on the following page

- **1 Vision:** The future directions for the Transportation Plan include a vision statement that describes the City's aspirations for transportation today and in the future.
- **10 Values:** The proposed vision is supported by ten shared values that further guide the direction of the Transportation Plan.
- **4 Themes:** The vision and values can be implemented by focusing on strategies and policy statements for four overarching themes.
- **29 Strategies:** Strategies provide strategic direction on key focus areas within each theme
- **83 Policy statements:** Policy statements provide specific action-oriented direction for what the City should do under each strategy to meet the vision and values of the plan.

A summary of the strategies and policy statements make up the main recommendations of the Transportation Plan are outlined in detail in the following sections. A detailed overview of the strategies and policy statements is provided in **Appendix A**.

VISION
 ↓
 VALUES
 ↓
 THEMES
 ↓
 STRATEGIES

In 2040, Prince Rupert is a world-class port city that is supported by a world-class transportation system that contributes to a vibrant, growing, and complete community with a thriving economy where people choose to live, work, and play.

Prince Rupert is celebrated for its natural beauty and recreation opportunities and is a gateway of national importance by water, rail, road, and air. The City's multi-modal transportation system is well-managed and maintained and provides critical connections for people of all ages and abilities to neighbouring and Indigenous communities as well as to the rest of British Columbia, Canada, and the world.

Prince Rupert's transportation network is safe, sustainable, and resilient, and enables a healthy, accessible, and equitable community.

Accessible

Equitable

Livable

Healthy

Safe

Efficient

Well-connected

Economically Prosperous

Environmentally Sustainable

Resilient

Modal Interconnectivity

- Strategy 1.1: Improve the quality of transportation connections within transportation hubs
- Strategy 1.2: Improve access to and from station and terminal areas
- Strategy 1.3: Improve accessibility of travel information
- Strategy 1.4: Work with transportation service operators to improve service to and from Prince Rupert

Active Transportation

- Strategy 2.1: Develop and adopt complete streets design standards focusing on enhanced active transportation facilities
- Strategy 2.2: Build a complete, connected, and accessible sidewalk network
- Strategy 2.3: Make walking a safe and more enjoyable experience
- Strategy 2.4: Design streets and trails to be universally accessible
- Strategy 2.5: Build a cycling and rolling network for people of all ages and abilities
- Strategy 2.6: Enhance trails and multi-use pathways to provide recreational opportunities
- Strategy 2.7: Create and enhance existing crossings to accommodate people of all ages and abilities
- Strategy 2.8: Focus on quick-build approaches to implementing pedestrian and cycling infrastructure using low-cost, flexible materials
- Strategy 2.9: Maintain active transportation facilities year-round
- Strategy 2.10: Develop support programs and initiatives that encourage people to use active transportation as the preferred mode for more trips

Public Transportation

- Strategy 3.1: Advocate for BC Transit to improve transit service to make it a convenient and reliable transportation option
- Strategy 3.2: Work with BC Transit to ensure the transit network connects people to where they want to go, reducing the need to transfer
- Strategy 3.3: Improve the transit customer experience
- Strategy 3.4: Improve transit accessibility
- Strategy 3.5: Ensure the taxi supply matches the demand
- Strategy 3.6: Encourage ride-hailing to provide more transportation options
- Strategy 3.7: Manage and regulate the curbside for both ride-hailing and taxis
- Strategy 3.8: Continue to work with partners to support and improve service for children and youth travelling to and from school

Driving

- Strategy 4.1: Update the City's street network classifications to reflect the intended function
- Strategy 4.2: Design and deliver people-first streets
- Strategy 4.3: Regularly maintain the road network to preserve a state of good repair
- Strategy 4.4: Improve safety for all road users
- Strategy 4.5: Adopt the updated goods movement network to ensure the safe and efficient movement of goods
- Strategy 4.6: Support the electrification, automation, and sharing of transportation modes to ensure that the City can accommodate future trends
- Strategy 4.7: Review parking supply and demand that encourages appropriate use to support the needs of residents, visitors, and businesses

1.7 IMPLEMENTATION PRIORITIES

The Transportation Plan is action-oriented and prioritizes each policy statement identified under each of theme of the plan. Strategies for implementing each of the policy statements identified in the Transportation Plan provide guidance with respect to:

- **Timeframe.** Each policy statement is identified as either a short-term (0-5 years), medium-term (6-10 years) or long-term (over 10 years) initiative, or as an initiative that will be implemented on an ongoing basis. Many policy statements will be implemented on an ongoing basis. If an opportunity arises to immediately implement an action identified as a medium or long-term priority, such as an infrastructure redevelopment opportunity or other capital project, the City should seek to maximize the opportunity.
- **Method of Implementation.** Each policy statement can be implemented in a range of ways, including: as a capital project, through ongoing operations and maintenance, as a policy or programming initiative, or through some combination of the above.
- **Responsibility.** There are various roles and responsibilities for each policy statement. Many policy statements are the primary responsibility of the City of Prince Rupert (including Engineering, Public Works, Planning, Parks & Recreation, Communications, or Finance), while secondary actions should be led by external agencies, such as other government agencies (such as MOTI, BC Transit, Tourism Prince Rupert, Port of Prince Rupert, etc), community groups, or the private sector. Of the projects identified in the plan are also eligible to be included in a Development Cost Charge (DCC) program.

Network priorities were also identified in the maps throughout each section. Short-term priorities were generally focused on improved connections to and from downtown, other commercial areas, schools, parks, and community facilities.

Throughout the Transportation Plan, each policy statement identifies the timeframe, method of implementation, and responsibility, and maps are provided showing priority projects. Detailed tables are provided in **Appendix B** summarizing the timeframe, method of implementation and responsibility for all strategies and policy statements identified in the Transportation Plan.

2.0 COMMUNITY AND TRAVEL HIGHLIGHTS



2.1 SHAPING INFLUENCES ON TRANSPORTATION

Transportation has a crucial role in helping to create healthy and sustainable communities. Transportation policies, plans, and infrastructure improvements can have significant impacts on community members mobility patterns and how they interact with the build environment.



ROAD SAFETY

High automobile speeds and traffic volumes all contribute to traffic-related injuries and deaths for pedestrians, cyclists, and motorists. Safe road design can improve safety and address citizens' perception of safety.



CLIMATE CHANGE

Transportation-related air pollutants are the largest contributors to poor air quality and produce greenhouse gas (GHG) emissions, which has negative implications for community quality of life, public health, and climate change. Supporting sustainable transportation options can reduce the impacts of transportation on climate change.



PUBLIC HEALTH

Transportation and urban planning policies can effectively encourage physical activity. People can be more active when there are more active transportation and transit options. Being more physically active can improve health and reduce rates of obesity, chronic disease, and premature death.



EQUITY

Affordable and equitable transit service can enable residents of all incomes and abilities to access necessary services and supports (i.e., employment, education, healthcare, public and social services, and healthy food) that are critical components to health.



HOUSING AFFORDABILITY AND TRANSPORTATION

Housing and transportation costs are often the two largest expenditures for households and are barriers for many. Affordable housing options need to be provided where households have access to sustainable, cost-effective transportation, particularly transit, and proximity to places of employment and daily needs.



ECONOMY

An efficient transportation network benefits more than just commuting employees – goods are delivered with ease, customers can access shops more frequently, and the community becomes a sought-after destination for new businesses.



NOISE

Road traffic is the biggest cause of noise in many cities, which can exacerbate stress levels, increase blood pressure, cause sleep disturbance, and negatively affect mental health. Reducing the number of vehicles on the road by creating a positive environment for walking and cycling will help mitigate noise issues.



SOCIAL COHESION AND INCLUSION

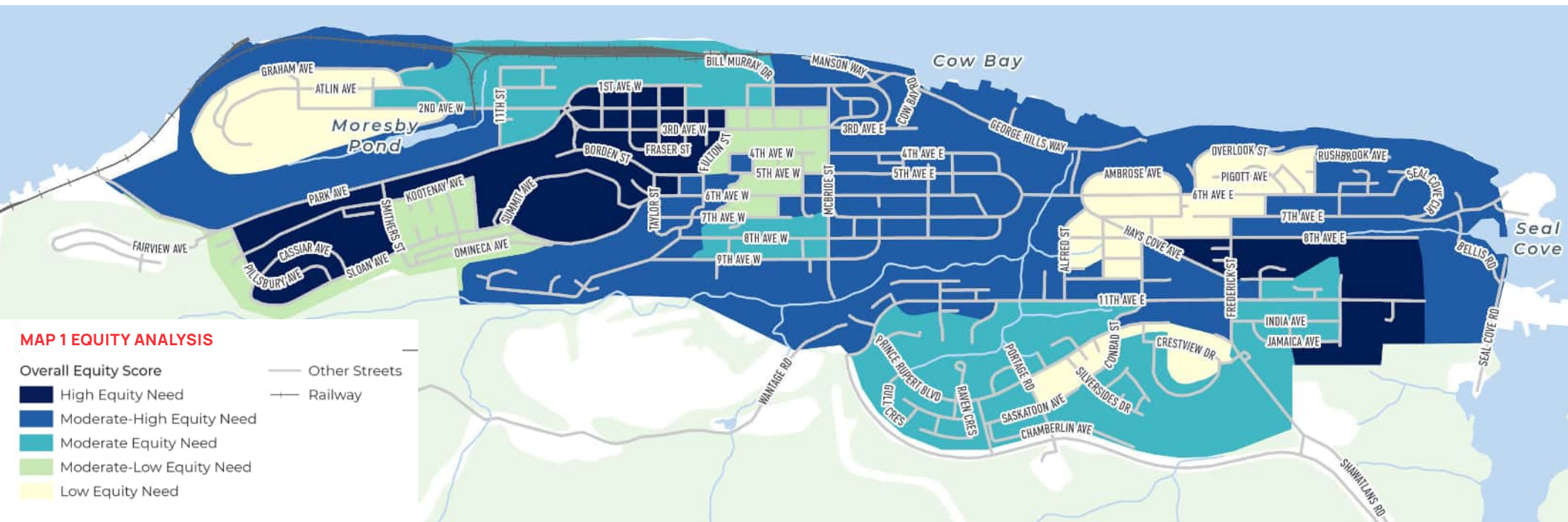
Cycling, walking, and transit have been shown to stimulate physical activity, which leads to increased social interaction and cohesion. Social inclusion can support other positive outcomes such as better health and increased participation in community life.

2.2 AN EQUITY-CENTERED PLAN

One of the aims of the transportation plan is to develop a well-connected multi-modal transportation network that provides equitable access for all residents and serves all areas of the city. This means being inclusive of – and prioritizing – people of all ages, abilities, backgrounds, and identities. It is especially important to focus on supporting equity-seeking populations, which may include, but are not limited to, the following:

- The Black, Indigenous, and People of Colour (BIPOC) community
- Seniors, youth, and women
- The LGBTQIA2S+ community
- Immigrants and refugees
- People with accessibility needs, including those with challenges related to mobility, vision, hearing, strength, dexterity, and/or comprehension
- People who are socio-economically disadvantaged
- People experiencing housing insecurity or homelessness
- People experiencing substance use disorder

Equity-seeking populations face unique and intersecting challenges when navigating the transportation system, including the threat of discrimination and violence. They may be uncomfortable walking, rolling, and cycling due to personal safety concerns. These populations – especially seniors and the BIPOC community – also tend to be overrepresented in traffic fatalities and serious injuries. The plan has conducted an analysis to identify areas with the greatest equity need and to focus investments in these areas, as shown in **Map 1** below. This analysis identified areas of high concentrations of several equity-seeking groups based on Statistics Canada Census data, including low-income populations, new immigrants, Indigenous peoples, seniors, and children.





2.3 COMMUNITY CONTEXT

2.3.1 HISTORIC CONTEXT

The city is located within the traditional, ancestral, and unceded territories of the Ts'msyen First Nations on Kaien Island. The Ts'msyen peoples have lived in the area since time immemorial.

Since European settlement and the City's incorporation in 1910, there have been grand ambitions for Prince Rupert as a thriving coastal port city. Planning for the city began with the 1907 Brett and Hall Plan, which laid out a vision of beautiful crescents, human-scaled blocks, and an efficient street grid network based on the City Beautiful tradition of planning.

In the early 1900s, the City's founder Charles Hays had a grand vision for Prince Rupert as a bustling metropolis. After his death on the ill-fated maiden voyage of the Titanic, the details of that vision were largely lost to legend. The recently adopted OCP and 2030 Vision document embody the City's updated vision to renew community spirit and build a future-forward city. The City wants to accomplish the things that matter most to residents and build a sustainable future based on inclusion and diversity as well as quality of life and economic prosperity.

The 1907 Brett and Hall Plan's development pattern framework remains to this day and results in a compact urban area with a well-developed street grid network.

2.3.2 GEOGRAPHIC CONTEXT

Prince Rupert is strategically located near a deep-water harbour on British Columbia's northwest coast. This has contributed to the success of its port, which is the second largest port along Canada's west coast and the third largest port in Canada. Prince Rupert is also the largest city on British Columbia's northwest coast and plays an important role as a centre for surrounding communities.

The city plays a critical role in the provincial and national economy as a gateway city. As shown in **Map 2**, the city is the western terminus of the Trans-Canada (Yellowhead) Highway 16 and the Canadian National Railway. The city is also a terminus for BC Ferry service to Vancouver Island and Haida Gwaii and is connected to the Alaska Marine Highway System. Additionally, it is connected by local water-based transportation to surrounding communities. Prince Rupert is also home to Prince Rupert Airport on Digby Island and a Via Rail station for passenger rail.

As noted earlier, the city has a compact urban area with a well-developed street grid network based on the City Beautiful planning tradition. The city includes several unique neighbourhoods, including the Midtown, Downtown, and Marina Districts as well as many residential areas. As shown in **Map 3**, there are many key destinations in the city. This includes the key transportation gateways such as the BC Ferries and Alaska State Ferry terminals, Prince Rupert Airport, and the Via Rail station. Other key destinations include the Museum of Northern British Columbia, Prince Rupert Regional Hospital, Coast Mountain College, and numerous schools, parks, and commercial areas.



MAP 2 REGIONAL CONTEXT

- | | | |
|-----------------------|------------------------|-----------------------------------|
| Prince Rupert Airport | MOTI Highway | Park / Open Space / Forested Area |
| Local Ferry Terminal | Roads | School |
| BC Ferries Terminal | Railway | First Nation Reserve |
| Ferry Route | Commercial / Mixed Use | Municipal Boundary |



MAP 3 KEY DESTINATIONS

- | | | | |
|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
|  Ferry Terminal |  Prince Rupert Airport |  Prince Rupert Regional Hospital |  Park / Open Space / Forested Area |
|  Recreation Facility |  Prince Rupert City Hall | Water Labels |  School |
|  Museum of Northern British Columbia |  Prince Rupert Public Library |  Railway |  First Nation Reserve |
| | |  Commercial / Mixed Use |  Municipal Boundary |

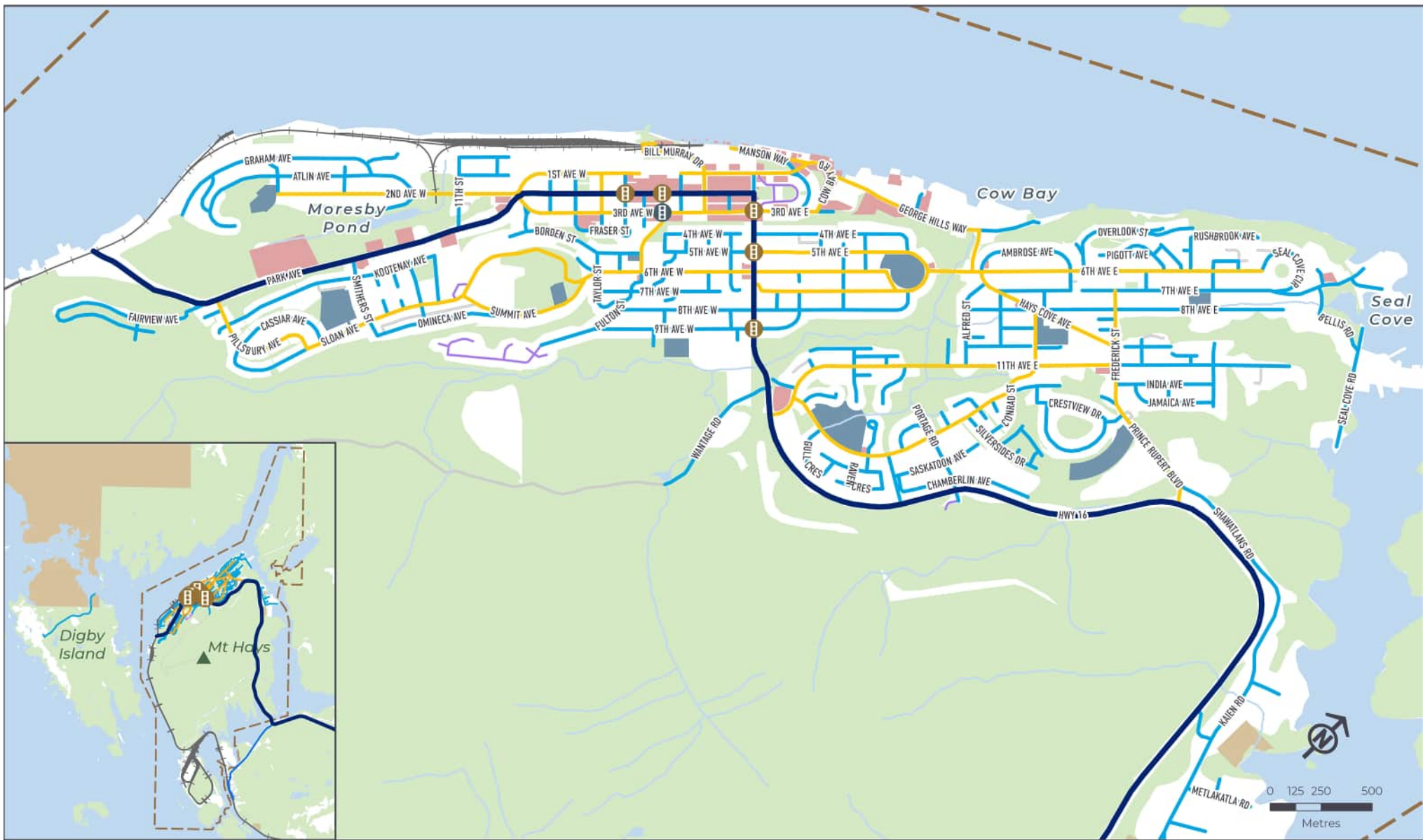
2.3.3 STREET NETWORK CONTEXT

The city's street network is made up of different components, each serving specific functions within the overall network. While streets provide an important function of ensuring mobility and access to a community, they are not just corridors for moving vehicles and goods. They are also public spaces that can largely shape and define the character of a community. As roadways, the street network represents the primary component of the city's transportation system, as it supports not only automobile traffic, but all other modes of travel as well. The city's street network also makes up a significant portion of the city's public space.















"Complete streets" is a term that refers to the policy and design approach that streets are for people, not just cars. Complete streets are designed and operated to enable safe and comfortable use for all, regardless of age or ability. The policy and design approach recognizes that streets have different roles, functions, and characteristics depending on their context. Through attractive design, enhanced safety, and multi-modal infrastructure, streets can be transformed into spaces that increase safety, promote a more active lifestyle, decrease carbon dioxide emissions, encourage a sense of community, and support local businesses. Most streets in Prince Rupert and in cities throughout North America have been designed primarily for the automobile. As Prince Rupert moves forward, the City should look for opportunities to reallocate road space to ensure streets work for everyone and that they are safe, comfortable, and accessible for all forms of transportation.

The city's street network is divided into a street network classification hierarchy that represents the typical form and function for each type of street (see **Map 4**). However, there may be some variations in the actual characteristics of various roadways. The Provincial highway, which is under the jurisdiction of the provincial Ministry of Transportation and Infrastructure (MoTI), is at the highest level of the street network classification. The street network classification includes:

- **Highway:** highway, under the jurisdiction of MoTI, that serves local and regional traffic.
- **Collector Streets:** streets that provide links between local streets and transfer traffic to the highway. Collector streets are not intended for the use of regional traffic. Collector streets usually accommodate between 1,000 and 8,000 vehicles per day.
- **Local Streets:** streets that provide everyday access to individual properties. Local streets usually accommodate less than 1,000 vehicles per day.



MAP 4 STREET NETWORK CLASSIFICATION AND TRAFFIC CONTROLS

- | | | | | | |
|-----------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------|-----------------------------------|
|  | Municipal Traffic Signal |  | Strata |  | Park / Open Space / Forested Area |
|  | MOTI Traffic Signal |  | Lane |  | School |
|  | Highway |  | Roads |  | First Nation Reserve |
|  | Collector |  | Railway |  | Municipal Boundary |
|  | Local |  | Commercial / Mixed Use | | |

2.3.4 GROWTH & DEVELOPMENT

The city has rapidly grown and developed over the past century since it was incorporated. The city grew steadily until the 1990s, when it reached a peak population of nearly 17,000 residents. Since the 1990s, the city has experienced either a declining or stable population (see **Figure 2**).

According to the 2021 Census, the city has a population of approximately 12,300 residents, representing a 0.7% increase since 2016. Looking forward, the City anticipates significant growth over the next decade as a result of recent development and growth associated with the port. The City's OCP anticipates rapid growth in the coming years, with a doubling of the population over the next decade. This would bring 12,000 new residents by 2030, representing a projected growth rate of 7.2%.

Of note, the city is home to both a significant youth and senior population. Nearly a quarter (22.8%) of the city's population is 19 years or younger, while 16.3% of the population are 65 and over (see **Figure 3**). Each of these groups benefit from safe and convenient alternatives to driving. Alternatives such as walking, cycling, rolling, or using a mobility aid or transit provide a range of independent mobility options for those who do not have access to motor vehicles and can promote fitness and engagement in recreational activities. As the population ages, travel behaviours will change considerably and create different transportation needs for the city. An example of such a travel behaviour change is how seniors are more likely to travel mid-day instead of during peak hours.

FIGURE 2 HISTORIC POPULATION CHANGE

Source: Statistics Canada

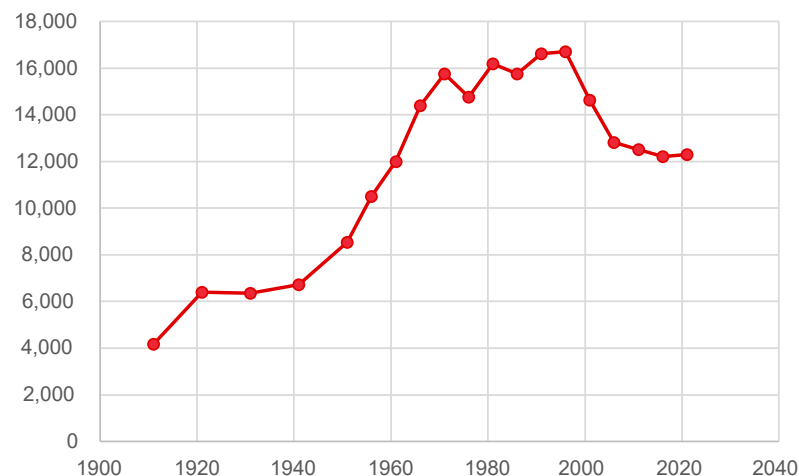
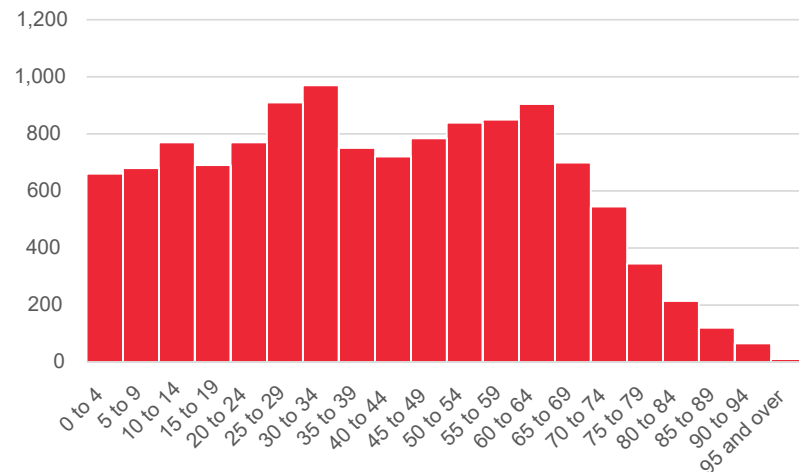


FIGURE 3 2021 POPULATION PROFILE

Source: Statistics Canada, 2021 Census



2.4 POLICY CONTEXT

Connect Rupert is closely linked to several other plans and policies at the local, regional, provincial, and federal levels. These documents set the overarching goals, visions, and objectives for land use, transportation, and other key long-term planning considerations in the city.

2.4.1 EXTERNAL PLANS & POLICIES

Both the provincial and federal governments have established bold targets to reduce greenhouse gas (GHG) emissions. Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030, while the Province's *CleanBC* plan includes targets to reduce GHGs to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.

The Province released *Move. Commute. Connect. – B.C.'s Active Transportation Strategy* in 2019. The strategy sets bold targets to double the percentage of trips taken with active transportation by 2030 to help the province meet its GHG emissions targets. To support the implementation of active transportation infrastructure, the Province released the *B.C. Active Transportation Design Guide* to ensure consistent active transportation facility design across the province. The Province also administers the Active Transportation Infrastructure Grant to support active transportation investments across British Columbia. These provincial initiatives, along with Canada's new federal *National Active Transportation Strategy* and National Active Transportation Fund, represent new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

BC Transit provides transit service in Prince Rupert and has developed the 2012 *Prince Rupert Transit Service Review* and 2022 *Prince Rupert and Port Edward Transit Future Service Plan*.

Prince Rupert is a service centre for several neighbouring and water access only communities including Port Edward, Metlakatla, Lax Kw'alaams, Gitxaala, Dodge Cove, and other smaller communities in the North Coast Regional District. Each of these communities has its own plans and policies that identify how each one interfaces with the City and its own plans for increasing community resilience in the form of housing and other services.

In addition, the Prince Rupert Port Authority has federal jurisdiction over a significant amount of land along the city's waterfront that is primarily reserved for transportation and industrial use. However, the Prince Rupert Port Authority is also an important partner for delivering community projects.

2.4.2 CITY OF PRINCE RUPERT PLANS AND POLICIES

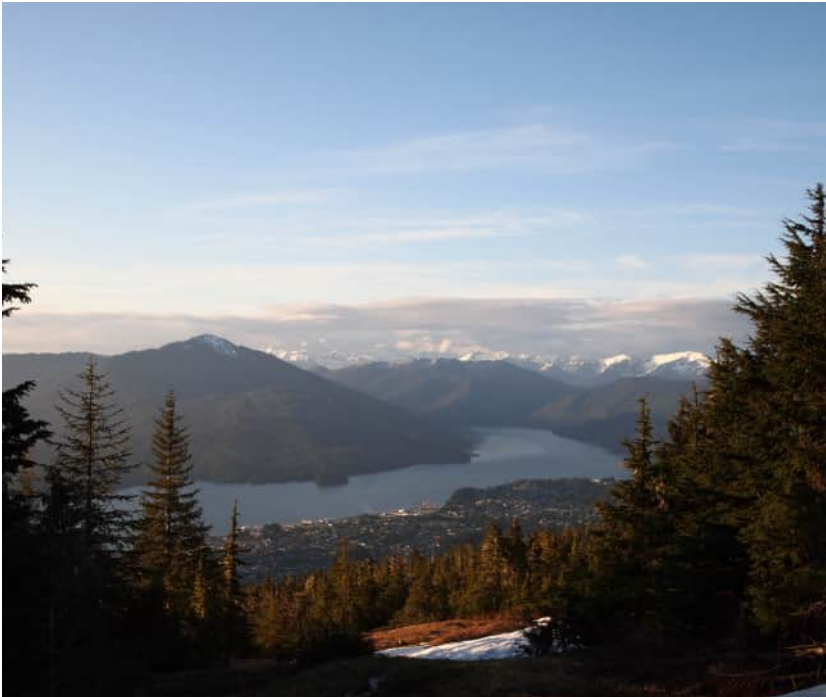
There are several overarching plans and policies that will shape the Transportation Plan. The City's Official Community Plan (2021) provides guidance for the city's growth and development as well as several policies related to transportation. The OCP also identifies the current road network classification and planned projects.

Prior to the OCP, the City also participated in the recently completed 2030 Vision document, a visioning and aspirational document to guide the City's dream for its future. It sets out the principles, geography, specific intentions, actions, and organization necessary for growth, driven by a powerful aspiration to see the communities and port of Prince Rupert grow together in mutual support and harmony, as a livable, sustainable, and competitive whole, to become a compelling northern focus for Western Canada, serving all of North America.

The document includes five principles for success, including:

- Quality of Life,
- Sustainability,
- Local Character,
- Diversity, and
- Port/City Symbiosis.

Beyond these recent planning documents, the City has a long history of transportation planning, dating back to the 1981 Prince Rupert Traffic Study, 1983 Prince Rupert Traffic Bylaw, and 1990 Prince Rupert Bypass Traffic Impact Study.



Other documents considered in the development of the Transportation Plan include:

- Interim Parking Management Strategy (2022)
- BC Transit Prince Rupert / Port Edward Transit Future Service Plan (2022)
- 2nd and 3rd Avenue Traffic and Parking Concepts (2022)
- Zoning Bylaw (2021)
- 3rd Avenue Extension Overall Site Plan (2021)
- Redesign Rupert Labour Market Study (2019)
- MoTI Transportation Trade Network Analysis Study Summary (2019)
- MoTI Highway 16 & McBride Street Intersection Concept Review (2019)
- Downtown Revitalization Consultation Survey Results (2019)
- Small Business Development Action Plan (2018)
- 2030 Sustainable City Policy Objectives (2018)
- KITEARS Kaien Island Trail Network Plan (2017)
- Community Energy and Emissions Plan (2017)
- Redesign Rupert Waterfront and 3rd Avenue Visioning (2016)
- Redesign Rupert Recharge (2016)
- Infrastructure Report (2015)
- Hays 2.0 Vision Statement (2015)
- BC Transit Prince Rupert Transit Service Review (2012)
- Digby Island & Ts'msyen Peninsula Access Project Assessment (2010)
- NCRD Kaien Island Trail Study (2009)
- Parking Study (2007)
- Various Traffic Impact Assessments

2.5 TRAVEL PATTERNS

Based on data from the 2021 Census, most trips made by Prince Rupert residents are by motor vehicle, including approximately 75% of trips by vehicle drivers and 10% by vehicle passengers. Sustainable forms of transportation such as walking, cycling, and transit make up nearly 13% of trips made by Prince Rupert residents (see **Figure 4**).

While the city has a relatively even breakdown between genders, there are important gender differences between different forms of transportation. For example, women are more likely to be a vehicle passenger (53% of all passenger trips) or take transit (63% of all transit trips). In contrast, men are more likely to drive (58% of all driving trips) or to bicycle (60% of all bicycle trips). From a diversity and equity perspective, it is important to consider the travel needs and behaviours of all demographics as the plan is developed.

Due to its compact nature, most trips made by Prince Rupert residents are relatively short. In fact, nearly three quarters (72%) of all trips in Prince Rupert are less than 15 minutes in length (see **Figure 5**). These shorter trips could easily be replaced by sustainable forms of transportation such as walking, cycling, rolling, or using a mobility aid or transit.

FIGURE 4 MODE SHARE

Source: Statistics Canada, 2021 Census

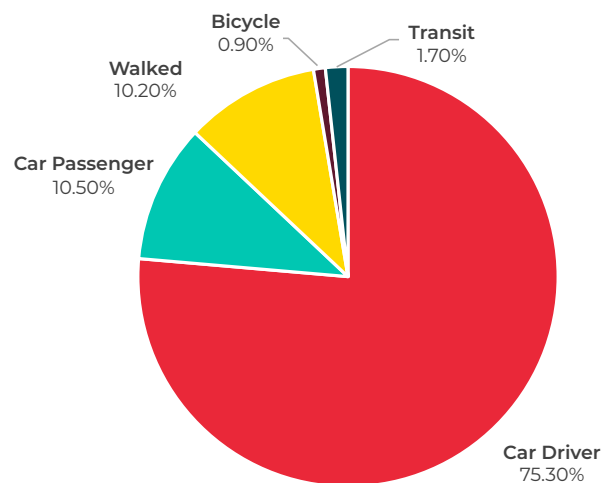
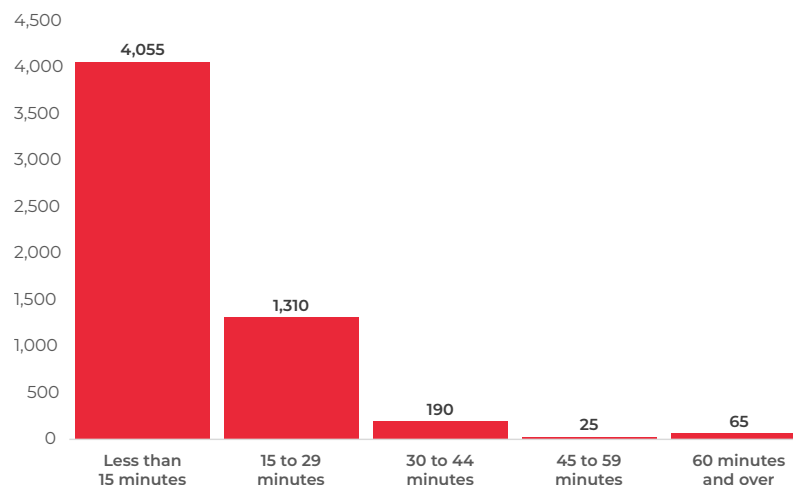


FIGURE 5 COMMUTING DURATION

Source: Statistics Canada, 2021 Census



3.0 VISIONING THE FUTURE



This section outlines future directions for the Transportation Plan based on a review of the City's existing policies; feedback received from stakeholders and the public; and experience from other similar communities. The future directions outlined in this section include an overarching vision statement along with values that will help shape the overall direction for the Transportation Plan and serve as the basis from which improvement opportunities and investments are identified and prioritized.

3.1 COMMUNITY PRIORITIES

The online community survey asked respondents to identify which aspects of the City's transportation system should be considered the highest priority. These priorities have helped to shape the overall vision and values. A list of 8 priorities were provided for participants to rank from 1 (most important) to 8 (least important). **Walking and mobility aids** was identified as the highest priority, with 41% of respondents identifying this as their top priority, and 76% of respondents identifying this as one of their top three priorities. This was followed by **transit and school buses** and **cycling and rolling**. Connections to water-based and rail-based transportation were identified as the lowest priorities.

FIGURE 6 WHAT ASPECTS OF THE CITY OF PRINCE RUPERT'S TRANSPORTATION SYSTEM SHOULD BE CONSIDERED THE HIGHEST PRIORITY?



Walking and mobility aids



Transit and school buses



Cycling and Rolling



3.2 VISION

The vision for the Transportation Plan builds upon the City's commitments as outlined in a number of plans and strategies, including the Official Community Plan and the Vision 2030 document, as well as input from the community noted above. The vision for Prince Rupert's Transportation Plan emphasizes the City's role as a regional gateway and port city, access to nature, and a transportation system that provides choices and supports the development of a sustainable community for people of all ages and abilities. Reflecting these themes, the proposed vision for the Transportation Plan is shown below:

In 2040, Prince Rupert is a world-class port city that is supported by a world-class transportation system that contributes to a vibrant, growing, and complete community with a thriving economy where people choose to live, work, and play.

Prince Rupert is celebrated for its natural beauty and recreation opportunities and is a gateway of national importance by water, rail, road, and air. The City's multi-modal transportation system is well-managed and maintained and provides critical connections for people of all ages and abilities to neighbouring and Indigenous communities as well as to the rest of British Columbia, Canada, and the world.

Prince Rupert's transportation network is safe, sustainable, and resilient, and enables a healthy, accessible, and equitable community.

3.3 VALUES

The proposed vision is supported by ten shared values that further guide the direction of the Transportation Plan:

Accessible

All residents and visitors should have the ability to access activities, opportunities, goods, and services, regardless of their age, ability, income, or other socio-demographic characteristics. This can be achieved by ensuring the built environment is planned and designed following universal design principles along with supportive programs.

Safe

Transportation infrastructure should be designed and built to be safe and comfortable for users of all ages and abilities, and especially for the most vulnerable users such as pedestrians and cyclists. Prince Rupert residents should feel safe on the transportation network regardless of their mode of choice, time of day, or day of year.

Livable

The City should be a complete community that is safe, attractive, and a place where people want to live over the long-term. This includes ensuring residents can access their daily needs within a short walking, cycling, or transit distance. This can be achieved with a complete and connected sidewalk network with interesting placemaking, high-quality cycling infrastructure with amenities such as bicycle parking, and transit that is frequent, comfortable, and accessible, while also managing vehicle trips.

Well-connected

The transportation network has a high degree of connectivity for all modes. This includes ensuring new connections are developed to complete networks. The modes are integrated to facilitate multi-modal travel and at a regional level, supporting seamless transportation throughout the North Coast Region.

Equitable

All residents and visitors, regardless of age, ability, income, gender, race, or other socio-demographic characteristics, should have equitable access to the City's transportation system regardless of which mode they choose to use. The City should use an equity lens when engaging the community and when planning and designing projects.

Environmentally Sustainable

The transportation system should be balanced and environmental impacts and GHG emissions minimized. Walking is convenient for users of all abilities, there is high-quality cycling infrastructure, and transit is attractive and accessible, while vehicle trips are managed and the need for personal car ownership is reduced.

Healthy

The City should be planned and designed to support and encourage active and healthy living. This includes encouraging active forms of transportation such as walking and cycling, ensuring that residents' daily needs such as grocery stores and access to transit are provided within a 15-minute walking distance, and encouraging quieter and non-polluting forms of transportation such as electric vehicles.

Economically Prosperous

Transportation attracts businesses and investment through efficient and reliable mobility for people, goods, and services. Downtown Prince Rupert is a vibrant destination and port activity seamlessly integrates and supports growth. The City should utilize asset management and investments in non-automobile modes to defer the need for major transportation infrastructure investments, meaning there is more resources for other initiatives.

Efficient

As a port city, moving people and goods is a core function of the transportation network. The network should be efficient and reliable to support the local, regional, and national economies. The City should ensure the transportation network minimizes delays and congestion.

Resilient

The transportation network should be adaptive and responsive to local, regional, and global trends, embracing change and growth to serve the community's broader goals. The transportation network should plan for and be designed to manage external influences like changing land use, social, economic, and environmental contexts.

4.0 MODAL INTERCONNECTIVITY



4.1 BACKGROUND

Modal integration, as a key concept, can help improve the user experience of navigating from one mode of transportation to another. Examples of modal integration include having adequate active transportation facilities (e.g., walkways and bicycle parking) available at terminal buildings and other places where people might transfer from one mode to another.

Prince Rupert's strategic waterfront location positions the city as an important transportation gateway for northwestern British Columbia. Air-, water-, rail-, and road-based transportation modes provide strategic connections for people, goods, and services to places beyond Prince Rupert. These strategic connections are important components of the city's transportation system and play a strong role in supporting the local, regional, provincial, and national economies. While many opportunities to better integrate these modes are largely outside the City's jurisdiction, the City can play a role in improving connections between modes. High-quality modal interconnectivity is important for all modes as they relate to the local, regional, and provincial transportation contexts.

This section focuses on how the City can strengthen modal interconnectivity for all modes as they relate to the broader regional and provincial transportation contexts.



4.2 ISSUES & OPPORTUNITIES

A number of issues and opportunities for model interconnectivity were identified through the first round of engagement, including:

- There is an opportunity to **improve the quality of transportation connections between air, water, rail, road, and active modes.**
- There is an opportunity to **improve connections to intermodal connection points such as the airport, seaplane bases, ferry terminals, cruise ship terminal, docks, and train stations through improved transit, loading zones, parking areas, and active transportation connections.**
- **Finding up-to-date information about various travel modes can be a challenge.**
- Residents would like to have **additional options for air-, water-, and rail-based transportation in and out of the City.**
- **Improve reliability of air-, water-, rail-, and road-based transportation modes.**
- The costs of air, water and rail travel are high. Many residents would like to see **more affordable options for travelling by air, water, or rail.**
- **It can be difficult to access the ferry terminals and sea plane bases by public transit,** and public transit does not currently serve these destinations well.
- Currently there are a **limited number of flight, rail, and marine options that enter and depart Prince Rupert,** making it challenging to connect to other destinations.



4.3 STRATEGIES & POLICY STATEMENTS

Modal interconnectivity is crucial to supporting a seamless and sustainable transportation network in Prince Rupert. Every day, people arrive and depart Prince Rupert by a variety of modes that need to frequently and conveniently connect to other modes. Four strategies have been identified to improve modal interconnectivity:

- **Strategy 1.1: Improve the quality of transportation connections within transportation hubs**
- **Strategy 1.2: Improve access to and from station and terminal areas**
- **Strategy 1.3: Improve accessibility of travel information**
- **Strategy 1.4: Work with transportation service operators to improve service to and from Prince Rupert**

Each of these strategies are described in further detail below along with more detailed policy statements to lay out the steps the City can take to improve modal interconnectivity for all modes as they relate to the broader regional and provincial transportation contexts.



Strategy 1.1: Improve the quality of transportation connections within mobility hubs

Residents and visitors travel to and from Prince Rupert using a range of modes of transportation, including roads, rail, air, and ferry. Mobility hubs such as the airport, seaplane bases, ferry terminals, cruise ship terminal, docks, and train station are the key entry points to the community for many people and are the first and last impression to and from the city. This means that transportation connections need to be accessible and enjoyable for a wide range of people. The City can work to enhance the user experience from the moment people arrive in Prince Rupert, ensuring that connections into the City are smooth, comfortable, enjoyable, and provide a positive impression of the community.

This strategy includes recommendations for the City to improve and update transportation connections and mobility hubs. Four policy statements have been identified for this strategy:

Policy 1.1.A: Require airport shuttle buses to include modern accommodation for people with mobility needs rather than school buses.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 1.1.B: Work with Tourism Prince Rupert to sponsor bus wraps that highlight the area's natural beauty and/or local businesses.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 1.1.C: Implement signage and wayfinding in the airport and on airport shuttle buses so travelers know where to go and collect their luggage.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 1.1D: Update the OCP to include Map 5 for mobility hubs at key entry points (such as the airport, seaplane bases, ferry terminals, cruise ship terminal, docks, and train stations) with associated design guidelines to make access to and from key entry points convenient.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Secondary

Strategy 1.2: Improve access to and from station and terminal areas

Prince Rupert is surrounded by many water-access communities that use the City as a destination to meet their daily needs. Prince Rupert also welcomes many visitors by boat, ferry, and air. The City can work with partners to better accommodate all modes, especially active transportation.

This strategy provides recommendations for the City to strengthen the connections to and from station and terminal areas. Three policy statements have been identified for this strategy:

Policy 1.2A: Pursue partnerships to add active transportation connections to stations, terminals, and docks.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Secondary

Policy 1.2B: Work with BC Transit to improve public transit connections to stations, terminals, and docks.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Secondary

Policy 1.2C: Implement a new airport ferry landing at Rotary Waterfront Park as identified in the OCP.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Secondary



FIGURE 7 EXAMPLES OF MODAL INTEGRATION

Strategy 1.3: Improve accessibility of travel information

Wayfinding and information about key destinations is important for an attractive transportation system. Improved travel information would be helpful for residents and visitors arriving in the City and could include details about travel options, how to get around the City, how best to get to destinations, and real-time updates on delays and service interruptions.

This strategy outlines policies the City can implement to improve the accessibility of travel information in Prince Rupert. Two policy statements have been identified for this strategy:

Policy 1.3A: Provide up-to-date travel information on the City website.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Policy 1.3B: Distribute hard copy schedule information.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Secondary

Strategy 1.4: Work with transportation service providers to improve service to and from Prince Rupert

Community members indicated a broad desire for more options for transportation services that provide connections in and out of the City. These services include air, ferry, and rail services, the majority of which are privately operated or revenue-driven programs. The City has limited ability to require these operators to act, but there are opportunities to work with current operators to discuss the level of service that they provide and to ensure there are opportunities for new operators that might want to establish new services. This would help to ensure a more resilient transportation system by ensuring more transportation options.

This strategy outlines the policies the City can implement to improve and bring new services into Prince Rupert. Two policy statements have been identified for this strategy:

Policy 1.4A: Work with current transportation service providers to improve service and connections in the city.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Secondary





Policy 1.4B: Identify opportunities to incentivize the establishment of new air transportation service providers to increase competition for passenger benefit.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Secondary

U:\Projects_YAN\3578\0021\01\ID - Design\GIS\Projects\Pro_Projects_Fey\Baprv\Mobility_Hubs



MAP 5 MOBILITY HUBS

- | | | | |
|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
|  Mobility Hub |  Ferry Terminal |  Prince Rupert City Hall |  Park / Open Space / Forested Area |
|  Mobility Hub Buffer (400 m) |  Recreation Facility |  Prince Rupert Public Library |  School |
| |  Museum of Northern British Columbia |  Prince Rupert Regional Hospital |  First Nation Reserve |
| |  Prince Rupert Airport |  Railway | |
| | |  Commercial / Mixed Use | |



5.0 ACTIVE TRANSPORTATION



5.1 BACKGROUND

Active transportation refers to all forms of human-powered transportation that move people and goods to and from destinations. Walking – including people using personal mobility devices such as wheelchairs and mobility scooters – and cycling are the most popular forms of active transportation, but it can also include other forms of human-powered transportation such as skateboarding, scootering, and in-line skating. Electric micro-mobility devices such as e-bikes, e-scooters, and other small, one-person electric vehicles are also an increasingly popular means of travel that often share the same spaces as bicycles and other active transportation users.

Active transportation already accounts for approximately 11% of all trips in Prince Rupert, with walking accounting for 10%, despite significant gaps in the sidewalk and cycling networks. In addition, 75% of all trips are less than 15 minutes in length, a distance which could be easily replaced by walking or cycling. The City should encourage a modal shift towards active transportation .

This section focuses on how the City can encourage active transportation modes as preferred modes for more trips.



5.2 ISSUES & OPPORTUNITIES

A number of issues and opportunities for improving active transportation were identified through the first round of engagement. Through the first online survey, the top three identified issues or challenges for walking or using a mobility aid in Prince Rupert were the **poor condition of sidewalks and pathways**, **poor weather**, and **lack of sidewalks or pathways**. The top three identified opportunities to improve walking or using a mobility aid were **providing more paved multi-use pathways**, **more sidewalks**, and **more well-marked crosswalks**.

FIGURE 8 WHAT ARE THE ISSUES OR CHALLENGES IN TERMS OF WALKING OR USING A MOBILITY AID IN PRINCE RUPERT? (246 RESPONSES)



*Sidewalks/pathways
in poor condition*



Poor weather



*Lack of
sidewalks/pathways*

FIGURE 9 WHAT TYPES OF WALKING OR MOBILITY AID INFRASTRUCTURE WOULD YOU LIKE TO SEE MORE OF IN PRINCE RUPERT? (243 RESPONSES)



*Paved multi-use
pathways*



Sidewalks



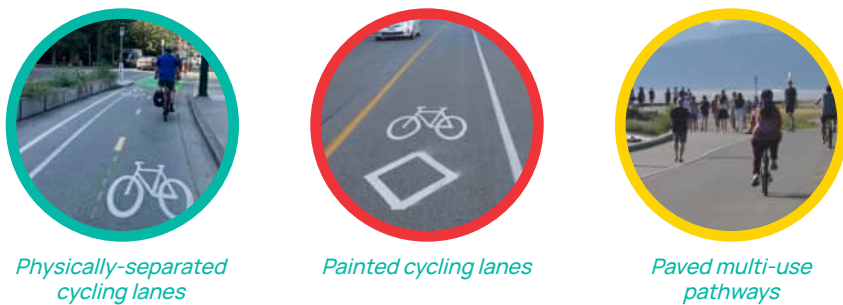
*Well-marked
crosswalks*

The top three identified issues or challenges for cycling or rolling in Prince Rupert were the lack of **cycling infrastructure**, **roads in poor condition**, and **poor weather**. The top three identified opportunities to improve cycling or rolling were **providing more physically separated bicycle lanes**, **painted bicycle lanes**, and **paved multi-use pathways**.

FIGURE 10 WHAT ARE THE ISSUES OR CHALLENGES IN TERMS OF CYCLING OR ROLLING IN PRINCE RUPERT? (237 RESPONSES)



FIGURE 11 WHAT TYPES OF CYCLING OR ROLLING INFRASTRUCTURE WOULD YOU LIKE TO SEE IN PRINCE RUPERT? (240 RESPONSES)



The following points further address issues and opportunities for active transportation in Prince Rupert:

- There are **many gaps in the sidewalk network** with approximately half (49.8%) of streets in Prince Rupert having no sidewalks on either side of the street.
- **Pedestrian safety and accessibility** are concerns, particularly at intersections, due to wide crossing distances, a lack of curb letdowns, and a lack of crosswalks.
- There are currently **no dedicated on-street cycling facilities** or active mobility corridors in the city.
- **The trail network is extensive** with over 50 kilometres of trails, but the existing trails are made up of challenging terrain and not accessible for all.
- **Maintenance** and the condition of active transportation infrastructure was identified as a key issue or challenge for both walking and cycling.
- While the City's Zoning Bylaw does provide requirements for bicycle parking, it does not provide requirements for other **end-of-trip facilities** such as showers and clothing lockers.
- Community members would like to see active transportation modes have more **connectivity to other modes** of transportation such as transit.
- The community would like to see **more amenities** in the city, including more tree canopy, placemaking, encouraging vibrant retail beside pedestrian routes, shelters, and weather protection.

5.3 STRATEGIES & POLICY STATEMENTS

Investments in active transportation infrastructure and support programs can make travelling by walking, cycling, rolling, or using a mobility aid, a more safe, convenient, and enjoyable experience. This would help make active transportation modes the preferred modes for more trips. Ten strategies have been identified to improve active transportation:

- **Strategy 2.1: Develop and adopt complete streets design standards focusing on enhanced active transportation facilities**
- **Strategy 2.2: Build a complete, connected, and accessible sidewalk network**
- **Strategy 2.3: Make walking a safe and more enjoyable experience**
- **Strategy 2.4: Design streets and trails to be universally accessible**
- **Strategy 2.5: Build a cycling and rolling network for people of all ages and abilities**
- **Strategy 2.6: Enhance trails and multi-use pathways to provide recreational opportunities**
- **Strategy 2.7: Create and enhance existing crossings to accommodate people of all ages and abilities**
- **Strategy 2.8: Focus on quick-build approaches to implementing pedestrian and cycling infrastructure using low-cost, flexible materials**
- **Strategy 2.9: Maintain active transportation facilities year-round**
- **Strategy 2.10: Develop support programs and initiatives that encourage people to use active transportation as the preferred mode for more trips**

Each of these strategies are described in further detail below along with more detailed policy statements to lay out the steps the City can take to improve active transportation.



Strategy 2.1: Develop and adopt complete streets standards focusing on enhanced active transportation facilities

Streets are multi-functional spaces that serve many users and different modes of transportation. Streets should be planned, designed, operated, and maintained to enable accessible, comfortable, convenient, and safe access and mobility for all users, regardless of their selected mode of travel. This means accommodating the following functions within the road allowance:

- **Mobility of People:** Streets enable people to travel to their desired destination, including trips within a community or between communities, by walking, rolling, cycling, taking transit, ride-sharing, driving, and any combination.
- **Mobility of Goods:** Streets support the reliable movement of goods and services to serve the local economy and beyond.
- **Access for People:** Streets facilitate people’s arrival to their destination or transfer point between modes. Access for people includes bus stops, bicycle parking, passenger loading zones, and driveways.
- **Access for Goods:** Streets facilitate the exchange of goods and services between buyers and sellers by providing the infrastructure and interfacing between the street, building, and commercial or business activity, including but not limited to sidewalk, storefront, display, driveway, and loading facilities.
- **Activation:** Streets provide social spaces for people to inhabit and enjoy, and contribute to a community’s vibrancy, safety, and sense of place. Street activation includes plazas and parklets, outdoor patios, public art, wayfinding and special street name signage, and street furniture.
- **Greening:** Streets incorporate landscaping and sustainable features within streetscape design to mimic natural systems found in nature and contributes to aesthetics, comfort, and enjoyment of moving through or being on the street.
- **Storage:** Streets can provide parking for cars, commercial vehicles, bicycles, scooters, and other emerging technologies, as well as receptacles (i.e. recycling and garbage) to support people’s use of the street

One policy statements has been identified for this strategy:

Policy 2.1A Develop and adopt updated street design standards in the Subdivision and Develop Servicing Standards Bylaw based on complete streets principles focusing on enhanced active transportation facilities.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary



FIGURE 12 EXAMPLE OF COMPLETE STREET

Strategy 2.2: Build a complete, connected, and accessible sidewalk network

Walking is the most fundamental form of transportation and is essential for health and well-being. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete sidewalk network that connects people to the destinations they want to visit – walking trips can be increased.

This strategy includes policies to fill in gaps in the sidewalk network and ensuring that new sidewalks are built to a minimum standard. Two policy statements have been identified for this strategy:

Policy 2.2A: Adopt the sidewalk network in Map 6 to guide future investments in sidewalks and invest in building the higher priority sidewalks in Map 9.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Primary

Policy 2.2B: Update the Subdivision and Development Serving Standards Bylaw to include sidewalk requirements consistent with best practices including having sidewalks on both sides of all arterial and collector streets, at least side of all local streets, and ensuring a minimum width of 1.8 metres or wider in areas of high pedestrian activity.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary



FIGURE 13 EXAMPLE OF STREETS WITH SIDEWALKS

Strategy 2.3: Make walking a safe and more enjoyable experience

Walking can be the preferred choice for most trips if it is time efficient, safe, and pleasant in both perception and reality. Beyond active transportation infrastructure such as sidewalks, the City can invest in high-quality public spaces and amenities and employ design elements such as Crime Prevention Through Environmental Design (CPTED).

This strategy outlines policies the City can implement to make walking an enjoyable activity and preferred choice for most short trips in Prince Rupert. Three policy statements have been identified for this strategy:

Policy 2.3A: Develop and adopt new Design Guidelines to create a great walking experience year-round, including features such as weather protection, placemaking and plazas, street lighting, pedestrian amenities, street trees, and landscaping.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 2.3B: Improve personal safety and security by incorporating Crime Prevention Through Environmental design into the City Core and other Design guidelines into the OCP.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 2.3C: Work with Tourism Prince Rupert to support the implementation of a pedestrian wayfinding strategy for residents and visitors.

Timeframe	Implementation	Responsibility
Short-Term	Capital Policy & Programming	Secondary



FIGURE 14 EXAMPLES OF PUBLIC REALM AND URBAN DESIGN FEATURES

Strategy 2.4: Design streets and trails to be universally accessible

A universally accessible transportation network is one that allows access by all people, regardless of their age, size, ability, or disability because of its design and composition. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension, among others. Designing streets and trails with pedestrian accessibility in mind can make it easy and convenient to walk to everyday destinations for a wide range of people. Best practice in accessibility is to follow Universal Design principles, which create inclusion for all by making designs equitable, flexible, and intuitive to navigate.

This strategy highlights steps the City can take to apply an accessibility lens in the design. Two policy statements have been identified for this strategy:

Policy 2.4A: Update Subdivision and Development Servicing Standards Bylaw to follow universal design best practices.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Primary

Policy 2.4B: Ensure trails are designed to be universally accessible.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Primary

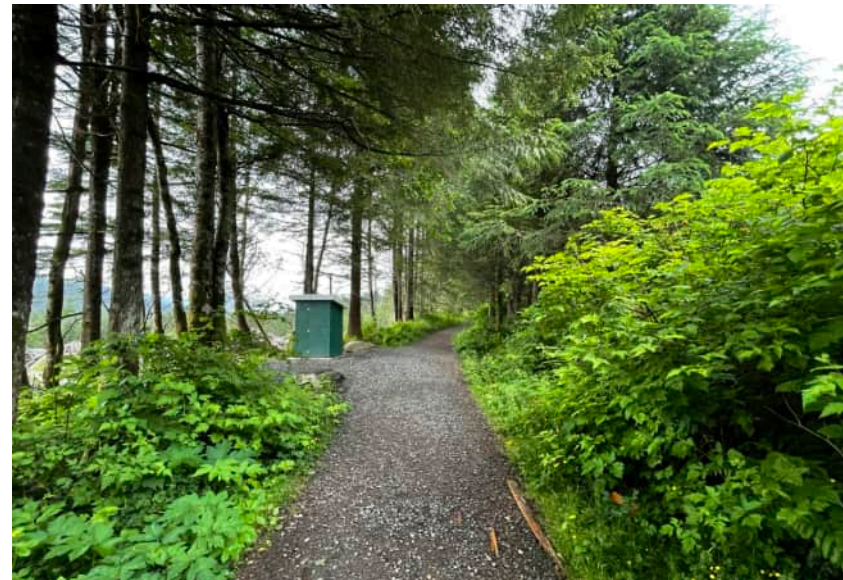


FIGURE 15 EXAMPLES OF ACCESSIBLE TRAILS

Strategy 2.5: Build a cycling and rolling network for people of all ages and abilities

Currently, there are no dedicated on-street cycling or active mobility corridors in Prince Rupert. A complete and connected network of All Ages and Abilities (AAA) bicycle facilities is required to see a significant increase in cycling mode share. Focusing on creating a safe, comfortable, connected, and convenient network of bicycle facilities can see significant gains in ridership and encourages more diverse cyclists, such as women, children, and seniors. In addition to bicycle facilities, the City should invest in support facilities such as bicycle parking, end-of-trip facilities, and wayfinding to make cycling an easy and enjoyable mode of transportation for a broad cross section of people.

This strategy outlines actions for how the City can make cycling and rolling an attractive, convenient, and fun transportation option in Prince Rupert. Five policy statements have been identified for this strategy:

Policy 2.5A: Adopt the complete, comfortable, and connected cycling and rolling network in Map 7 and implement priority recommendations as outlined in Map 10.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Primary

Policy 2.5B: Develop design standards for cycling and rolling facilities based on the B.C. Active Transportation Design Guide and incorporate them in standard street cross-sections for all road classifications in the Subdivision and Development Servicing Standards Bylaw.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary

Policy 2.5C: Provide secure bicycle parking and end-of-trip facilities throughout the City, including incorporating end-of-trip facilities at all City-owned facilities.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Primary

Policy 2.5D: Update the Zoning Bylaw to support the installation of more high quality short- and long-term bicycle parking, e-bike charging infrastructure, and end-of-trip facilities throughout the community.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary

Policy 2.5E: Develop a cycling wayfinding strategy and implement wayfinding signage throughout the city.

Timeframe	Implementation	Responsibility
Medium-Term	Capital Policy & Programming	Primary

Strategy 2.6: Enhance trails and multi-use pathways to provide recreational opportunities

Prince Rupert is well known for its beautiful natural setting and extensive recreational opportunities. The City has an extensive network of approximately 50 km of trails as well as 25 km of potential future trails that offer easy access to nature and recreational opportunities. However, many trails require upgrades to ensure they are well-maintained and accessible throughout the year. While trails refer to facilities that are accessible and intended for people walking, the City should also focus on multi-use pathways that support all forms of active transportation, including walking, jogging, cycling, skateboarding, rollerblading, and people using mobility aids.

This strategy outlines actions the City can take to make trails and multi-use pathways suitable for recreation for people of all ages and abilities. Three policy statements have been identified for this strategy:

Policy 2.6A: Pave and upgrade trails and multi-use pathways in the City to meet AAA standards where feasible.

Timeframe	Implementation	Responsibility
Medium-Term	Capital Operations & Maintenance	Primary

Policy 2.6B: Integrate stairway and pathway maintenance into existing operations and maintenance budget.

Timeframe	Implementation	Responsibility
Medium-Term	Capital Operations & Maintenance	Primary

Policy 2.6C: Develop a series of trail 'loops' throughout the city.

Timeframe	Implementation	Responsibility
Medium-Term	Capital Policy & Programming	Secondary

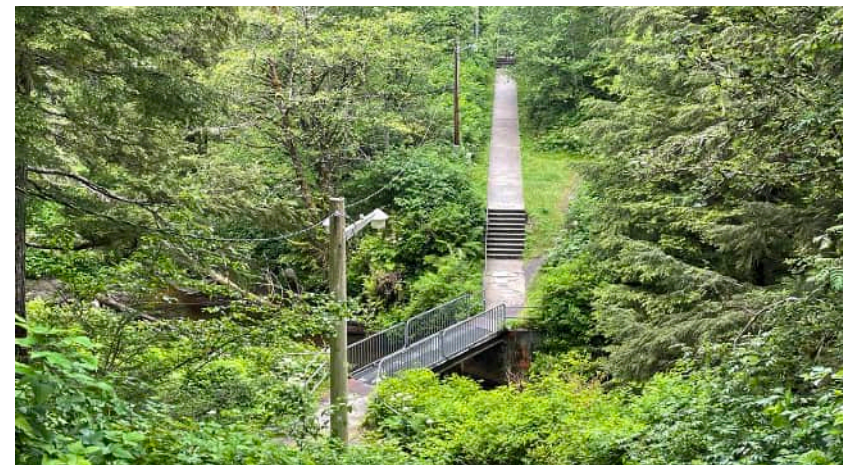
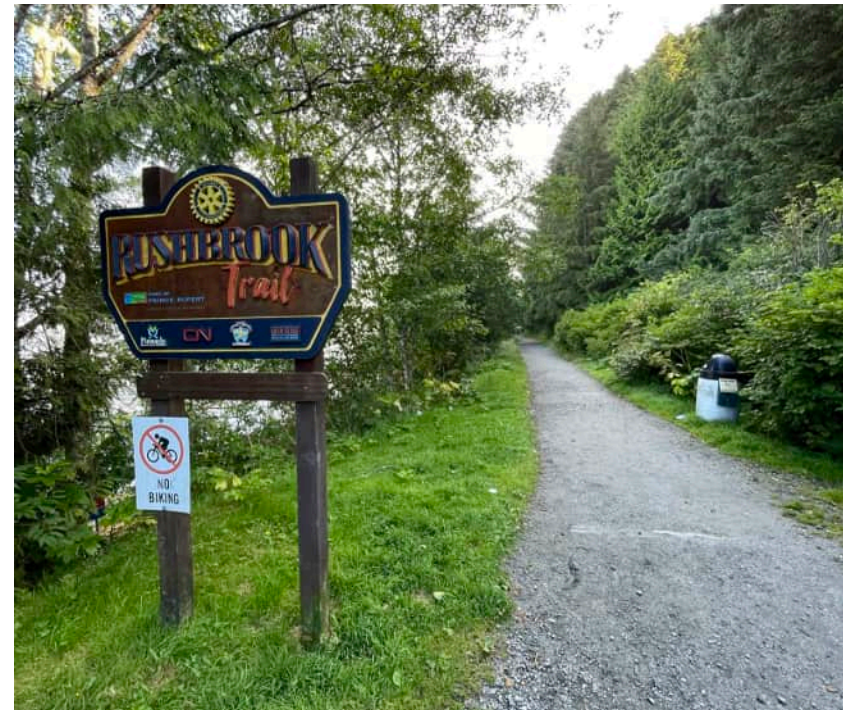


FIGURE 16 EXAMPLES OF TRAILS AND STAIRWAYS

Strategy 2.7: Create and enhance existing crossings to accommodate people of all ages and abilities

Crossings are important in creating opportunities for people walking, cycling, and rolling to safely cross streets. However, there are important considerations to ensure that crossings are safe for people walking, cycling, and rolling. In the community survey, respondents noted that crosswalks in Prince Rupert are not visible enough and that crossing improvements are needed to make them safer, in addition to identifying locations that need new crossings.

This strategy outlines locations and policies to improve the safety of existing crossings and better facilitate safe active transportation crossings. Two policy statements have been identified for this strategy:

Policy 2.7A: Provide additional pedestrian crossing enhancements to improve pedestrian safety and accessibility, such as new crosswalks, crosswalk upgrades, curb extensions, aligned curb letdowns, tactile surface treatments, lighting, audible pedestrian signals, and pedestrian countdown timers.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Primary

Policy 2.7B: Provide cycling crossing treatments to improve cycling safety.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary



FIGURE 17 EXAMPLES OF ENHANCED PEDESTRIAN CROSSINGS

Strategy 2.8: Focus on quick-build approaches to implementing pedestrian and cycling infrastructure using low-cost, flexible materials

Over the past several years, cities across Canada and throughout the world have increasingly shifted their approach to delivering active transportation infrastructure by following a rapid implementation or quick-build approach. Rapid implementation facilitates an urgent response to a range of critical issues facing our communities as outlined above, including climate action, social inequity, public health, road safety, congestion, and increasingly constrained municipal budgets.

Rapid implementation of active transportation infrastructure provides the opportunity to quickly change the function of a street with temporary or low-cost, flexible materials, meaning a faster and more cost-effective active transportation route or network. It also allows for on the ground design adjustments, acting as an interim period prior to implementing more permanent materials if desired. Ultimately, it is another tool for cities to act quickly, leave room to make modifications as the need arises, and do so in the most cost-effective way possible.

Rapid implementation enables the delivery of AAA active transportation infrastructure—as well as comprehensive active transportation networks—all at once and at a lower cost than traditional methods.

This strategy lays out the steps the City can take to implement active transportation facilities using a quick-build, or rapid implementation approach. Two policy statements have been identified for this strategy:

Policy 2.8A: Adopt a policy to use tactical urbanism approaches when appropriate to make safety and placemaking improvements to the bicycle network shown in Map 7.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Primary

Policy 2.8B: Implement pedestrian safety and placemaking improvements following a tactical urbanism approach. Use tactical urbanism to implement safety improvements and for placemaking opportunities, as shown in Map 8.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Primary



FIGURE 18 EXAMPLES OF RAPID IMPLEMENTATION CYCLING AND PEDESTRIAN IMPROVEMENTS

Strategy 2.9: Maintain active transportation facilities year-round

While building active transportation facilities is important to increasing active transportation use, it is equally important to maintain these facilities to ensure they are safe at all times of day and year, as well as into the future. This requires planning for the regular inspection and maintenance of active transportation infrastructure such as sidewalks, bicycle lanes, and off-street pathways, with special consideration for clearing snow and overgrowth. The community survey noted that residents like the sidewalk, cycling, and trail network but felt that the maintenance standards could be improved. They felt that maintenance improvements would help to incentivize people to use more active modes when travelling in the city.

This strategy lays out the steps the City can take to keep the active transportation network in a state of good repair. Two policy statements have been identified for this strategy:

Policy 2.9A: Review and update current maintenance and operating policies and procedures for active transportation infrastructure, including sidewalks, bicycle lanes, and multi-use pathways.

Timeframe	Implementation	Responsibility
Short-Term	Operations & Maintenance	Primary

Policy 2.9B: Regularly inspect active transportation facilities to determine the need for maintenance, replacement, or new infrastructure.

Timeframe	Implementation	Responsibility
Ongoing	Operations & Maintenance	Primary

Strategy 2.10: Develop support programs and initiatives that encourage people to use active transportation as the preferred mode for more trips

Building infrastructure is a core piece of creating active and sustainable mode shift, but programs that focus on education, awareness, and incentives can support trying something new in a safe way, as well as make people feel comfortable and excited about walking, cycling, and rolling. Education and social marketing initiatives help shift travel habits by highlighting the benefits of active transportation and providing information to make the trip easier, as well as garner interest among community members. Programs could include Safe Routes to School, cycling education programs, walking clubs, neighbourhood walking maps, wayfinding, Bike to Work/School Week, transit field trips, and more.

This strategy identifies policies to encourage the use of active transportation in Prince Rupert. Three policy statements have been identified for this strategy:

Policy 2.10A: Develop and support programs to encourage walking.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Policy 2.10B: Develop and support programs and facilities to encourage cycling.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

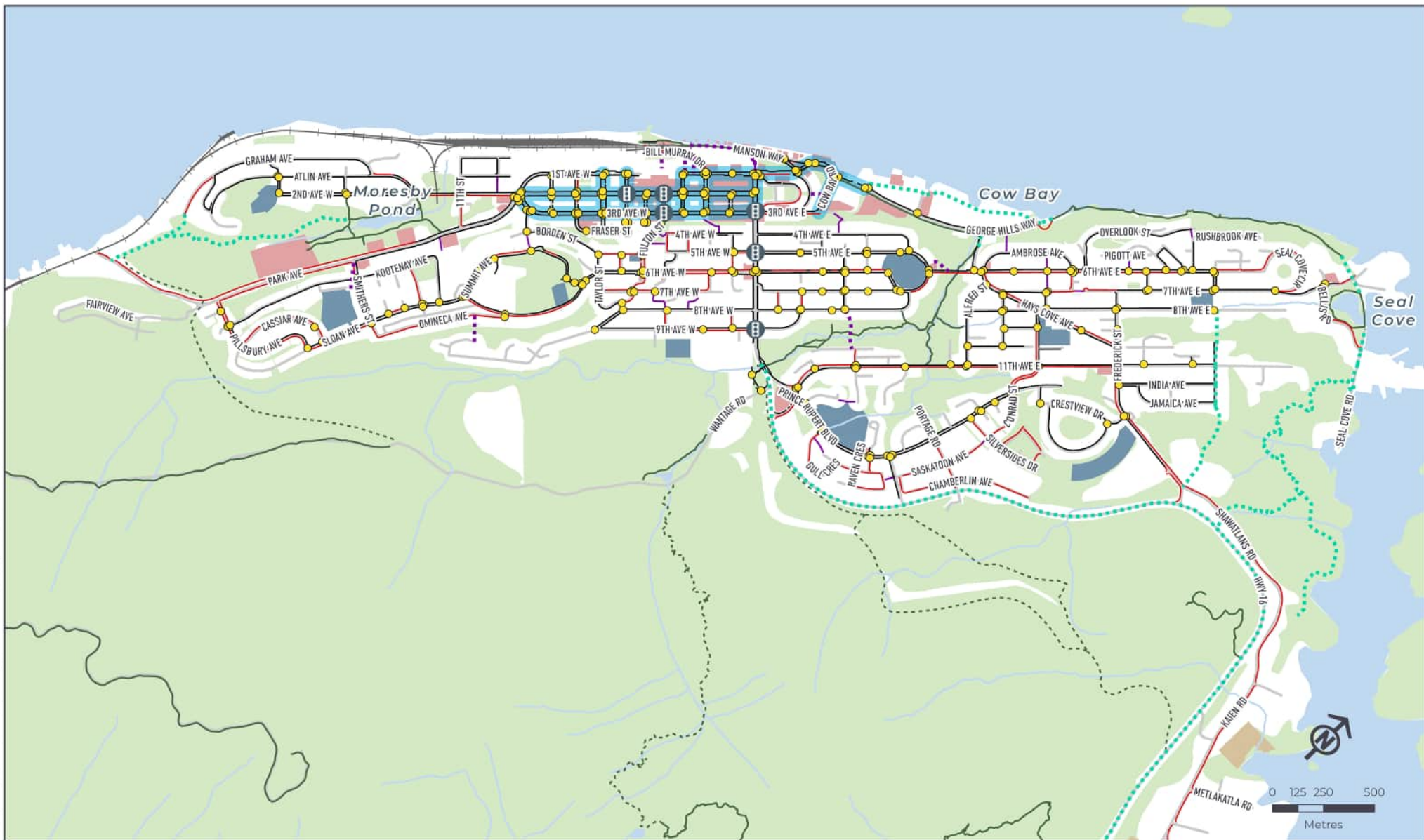
Policy 2.10C: Work with large employers to find ways to manage traffic during shift changes and promote active modes.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary



FIGURE 19 EXAMPLE OF SAFE ROUTES TO SCHOOL

U:\Projects\VAW\578\002\101\Design\GIS\Projects\Pro_Projects_Rev\Bajon\Proposed_Pedestrian_Facilities

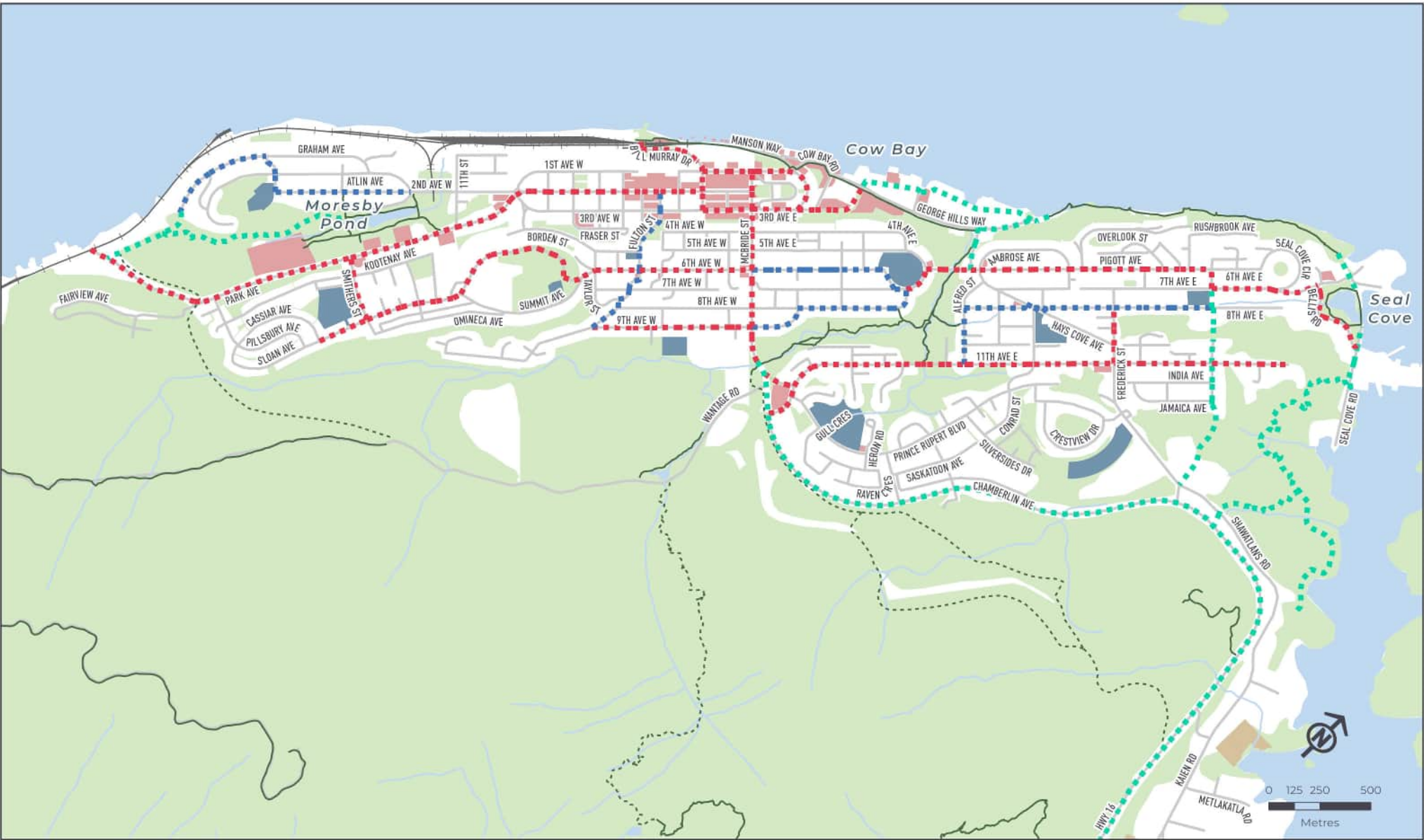


MAP 6 PROPOSED PEDESTRIAN FACILITIES

- | | | |
|---------------------|----------------------------------|-------------------------------------|
| ● Crosswalk | — Existing Walking Path / Stairs | — Railway |
| ⓑ Traffic Signal | ⋯ Proposed Walking Path / Stairs | ■ Commercial / Mixed Use |
| — Existing Sidewalk | ⋯ Proposed Multi-Use Pathway | ■ Park / Open Space / Forested Area |
| — Proposed Sidewalk | ■ Pedestrian Priority Street | ■ School |
| — Existing Trail | | ■ First Nation Reserve |
| ⋯ Proposed Trail | | |



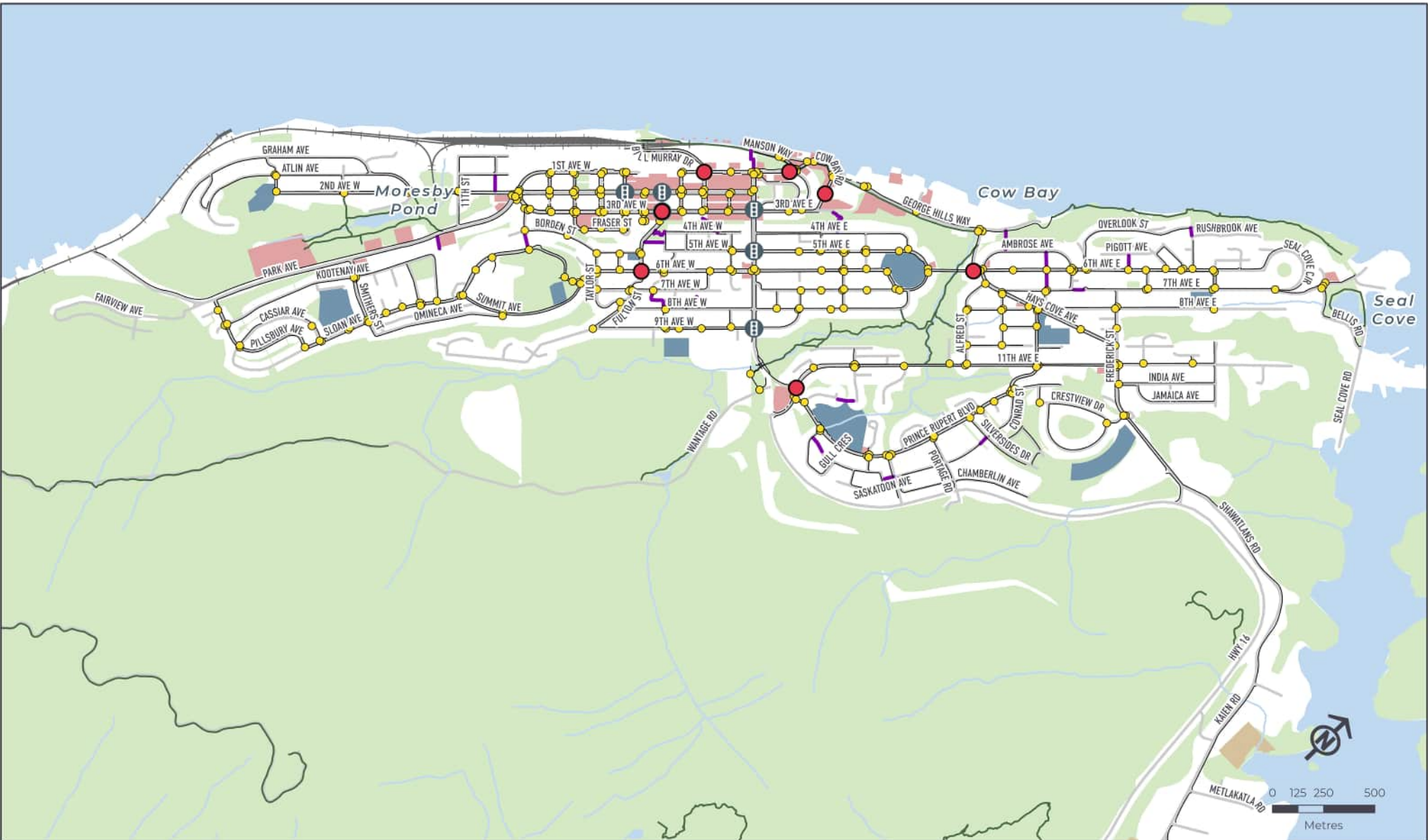
U:\Projects_VAN\3578\002\01\0-D-Design\GIS\Projects\Pro_Projects_Rev\Bajpmx\Proposed_Cycling_Facilities



MAP 7 PROPOSED CYCLING FACILITIES

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> - - - - - Proposed Protected Bicycle Lane - - - - - Proposed Local Street Bikeway - - - - - Proposed Multi-Use Pathway — Existing Trail · · · · · Proposed Trail | <ul style="list-style-type: none"> —+— Railway ■ Commercial / Mixed Use ■ Park / Open Space / Forested Area ■ School ■ First Nation Reserve |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

U:\Projects_VAM\578\002\101\WD-Design\GIS\Projects\Pro_Projects_Rev\Bajon\Pedestrian_Safety_and_Placemaking_Improvements

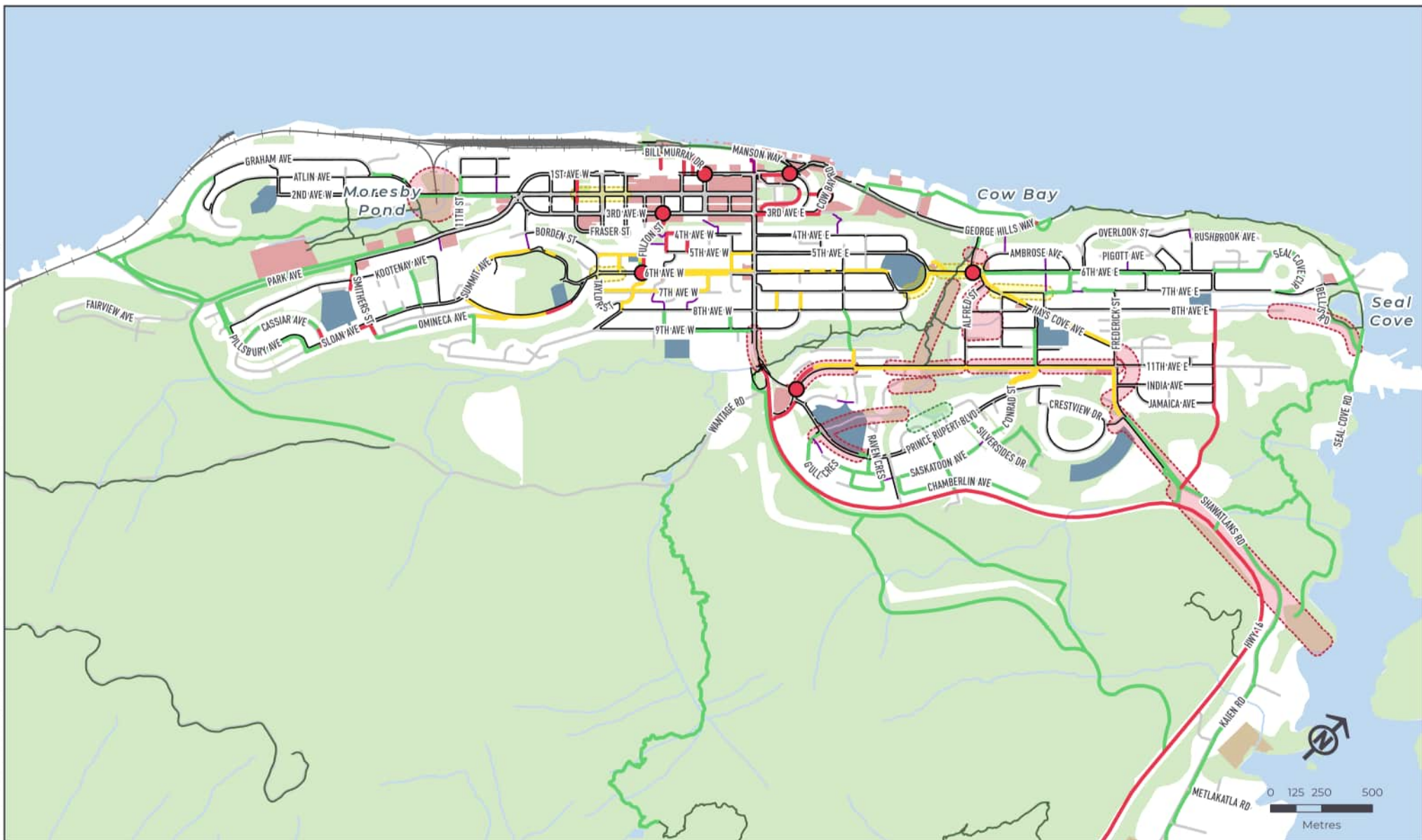


MAP 8 PEDESTRIAN SAFETY AND PLACEMAKING IMPROVEMENTS

- Pedestrian Safety and Placemaking Improvement Site
- Crosswalk
- B Traffic Signal
- Existing Sidewalk
- Existing Trail
- Existing Walking Path / Stairs
- Railway
- Commercial / Mixed Use
- Park / Open Space / Forested Area
- School
- First Nation Reserve



U:\Projects_YAM\378\002\10\WD-Design\CISTP-projects\Pro_Projects_Rev\Bamr\Proposed_Pedestrian_Facilities_Priority



MAP 9 PRIORITY PEDESTRIAN NETWORK

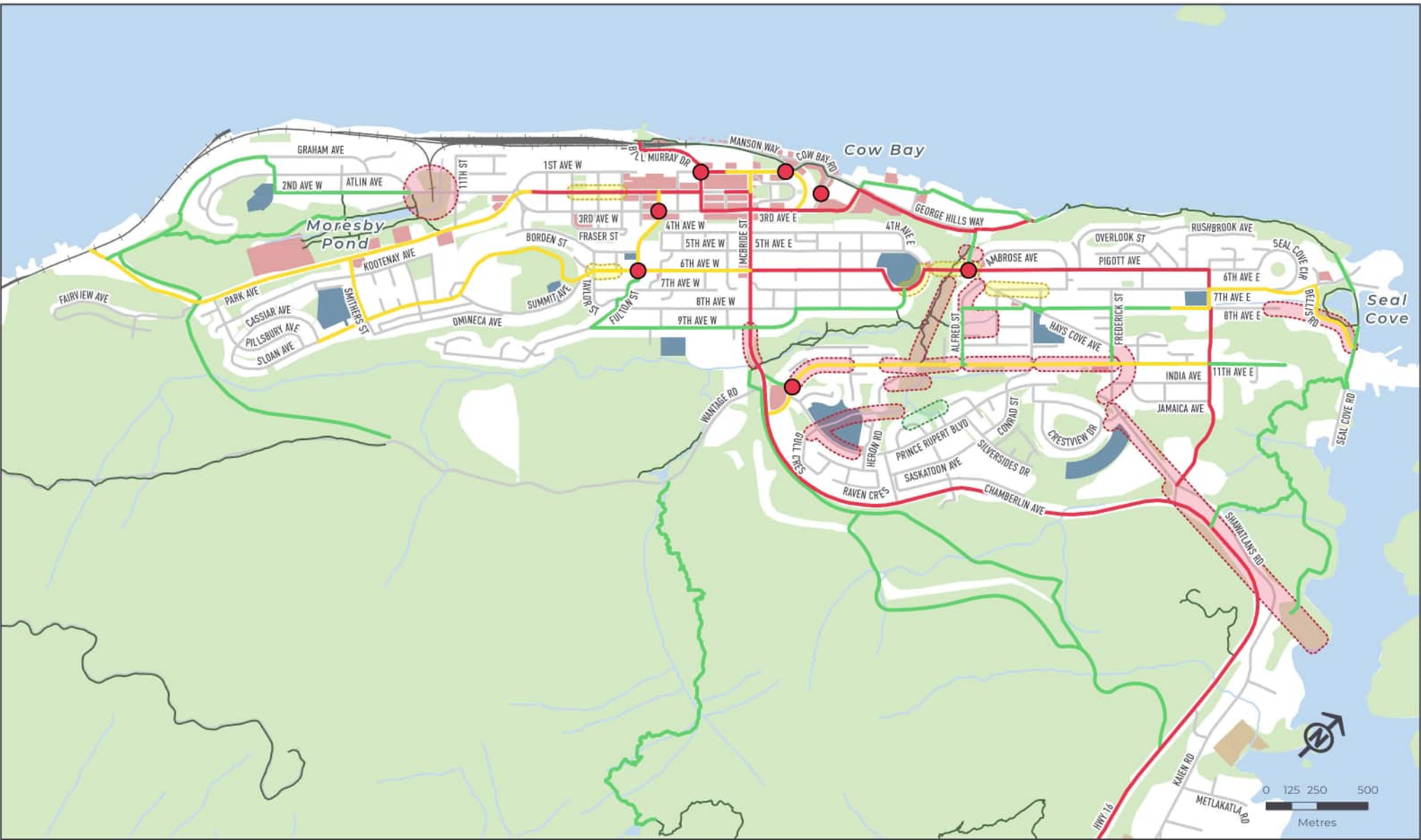
- Pedestrian Safety and Placemaking Improvement Site - Short Term Priority
- Short Term Priority
- Medium Term Priority
- Long Term Priority

- Condition Assessment Priority Corridor**
- Short Term Priority
 - Medium Term Priority
 - Long Term Priority
 - Existing Sidewalk
 - Existing Trail

- Existing Walking Path / Stairs
- Railway
- Commercial / Mixed Use
- Park / Open Space / Forested Area
- School
- First Nation Reserve



L:\Projects_VAN\3578\002\1010-D-Design\GIS\Projects\Pro_Projects_Rev\Bajon\Proposed_Cycling_Facilities_Priority



MAP 10 PRIORITY CYCLING NETWORK

- Pedestrian Safety and Placemaking Improvement Site - Short Term Priority
- Short Term Priority
- Medium Term Priority
- Long Term Priority

- Condition Assessment Priority Corridor**
- Short Term Priority
 - Medium Term Priority
 - Long Term Priority
 - Existing Trail

- Railway
- Commercial / Mixed Use
- Park / Open Space / Forested Area
- School
- First Nation Reserve



6.0 PUBLIC TRANSPORTATION



6.1 BACKGROUND

Public transportation, including transit, school buses, taxis, and ride-hailing, can reduce the overall environmental and community impacts of transportation. Public transportation benefits those who choose to use it as well as those who have no other option. Public transportation provides an essential service for many community members. For people who do not drive, public transportation can often be the only option for getting to work, school, shopping areas, and recreational centres.

BC Transit provides transit service in Prince Rupert as part of the broader Prince Rupert Transit System, which encompasses transit service in Prince Rupert and Port Edward. The City works with BC Transit on matters influencing current and future services as they affect the community. Public transportation currently accounts for approximately 3.6% of commute trips made by Prince Rupert residents and supports 150,000 annual trips. However, ridership in Prince Rupert declined 3.8% from 2012-2021.

BC Transit has developed the Prince Rupert Transit Service Review (2012) and Prince Rupert and Port Edwards Transit Future Service Plan (2022). The Transit Future Service Plan states that the vision for transit in Prince Rupert is that “transit is the preferred choice for residents and visitors, attracting customers through reliable, comfortable, safe, accessible, and convenient service.”

This section aligns with those documents and focuses on how the City can make improvements to the public transit system in Prince Rupert to make transit a convenient choice for residents and visitors, attracting customers through reliable, comfortable, safe, accessible, and convenient service.



6.2 ISSUES & OPPORTUNITIES

A number of issues and opportunities for improving public transportation were identified through the first round of engagement. Through the first online survey, the top three identified issues or challenges for using transit or school buses in Prince Rupert were a **lack of service on Sundays**, **infrequent service during weekday evenings**, and **infrequent service during weekdays**. The top identified issues or challenges for taxis and ride-hailing included **unreliability of taxis** and a **lack of ride-hailing services**.

FIGURE 20 WHAT ARE THE ISSUES OR CHALLENGES IN TERMS OF USING TRANSIT OR SCHOOL BUSES IN PRINCE RUPERT? (234 RESPONSES)

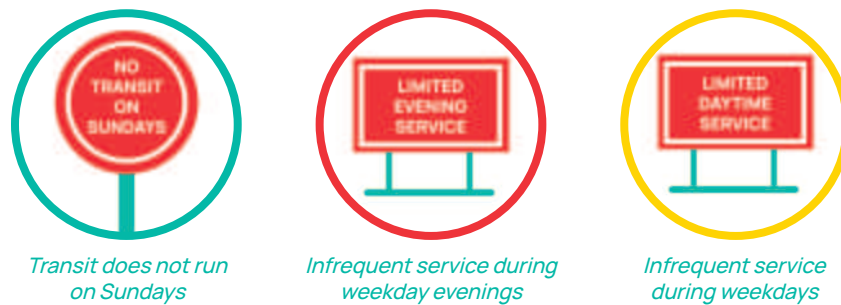


FIGURE 21 WHAT ARE THE ISSUES OR CHALLENGES IN TERMS OF TAXIS AND RIDE-HAILING IN PRINCE RUPERT? (219 RESPONSES)



The top three identified opportunities to improve public transportation were providing **transit service on Sundays**, **providing more frequent transit service**, and **providing more bus stops with amenities** such as benches and shelters.

The following points further address issues and opportunities for public transportation in Prince Rupert:

- **Transit service is limited** on evenings, weekdays, and weekends, with no service on Sundays.
- Community members would like to see **more amenities at bus stops** such as shelters, benches, washrooms, and lighting.
- **Provide transit service to trails, improve transit service to areas such as Cow Bay, and reduce the need to transfer buses downtown.**
- **More transportation options that complement the transit system**, including integration with the active transportation system through bicycle parking, as well as a mobile app.
- A **lack of affordable transportation options** is a challenge in Prince Rupert.
- Community members felt **concern for their personal safety** on transit and have experienced **discrimination based on their race or mobility challenges**, specifically while on transit or taking taxis.
- Community members feel improvements could be made to **improve taxi coverage and timing.**

6.3 STRATEGIES & POLICY STATEMENTS

A convenient and reliable public transit system is crucial to creating a vibrant and sustainable community. The City has the opportunity to improve the service, amenities, and integration of transit in the city to work towards the vision for transit in the community. The City also has the opportunity to integrate active transportation, taxis, and ride-hailing with public transit to create a transit system that is easily accessed by all. Eight strategies have been identified to improve public transportation:

- **Strategy 3.1: Advocate for BC Transit to improve transit service to make it a convenient and reliable transportation option**
- **Strategy 3.2: Work with BC Transit to ensure the transit network connects people to where they want to go, reducing the need to transfer**
- **Strategy 3.3: Improve the transit customer experience**
- **Strategy 3.4: Improve transit accessibility**
- **Strategy 3.5: Ensure the taxi supply matches the demand**
- **Strategy 3.6: Encourage ride-hailing to provide more transportation options**
- **Strategy 3.7: Manage and regulate the curbside for both ride-hailing and taxis**
- **Strategy 3.8: Continue to work with partners to support and improve service for children and youth travelling to and from school**

Each of these strategies are described in further detail below along with more detailed policy statements to lay out the steps the City can take to improve public transportation.



Strategy 3.1: Advocate for BC Transit to improve transit service to make it a convenient and reliable transportation option

Ensuring that transit service is reliable and efficient is one of the most important components of making transit a competitive alternative to driving and increasing transit ridership. As transit ridership increases, the need and ability to invest in the public transit system grows. Limited transit service is one of the top issues and challenges for public transportation in Prince Rupert. Residents noted that increasing the frequency and days of service would make transit more convenient. While improving transit service is within BC Transit’s jurisdiction, the City can advocate for improvements.

This strategy outlines the steps the City and BC Transit can take to enhance the existing transit service to make it more convenient and reliable as a transportation option. Two policy statements have been identified for this strategy:

Policy 3.1A: Continue to work with BC Transit to extend weekday service times in the mornings and evenings on weekdays and to introduce Sunday service in the short-term.

Timeframe	Implementation	Responsibility
Short-Term	Operations & Maintenance	Secondary

Policy 3.1B: Advocate for extended Saturday service times in the mornings and evenings in the short-term.

Timeframe	Implementation	Responsibility
Short-Term	Operations & Maintenance	Secondary



FIGURE 22 EXAMPLES OF EXISTING TRANSIT SERVICE

Strategy 3.2: Work with BC Transit to ensure the transit network connects people to where they want to go, reducing the need to transfer

Transit needs to connect people to where they want to go in the most direct and efficient way. The current transit network provides good coverage throughout the City, but community members have identified areas such as the Port of Prince Rupert, a major employer and destination, that are not currently well-served by transit, as well as the fact that most people need to transfer buses downtown to get to their final destination.

The following strategies and actions lay out the steps the City can take to work with BC Transit to enhance the transit network in Prince Rupert. The long-term transit network is shown in **Map 11**. 5 policy statements have been identified for this strategy:

Policy 3.2A: Advocate for a frequent spine transit corridor to BC transit as indicated in Map 11.

Timeframe	Implementation	Responsibility
Medium-Term	Operations & Maintenance	Secondary

Policy 3.2B: Improve transit service to the Fairview Docks Area as shown in Map 11.

Timeframe	Implementation	Responsibility
Long-Term	Operations & Maintenance	Secondary

Policy 3.2C: Improve transit service to industrial areas as shown in Map 11.

Timeframe	Implementation	Responsibility
Long-Term	Operations & Maintenance	Secondary

Policy 3.2D: Provide improved transit service to recreational opportunities such as trails and Cow Bay as shown in Map 11.

Timeframe	Implementation	Responsibility
Medium-Term	Operations & Maintenance	Secondary

Policy 3.2E: Ensure new developments have access to transit.

Timeframe	Implementation	Responsibility
Ongoing	Policy & Programming	Primary

Strategy 3.3: Improve the transit customer experience

In order to make transit an attractive transportation option, the user experience must be safe, comfortable, and enjoyable. While BC Transit operates public transit in Prince Rupert, the City can improve the built environment that connects people to and from transit to make it more accessible, safer, and more comfortable. For example, the City can improve bus stop passenger amenities at bus stops and transit exchanges with shelters and benches, as well as provide clear signage to help passengers navigate the system.

This strategy outlines key actions the City and BC Transit can take to improve the transit customer experience in Prince Rupert. Six policy statements have been identified for this strategy:

Policy 3.3A: Increase the safety, comfort, and accessibility at bus stops.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Primary

Policy 3.3B: Develop and adopt design guidelines for bus amenity improvements as shown in Map 12, including shelter improvements or replacements that link up to wayfinding signage, and prioritize improvements as bus stops shown in Map 13.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Secondary

Policy 3.3C: Pursue a capital project to update the downtown transit exchange with amenities that improve the convenience of transit and enhance the space for users and adjacent businesses.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Secondary

Policy 3.3D: Ensure that wayfinding uses clear signage and routing information to assist users in navigating the transit system.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Secondary

Policy 3.3E: Integrate end-of-trip facilities and other amenities that support first and last mile trips.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Secondary

Policy 3.3F: Coordinate transit amenity upgrades with BC Transit's technology initiatives.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Secondary

Strategy 3.4: Improve transit accessibility

Through community engagement it was noted that more accessible transit service for seniors was desired. Across the province, the gap between seniors who live independently and do not have drivers' licenses grows significantly as seniors age. A real barrier to using transit can be unfamiliarity with the mode and network. Providing training that can be tailored for unique groups and settings (e.g., seniors, youth, newcomers, etc.) can help participants feel comfortable and build confidence using transit as a means of everyday transportation. In addition, having a service that meets the unique needs of seniors such as HandyDART allows seniors to age in place without harming their mobility.

This strategy contains several actions the City can take to improve transit accessibility in Prince Rupert. Two policy statements have been identified for this strategy:

Policy 3.4A: Pursue partnerships to develop programs that encourage the use of transit in Prince Rupert by different groups such as seniors, youth, and newcomers.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Policy 3.4B: Review HandyDART services to ensure it meets the needs of seniors in the community.

Timeframe	Implementation	Responsibility
Ongoing	Policy & Programming	Secondary

Strategy 3.5: Ensure the taxi supply matches the demand

Prince Rupert's taxi system is well used. Its success can be attributed to multiple factors such as the number of people arriving in Prince Rupert by boat or other methods and the City's general walkability which limits the need for car ownership for many people. However, having an adequate supply of taxis is also important for lower income residents who might rely on taxis in certain cases where other modes are either not available, unsuitable, or otherwise inadequate.

One policy statement has been identified for this strategy:

Policy 3.5A: Update the City's Vehicle for Hire Regulation to ensure taxi service meets the needs of users, to create incentives or requirements to increase the supply of accessible taxis, to modernize or support electronic payments, and to identify enforcement and complaint mechanisms.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary



FIGURE 23 EXAMPLE OF TAXI SERVICE

Strategy 3.6: Encourage ride-hailing to provide more transportation options

Advances in information technology have provided travel consumers with the ability to access, plan, reserve, and pay for travel options at the push of a button. Ride hailing was approved in the Province of BC in 2019. Ride-hailing services are operated by Transportation Network Companies (TNC), the largest of which are Uber and Lyft. Currently, neither company operates in the City, yet community members are curious about the benefits it could have for the community. Ride-hailing can serve as a complementary service to taxis and public transit in Prince Rupert. Like traditional taxi services, the presence of effective ride-hailing helps support a private vehicle-free lifestyle by providing Prince Rupert residents with additional travel choices. As such, the presence of effective ride-hailing may allow select residents, such as teenagers over the age of 16, who may not otherwise own a vehicle to primarily walk, cycle, and take public transit; using ride-hailing when necessary.

The following policy statement outlines how the City can bring ride-hailing to Prince Rupert. One policy statement has been identified for this strategy:

Policy 3.6A: Conduct a study on the impact of ride-hailing in Prince Rupert.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Strategy 3.7: Manage and regulate the curbside for both ride-hailing and taxis

Ride-hailing and taxis can complement the transit and active transportation networks, creating a safe and efficient transportation system. Creating dedicated spaces for taxis and ride-hailing supports management of streets during peak transportation times, as well as creating a clear delineation between services.

This strategy provides two actions the City can take to ensure that the curbside is managed for ride-hailing and taxis, as well as other modes, to create an efficient and pleasant experience for all. Two policy statements have been identified for this strategy:

Policy 3.7A: Create dedicated on-street parking spaces for taxis and ride-hailing.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Policy 3.7B: Consider a curbside and congestion management permit policy.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Strategy 3.8: Continue to work with partners to support and improve service for children and youth travelling to and from school

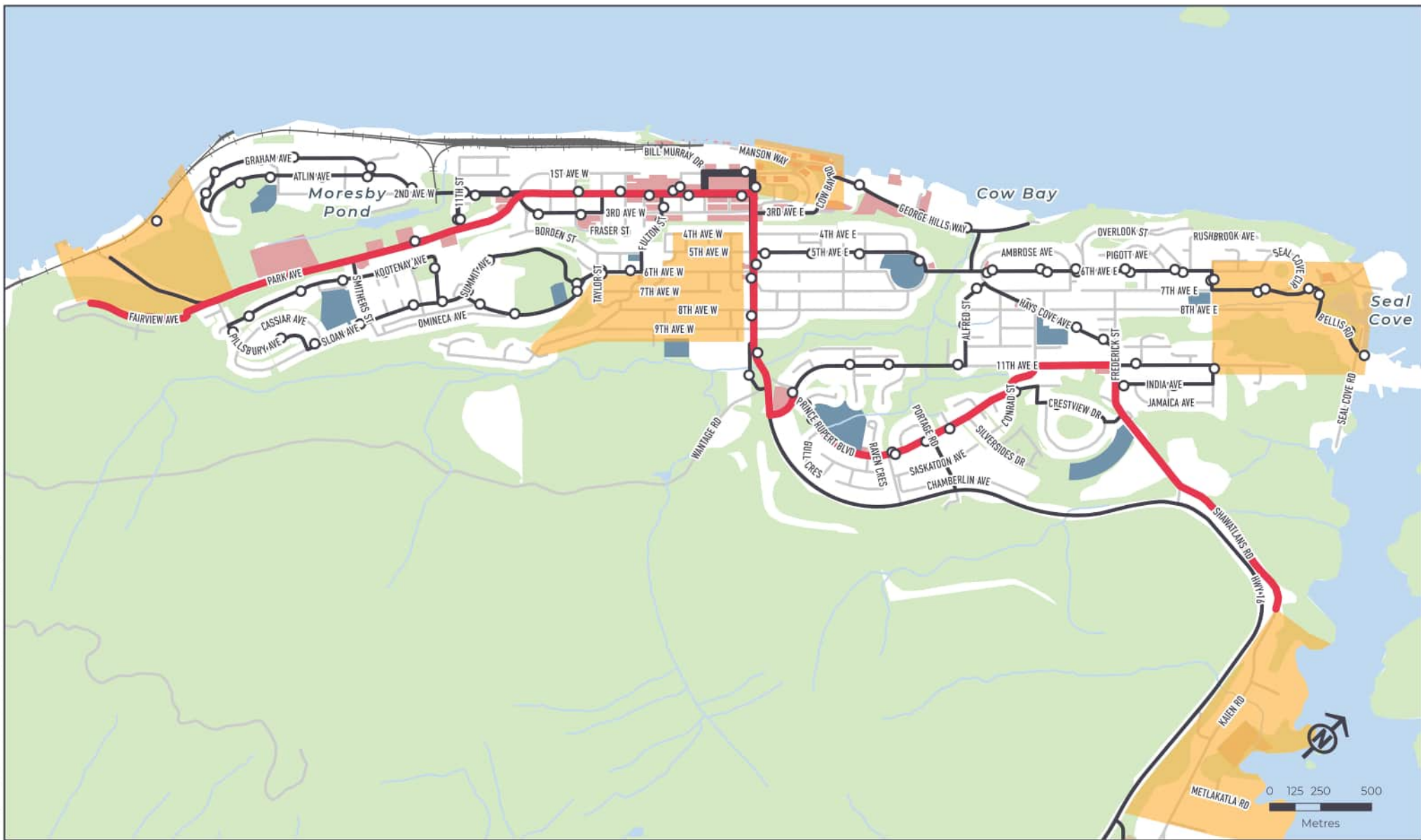
Providing transit options for students is an important component for ensuring that the city's transportation network is equitable and accessible. The City currently works with BC Transit to offer student fares and afterschool special service.

The following policy statement outlines how the City can continue to support student transit services in the city. One policy statement has been identified for this strategy:

Policy 3.8A: Continue to work with BC Transit to provide student transit services.

Timeframe	Implementation	Responsibility
Ongoing	Policy & Programming	Secondary

U:\Projects_VAM\378\002\101\WD-Design\GIS\Projects\Pro_Projects_Rev\Bajon\Proposed_Tramail_Network

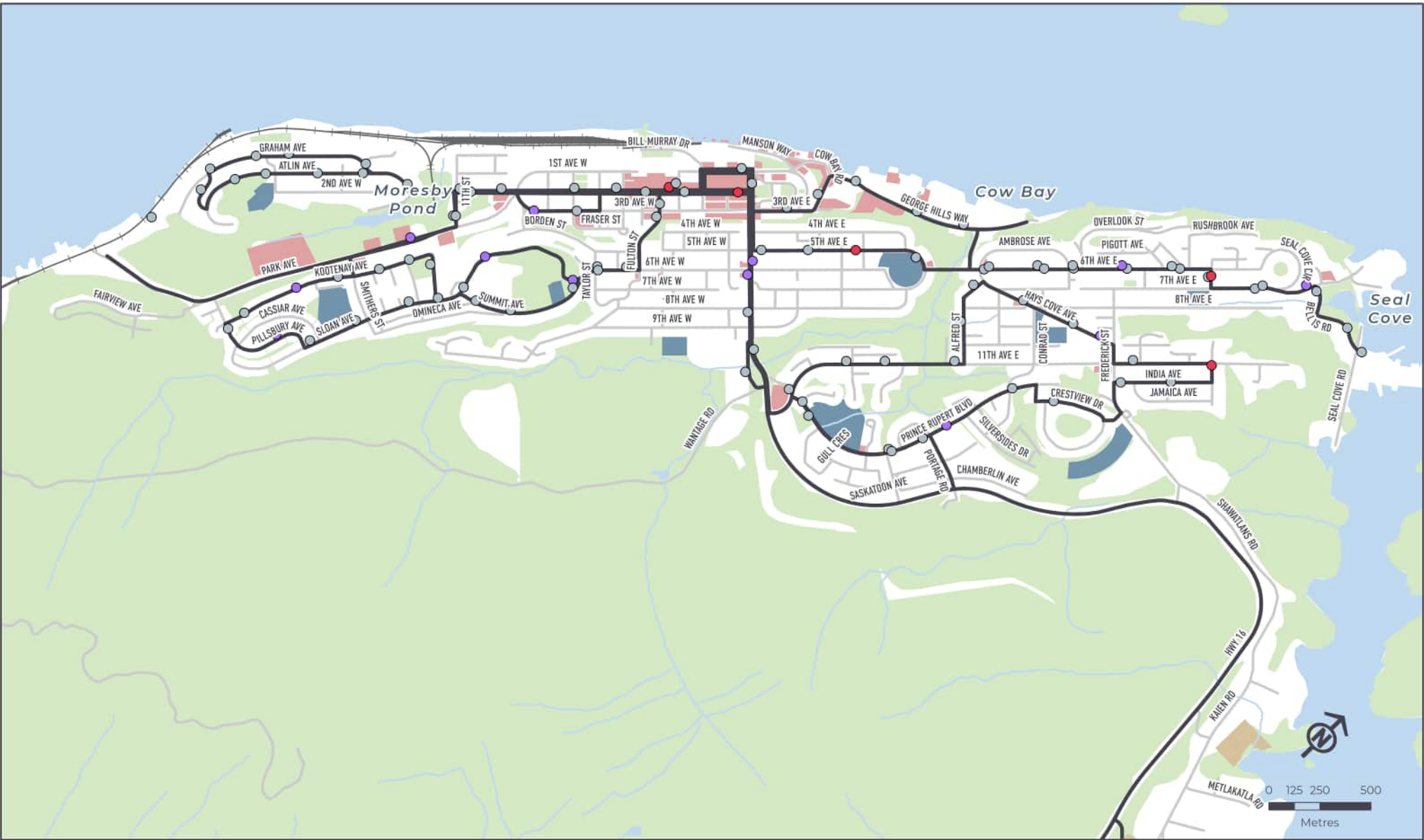


MAP 11 PROPOSED TRANSIT NETWORK

- Bus Stop
- Bus Route
- Conceptual Frequent Transit Corridor
- Areas for Improved Transit Connections
- Railway
- Commercial / Mixed Use
- Park / Open Space / Forested Area
- School
- First Nation Reserve



U:\Projects_VAM\378\002\101\Design\GIS\Projects\Pro_Projects_Rev\Bajon\Transit_Network_Amenities



MAP 12 TRANSIT NETWORK AMENITIES

Bus Stop Amenities

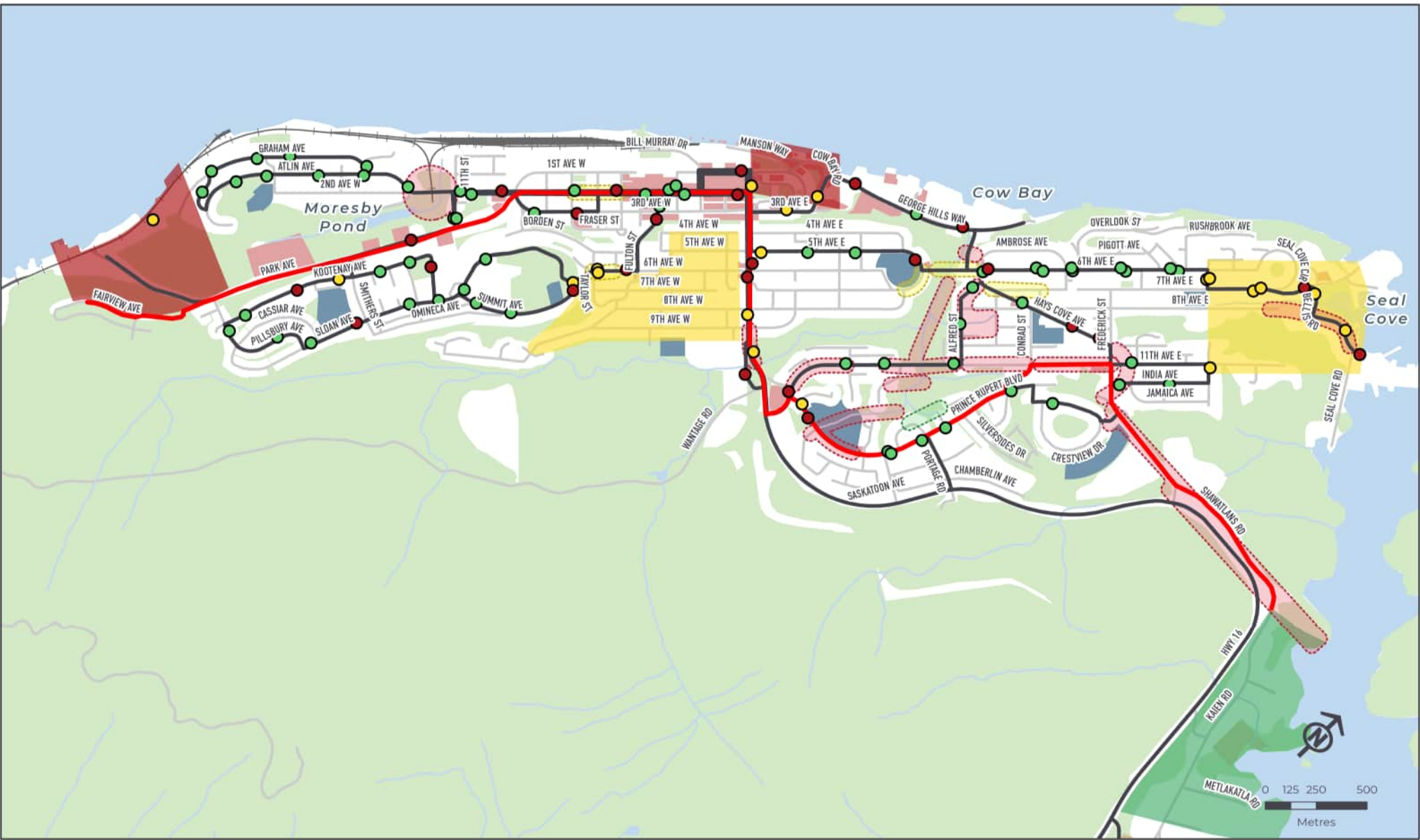
- Shelter and Bench Present
- Only Shelter Present
- No Amenities Present

— Bus Route

- Railway
- Commercial / Mixed Use
- Park / Open Space / Forested Area
- School
- First Nation Reserve



U:\Projects\YAM\3578\002\01\WD-Design\CISIP-objects\Pro_Projects_Rev\B.aprx\Transit_Improvement_Priority



MAP 13 PRIORITY TRANSIT IMPROVEMENTS

Bus Stop Amenities

- Short Term
- Medium Term
- Long Term

Areas for Improved Transit Connections

- Short Term Priority
- Medium Term Priority
- Long Term Priority

Condition Assessment Priority Corridor

- Short Term Priority
- Medium Term Priority
- Long Term Priority

- Bus Route
- Conceptual Frequent Transit Corridor
- Railway

■ Commercial / Mixed Use

■ Park / Open Space / Forested Area

■ School

■ First Nation Reserve



7.0 DRIVING



7.1 BACKGROUND

Driving in Prince Rupert is important to connect people and goods to businesses, homes, key community destinations, as well as the broader region. Travel by private vehicle is the dominant mode of transportation in Prince Rupert today, as vehicles account for over 83% of trips made in the City. Goods movement is also a crucial part of the City's economy, especially with connections to and from the Port of Prince Rupert. However, the City's approach to transportation planning is shifting and increasingly focused on the interconnectivity of modes and a shift away from private vehicles. The City is looking to prioritize investments into modes other than the automobile.

This section outlines the key improvements the City can make to the road network to make driving a safer and more pleasant experience, which in turn, will make the road network safer for all users.



7.2 ISSUES & OPPORTUNITIES

A number of issues and opportunities for improving driving were identified through the first round of engagement. Through the first online survey, the top three identified issues or challenges for driving in Prince Rupert were the **poor condition of roadways**, **unsafe interactions with other road users**, and **unsafe driving behaviour**.

Respondents were then asked to indicate what road improvements they would like to see in Prince Rupert. **Maintaining roads** was the most popular response, followed by **creating safe and efficient intersections**, **providing designated spaces for people walking/cycling/rolling or using a mobility aid**, and **providing more off-street parking spaces**.

FIGURE 24 WHAT ARE THE ISSUES OR CHALLENGES IN TERMS OF DRIVING IN PRINCE RUPERT? (239 RESPONSES)



The following points further address issues and opportunities for driving in Prince Rupert:

- The City's **grid network** means that it is easy to connect to the different areas and destinations in Prince Rupert. Street grid networks are efficient and can carry more people and goods.
- The **transportation network is not in a state of good repair**. The condition of roadways, including potholes, is one of the key transportation challenges and issues in the City. This makes driving, and all other modes of transportation, less safe and enjoyable.
- **Unsafe driving behaviour**, such as speeding, is a top concern for community members.
- Improvements are needed to reduce instances of **vehicle and pedestrian conflicts**, especially at peak times. For example, when there are shift changes at the Port of Prince Rupert and there is an influx of tourists and visitors arriving from ferries or cruise ships.
- **The Port of Prince Rupert can cause congestion** in the City, whether that is employees or goods movement, especially near the Port's facilities and in Cow Bay.
- Certain areas in Prince Rupert could benefit from improved loading zones or alternative delivery modes to aid deliveries and goods movement as it can be **challenging to find parking** for community members, visitors, and businesses.

7.3 STRATEGIES & POLICY STATEMENTS

The City can make improvements to its street network to make it more efficient in its people and goods moving capacities, as well as make it safer for all road users. By taking a balanced, multi-modal approach to transportation planning, Prince Rupert's streets can function better, see less collisions, and improve the quality of life in Prince Rupert with more sustainable transportation and placemaking opportunities. Seven strategies have been identified to improve public transportation:

- **Strategy 4.1: Update the City's street network classifications to reflect the intended function**
- **Strategy 4.2: Design and deliver people-first streets**
- **Strategy 4.3: Regularly maintain the road network to preserve a state of good repair**
- **Strategy 4.4: Improve safety for all road users**
- **Strategy 4.5: Adopt the updated goods movement network to ensure the safe and efficient movement of goods**
- **Strategy 4.6: Support the electrification, automation, and sharing of transportation modes to ensure that the City can accommodate future trends**
- **Strategy 4.7: Review parking supply and demand that encourages appropriate use to support the needs of residents, visitors, and businesses**

Each of these strategies are described in further detail below along with more detailed policy statements to lay a path forward for the City to make the street network a safe and enjoyable place for all road users.



Strategy 4.1: Update the City’s street network classifications to reflect the intended function

The street network classification system describes the intended function of the roadway and guides decision making about changes in physical design characteristics, as well as the access characteristics of surrounding land uses. Streets are multi-functional spaces that serve many users and different modes of transportation. Streets should be planned, designed, operated, and maintained to enable accessible, comfortable, convenient, and safe access and mobility for all users, regardless of their selected mode of travel. This means accommodating a variety of functions within the road allowance, including active transportation, public transit, driving, and goods movement.

This strategy includes policies the City can implement to ensure its street network classifications reflect the intended function of the roadway. One policy statement has been identified for this strategy:

Policy 4.1A: Review and update the City’s street network classification map (Map 14).

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary



FIGURE 25 EXAMPLES OF ARTERIAL STREETS

Strategy 4.2: Design and deliver people-first streets

This strategy identifies a number of improvements to highways, arterials, and collectors to improve mobility for all road users. These improvements include capacity improvements for motor vehicles as well as complete streets improvements to improve mobility for all road users.

The improvements described below are shown in **Map 15**. Three policy statements have been identified for this strategy:

Policy 4.2A: Work with MoTI and the Prince Rupert Port Authority to initiate a planning study to examine the feasibility of the Wantage Road bypass.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Secondary

Policy 4.2B: Improve the streets shown in Map 15 to create vibrant streets focused on putting people first and to increase parking supply by using angled parking where appropriate.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 4.2C: Develop a placemaking conceptual plan for the City Core with amenities such as streetscape beautification, public art, heritage preservation, cultural and heritage aspects, public and tourist facilities, and solutions for crime prevention.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

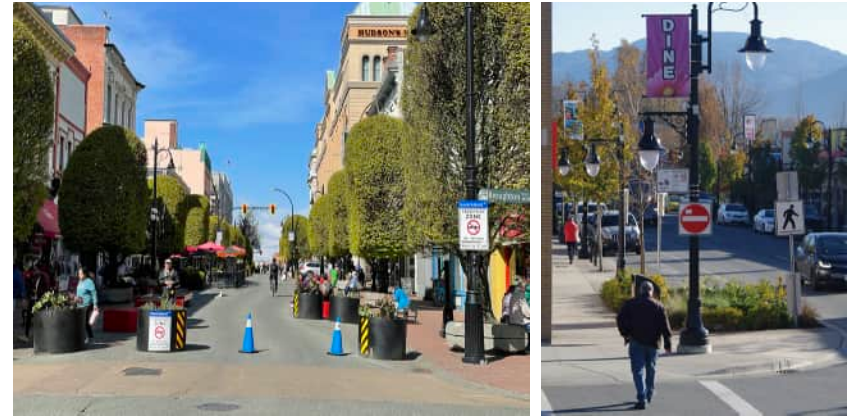


FIGURE 26 EXAMPLES OF PEOPLE-FOCUSED STREETS



FIGURE 27 EXAMPLES OF STREETScape BEAUTIFICATION AND PUBLIC ART

Strategy 4.3: Regularly maintain the road network to preserve a state of good repair

Asset management is about responsible planning for the replacement, maintenance, acquisition, and disposal of assets rather than replacing assets once they fail, which usually costs more and creates service disruption. The City wants to plan for several generations into the future, ensuring that the transportation network is both safely maintained and does not require additional, reactive repairs. By coordinating with other infrastructure plans, the City can make improvements to other infrastructure at the same time. This strategy sets out steps the City can take to work towards an asset management approach to its infrastructure.

Assessment findings, budget review and staff input shows that Prince Rupert will need to increase investment in their transportation infrastructure to sustain existing service levels and address deteriorating assets. In addition, investments in infrastructure must increase to support its growing population and promote sustainable mode share. Staff have indicated challenges meeting current maintenance requirements needed to maintain existing service levels, let alone increase service levels.

The City should take every opportunity to extend the remaining life of existing infrastructure to avoid service level reduction and further financial strain. In addition, keeping the transportation system in a state of good repair can ensure that all road users stay safe, and enjoy their mode of choice in Prince Rupert.

The City recently conducted an Asset Management Strategy including Infrastructure Replacement Priorities which provides guidance for improvements to the transportation network.

Six policy statements have been identified for this strategy:

Policy 4.3A: Develop an annual plan and budget to fix potholes and address failing pavement conditions based on condition assessment.

Timeframe	Implementation	Responsibility
Ongoing	Operations & Maintenance	Primary

Policy 4.3B: In conjunction with the City's Asset Management Plan, develop a strategy to address transportation infrastructure that has a high risk of failure.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Primary

Policy 4.3C: Conduct a City-wide pavement condition assessment and develop a multi-year pavement rehabilitation plan.

Timeframe	Implementation	Responsibility
Medium-Term	Operations & Maintenance	Primary

Policy 4.3D: Develop a strategy to renew or replace the existing trestle bridges.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Policy 4.3E: Coordinate transportation improvements based on the priorities from the Asset Management Strategy.

Timeframe	Implementation	Responsibility
Ongoing	Capital	Primary

Policy 4.3F: Develop an Asset Management Program to track asset condition, planned work, and proposed capital works.

Timeframe	Implementation	Responsibility
Medium-Term	Operations & Maintenance Policy & Planning	Primary

Strategy 4.4: Improve safety for all road users

Speed is a key factor in motor vehicle accidents, and higher speeds increase the severity of all crashes and the number killed and seriously injured. By managing speeds, the City can decrease the likelihood of crashes and the chances of injuring the driver or other road users. Speeds can be managed in a variety of ways such as traffic calming, monitoring speeds, signage, and enforcement.

This section outlines policies the City can implement to reduce vehicle speeds and improve safety for all road users. Three policy statements have been identified for this strategy:

Policy 4.4A: Develop an annual traffic data collection program to systematically monitor traffic volumes and speeds to inform a systematic, objective approach to addressing transportation issues.

Timeframe	Implementation	Responsibility
Long-Term	Policy & Programming	Primary

Policy 4.4B: Develop a speed reduction and traffic calming strategy throughout the City.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary

Policy 4.4C: Develop design guidelines for intersection safety, access, and efficiency for all road users for any future intersection upgrades.

Timeframe	Implementation	Responsibility
Medium-Term	Capital	Primary

Strategy 4.5: Adopt the updated goods movement network to ensure the safe and efficient movement of goods

Goods movement is a crucial component of the regional and municipal transportation network. It must be accommodated to ensure the reliable flow of goods to, from and within the City of Prince Rupert. Goods movement in Prince Rupert is especially important given the proximity of the Port of Prince Rupert. While the City's truck route meets most of the city's needs, there are corridors that are designated as truck routes that could be adjusted to better support safe and efficient movement of goods, as well as the neighbourhood context.

This strategy lays out policies the City can implement to streamline goods movement in Prince Rupert. One policy statement has been identified for this strategy:

Policy 4.5A: Adopt the updated goods movement network in Map 16 and make sure that it is communicated and understood by industrial operators.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Strategy 4.6: Support the electrification, automation, and sharing of transportation modes to ensure that the City can accommodate future trends

Electric vehicles (EVs) are growing in popularity in BC, and the number of electric vehicles is set to increase significantly: the provincial government has introduced legislation requiring all motor vehicles sold by 2040 to be zero emissions. Electric vehicles require local and regional networks of charging infrastructure. There are currently only two electric vehicle charging stations in Prince Rupert at 1st Avenue and Market Place. In addition, carsharing, car rental, and automation are other trends that are likely here to stay as they increase mobility without having to purchase a private vehicle. There are currently no car share options in the City.

This strategy lays out the steps the City can take to prepare itself for future transportation trends. Three policy statements have been identified for this strategy:

Policy 4.6A: Actively develop programs to attract new ways of travelling including carshare, car rental, and automation.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Secondary

Policy 4.6B: Continue to install charging infrastructure for electric vehicles of all sizes and shapes at City Hall and other civic locations in the community, including compatibility with e-bikes.

Timeframe	Implementation	Responsibility
Short-Term	Capital	Secondary

Policy 4.6C: Update and adopt changes to the Zoning Bylaw and Development Permit Requirements to require new electric charging infrastructure for new developments and to provide a Development Permit exemption for electric vehicle charging infrastructure.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary

Strategy 4.7: Review parking supply and demand that encourages appropriate use to support the needs of residents, visitors, and businesses

As in many communities across North America, parking management is a long-standing issue in Prince Rupert. Parking allows residents, visitors, and businesses to meet their daily needs. However, without regulating or pricing parking, parking can become a serious challenge for the City.

Parking management requires changing the way we think about parking programs and solutions. Parking problems go beyond motorists not being able to find a convenient and free parking space at every time and place. A parking problem can refer to inadequate or overabundance of supply, inefficient management, inadequate user information, and other problems associated with parking facilities and activities. Parking management is necessary to manage the diversity of problems that may arise and weigh solutions and their impacts. Parking management is also key to meeting planning principles outlined in the Official Community Plan that support healthy, sustainable, and diverse land use patterns, which includes reducing sprawl and automobile-dependence.

This strategy outlines policies the City can implement to understand the current and future supply and demand of parking, as well as ways to make it more accessible for everyone. Ten policy statements have been identified for this strategy:

Policy 4.7A: Update the Zoning Bylaw to remove minimum parking requirements within the Parking Specified Areas (PSA) in the City Core and consider removing minimum parking requirements elsewhere in the city.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary

Policy 4.7B: Introduce pay parking in the City Core.

Timeframe	Implementation	Responsibility
Long-Term	Policy & Programming	Primary

Policy 4.7C: Develop a Residential Parking Permit Program in areas of high parking demand.

Timeframe	Implementation	Responsibility
Long-Term	Policy & Programming	Primary

Policy 4.7D: Identify locations for accessible parking.

Timeframe	Implementation	Responsibility
Short-Term	Policy & Programming	Primary

Policy 4.7E: Encourage Shared Parking Agreements between private businesses, or private businesses and the City to optimize existing parking.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

Policy 4.7F: Seek opportunities to develop public parking lots in the City Core as needed to serve longer term users through land acquisition or conversion of municipally-owned lots.

Timeframe	Implementation	Responsibility
Long-Term	Capital	Primary

Policy 4.7G: Reconfigure 2nd Avenue and 3rd Avenue West to increase on-street parking, as considered in Figure 28. This serves both parking management, streetscape, placemaking, and traffic calming purposes.

Timeframe	Implementation	Responsibility
Long-Term	Policy & Programming	Primary

Policy 4.7H: Maximize parking on north-south cross streets to serve longer term users and free up street parking.

Timeframe	Implementation	Responsibility
Medium-Term	Operations & Maintenance	Primary

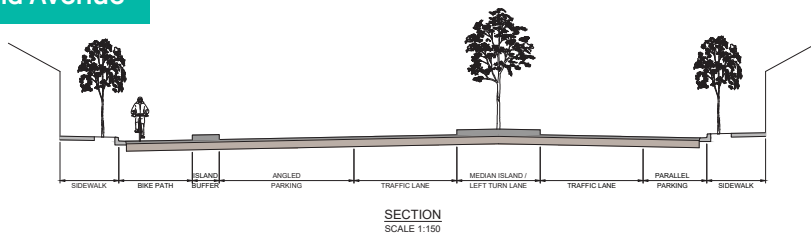
Policy 4.7I: Increase enforcement actions.

Timeframe	Implementation	Responsibility
Long-Term	Policy & Programming	Primary

Policy 4.7J: Implement a Parking Wayfinding Strategy.

Timeframe	Implementation	Responsibility
Medium-Term	Policy & Programming	Primary

2nd Avenue



3rd Avenue West

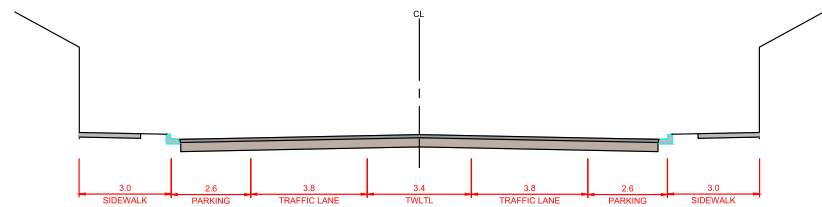
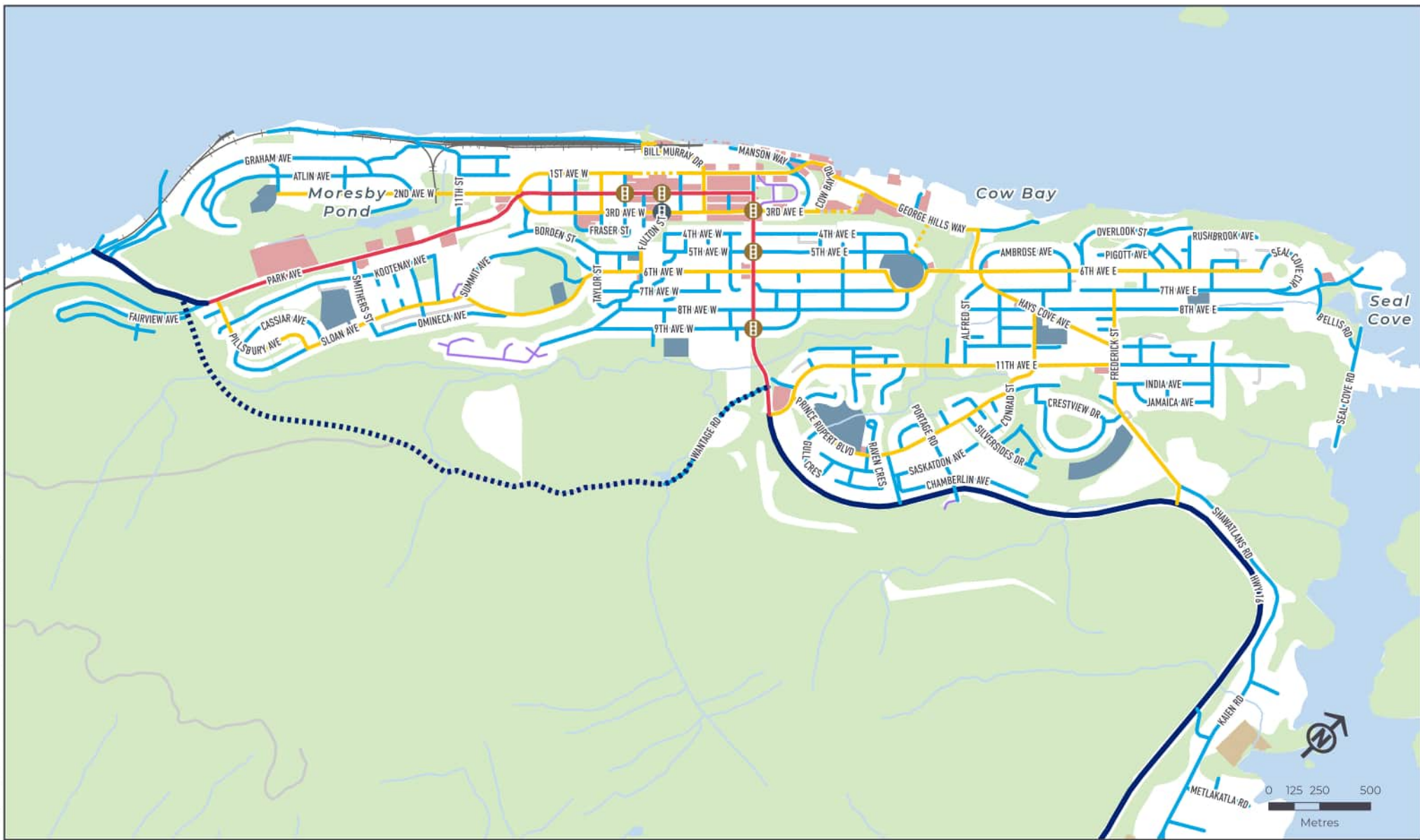


FIGURE 28 CROSS-SECTION DRAWINGS OF POTENTIAL PARKING RECONFIGURATION ON 2ND AVENUE AND 3RD AVENUE WEST

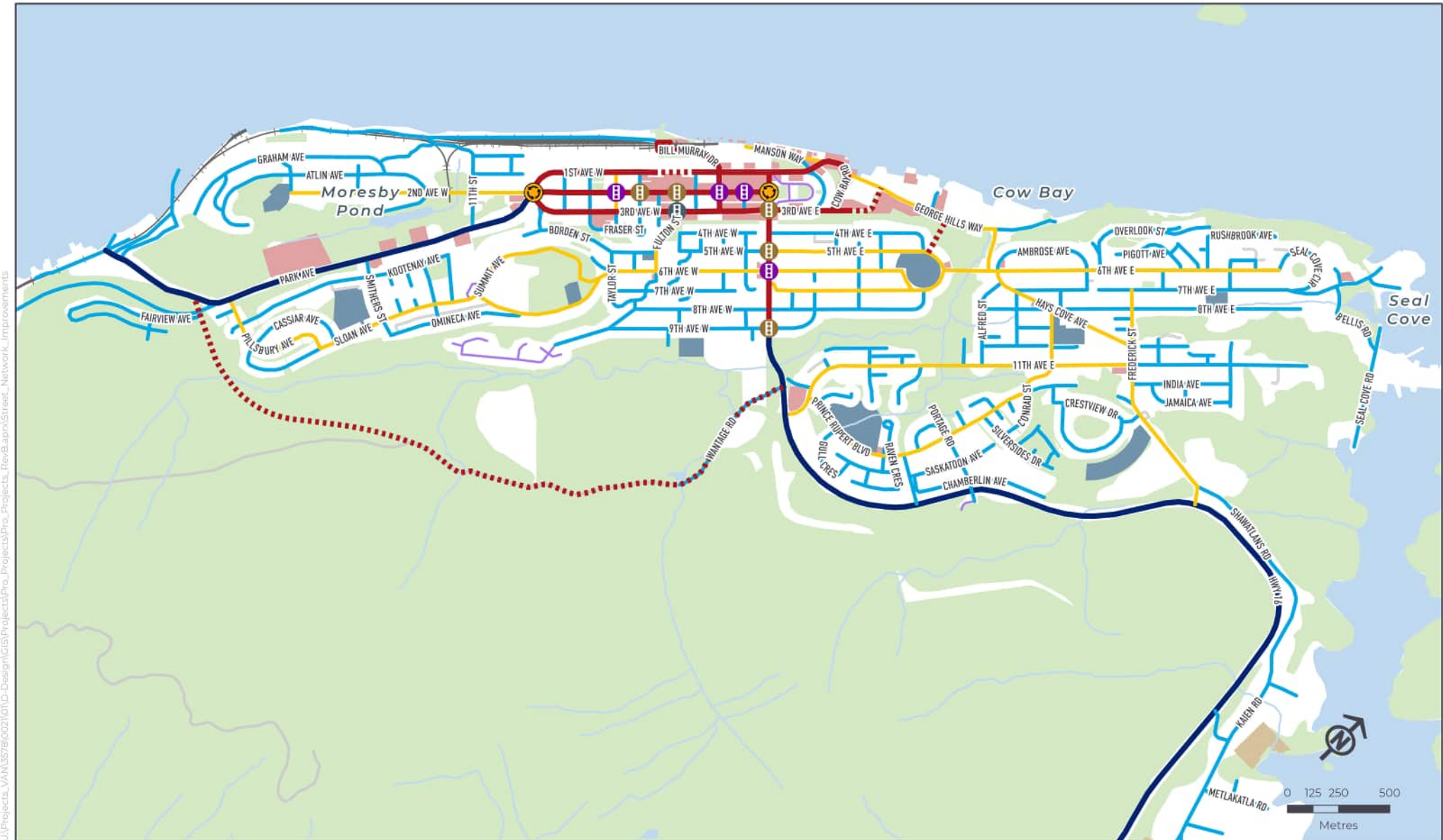
U:\Projects_VAM\3578\002\1010-Design\GIS\Projects\Pro_Projects_Rev\Bajon\Proposed_Streets_Classification



MAP 14 PROPOSED STREET NETWORK CLASSIFICATION

- | | | | | | |
|-----------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------|-----------------------------------|
|  | Municipal Traffic Signal |  | Future Collector |  | Railway |
|  | MOTI Traffic Signal |  | Local |  | Commercial / Mixed Use |
|  | Highway |  | Strata |  | Park / Open Space / Forested Area |
|  | Future Highway |  | Lane |  | School |
|  | Arterial |  | Other Streets |  | First Nation Reserve |
|  | Collector | | | | |





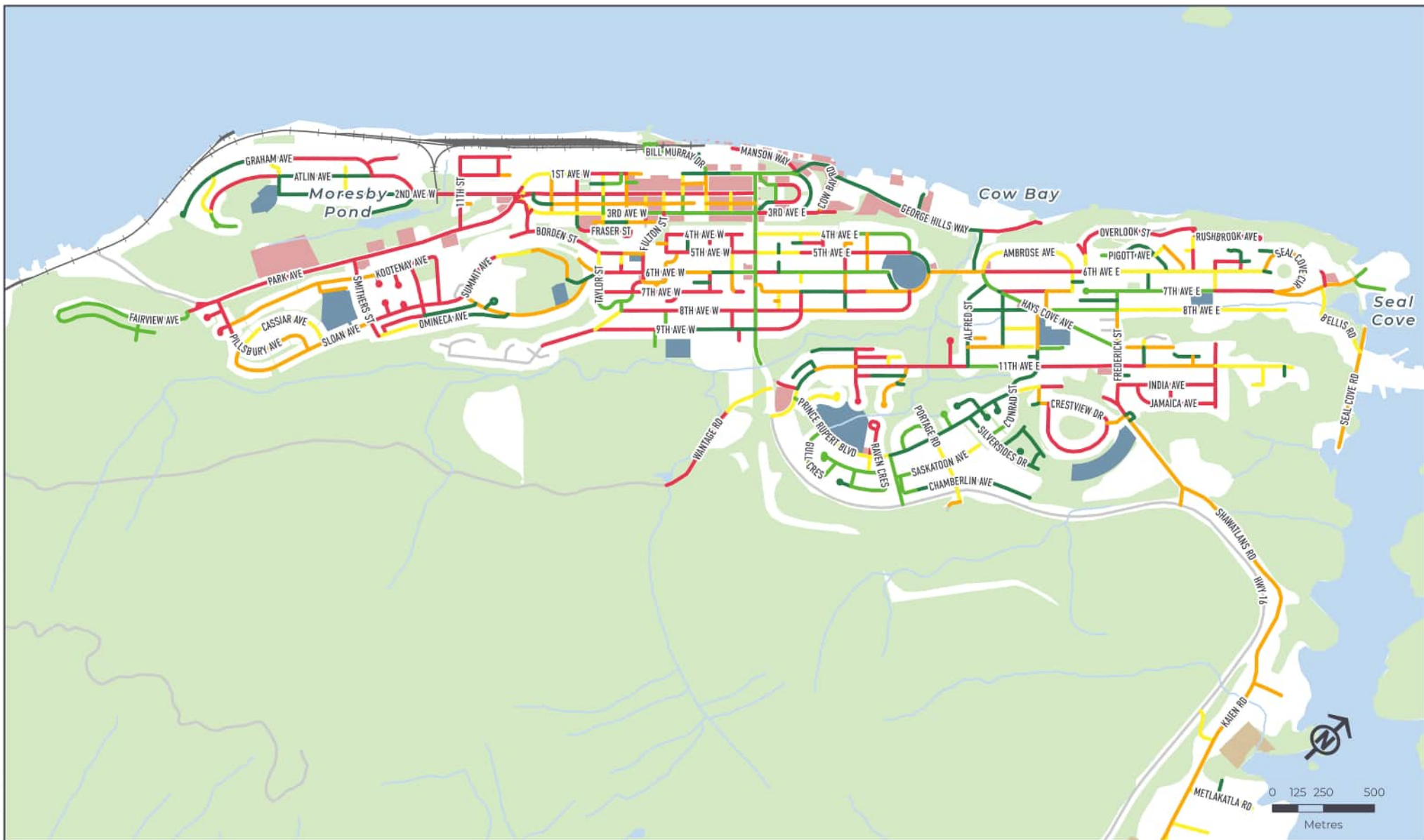
MAP 15 STREET NETWORK IMPROVEMENTS

- | | | | | | |
|--|-----------------------------|--|---------------|--|-----------------------------------|
| | New Roundabout | | Highway | | Railway |
| | New Traffic Signal | | Collector | | Commercial / Mixed Use |
| | Municipal Traffic Signal | | Local | | Park / Open Space / Forested Area |
| | MOTI Traffic Signal | | Strata | | School |
| | Street Network Improvements | | Lane | | First Nation Reserve |
| | New Connections | | Other Streets | | |



U:\Projects_VAM\3578\002\1010-D-Design\GIS\Projects\Pro_Projects_Rev\Bajon\Street_Network_Improvements

U:\Projects\VAW\3578\002\101\01\Design\GIS\Projects\Pro_Projects_Rev\Bajon\Street_Network_Condition



MAP 16 STREET NETWORK CONDITION

Street Condition Score

- 1 - Good
- 2 - Satisfactory
- 3 - Fair
- 4 - Poor
- 5 - Very Poor





- Railway
- Commercial / Mixed Use
- Park / Open Space / Forested Area
- School
- First Nation Reserve

U:\Projects_YAM\3578\002\10\WD-Design\CISTP-objects\Pro_Objects_Rev\Bam\Street_Improvements_Priority



MAP 17 PRIORITY STREET NETWORK IMPROVEMENT

-  New Traffic Signal - Short Term Priority
-  New Traffic Signal - Medium Term Priority
-  New Roundabout - Medium Term Priority
-  Short Term Priority
-  Medium Term Priority
-  Long Term Priority

- Condition Assessment Priority Corridor**
-  Short Term Priority
 -  Medium Term Priority
 -  Long Term Priority
 -  Other Streets

-  Railway
-  Commercial / Mixed Use
-  Park / Open Space / Forested Area
-  School
-  First Nation Reserve



8.0 IMPLEMENTATION PLAN



8.1 IMPLEMENTATION PLAN

8.1.1 IMPLEMENTATION PRINCIPLES

The implementation plan was developed based on the following guiding principles:

- **The Transportation Plan is one step towards implementing the vision for transportation in Prince Rupert; it is not the last step.** The strategies in the plan are intended to lay the groundwork for implementation over the long-term. It is important to recognize that implementation will require significant investment and resources, as well as a shift to prioritize walking, cycling, and transit to meet the vision, goals, and targets of the plan. The plan includes significant investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for development of new standards and policies, funding for new programming and public education, and staff resources. It will require ongoing support from the City and its partners, along with sustained investment in all transportation modes.
- **The Transportation Plan is a flexible and living document.** For each long-term network plan, there is some level of flexibility for the specific locations and corridors that are recommended. The plan presents recommendations based on public input and technical analysis; however, the City will need to review the feasibility and desirability of each infrastructure project. As this plan is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities.
- **The City should monitor, review, and update the Transportation Plan on a regular basis, as needed.** As the City begins implementing the strategies and policy statements of the plan, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision, goals, and targets. Reporting back on the indicators identified with each of the goals and objectives in the plan is one of the ways the City can report on progress made in implementing the plan. As the City moves forward with implementing the plan, the document will need to be updated to reflect the changing priorities and conditions over time.
- **The City should actively foster partnerships and seek external funding sources to help implement the plan.** Many of the strategies and policy statements in the plan will require partnerships with other agencies. City should foster partnerships with other agencies, including senior levels of government, and should seek all opportunities for external funding support to help implement the plan.
- **The City will engage in further public consultation to implement the recommendations included in the Transportation Plan.** Many of the initiatives require more detailed input and technical work. The City should work closely with partners, residents, and stakeholder groups to move forward with priorities in the plan.
- **The City should incorporate the short-term priorities into its 5-year Financial Plan, and a new investment strategy should be developed for the long-term.** There should be an annual review as part of the financial planning and municipal budgeting process, with a full review of the Transportation Plan recommended every 5 years.

8.1.2 COST OF THE PLAN

Prince Rupert was awarded \$65 million from the province to repair failing water distribution infrastructure in March 2023. City has struggled with aging infrastructure for several years, and this announcement is welcome news for starting to make progress towards updating its infrastructure and offering more stability to the City. The scope and magnitude of infrastructure works that need to be completed are vast and interconnected. As such, specific costs for transportation improvements have not been developed as part of this planning process. As upgrades to the municipal water system will necessitate the removal of the street surface in most cases, the costs of street network improvements in many instances will depend on the scope of each water infrastructure project. As the City begins to replace subsurface infrastructure, the specific costs for street improvements will be calculated as needed. In addition, the vision and network envisioned in this plan are meant to service the City over the next 30 years, over which period, costs are expected to change.

8.2 FUNDING CONSIDERATIONS

The recommendations in this plan are expected anticipated over the next 30 years and beyond, these costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of improvements with other plans and projects. This can help to reduce the City's share of project costs. This section describes several strategies that the City may consider to help leverage its investments and to maximize its ability to implement transportation improvements.

The City should pursue all available sources of funding for transportation facilities and programs, including the programs identified below. As funding opportunities change regularly, the information in this section is subject to change. The City should regularly check with all levels of government to keep up to date on current funding opportunities.

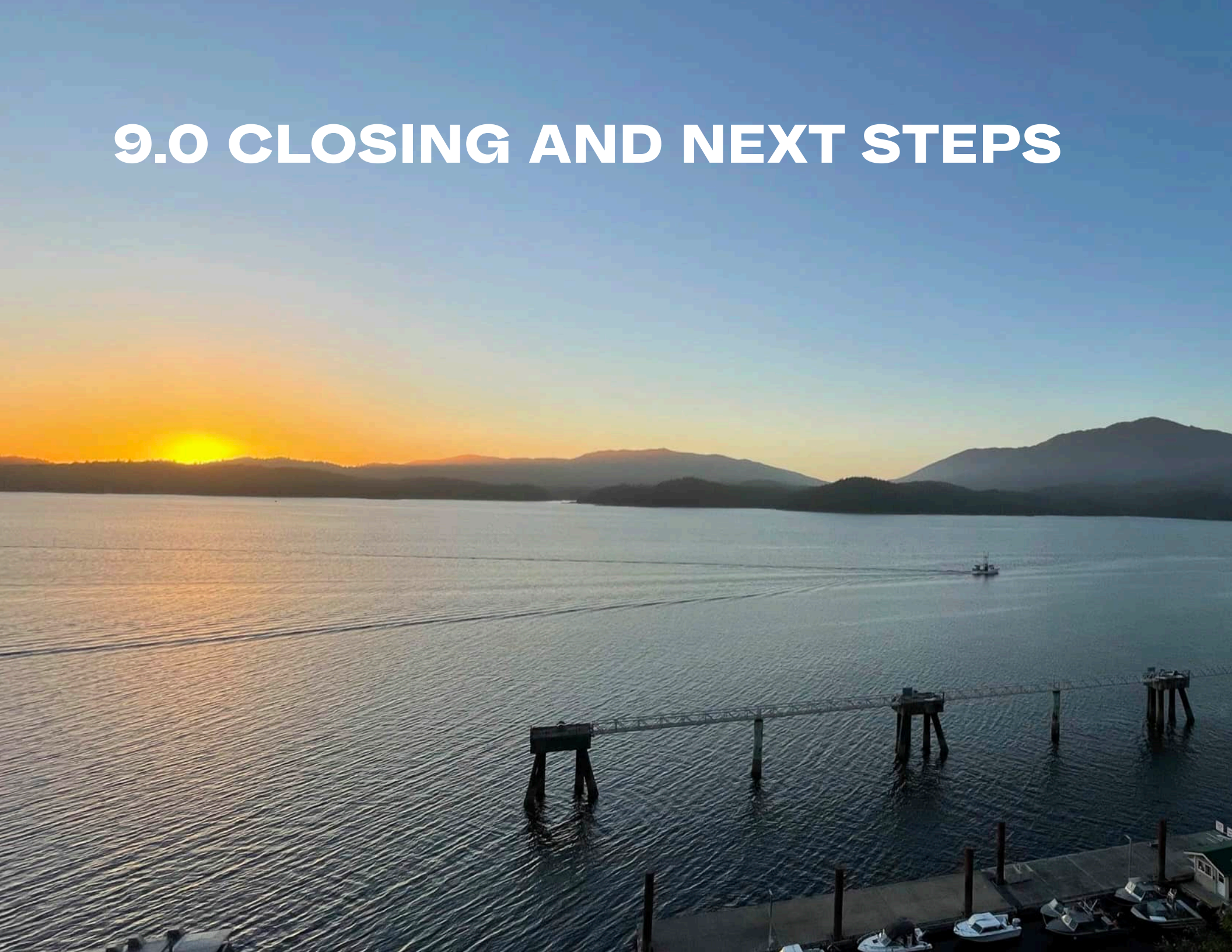
However, it is recognized that the external funding sources do not provide a consistent and stable funding stream, and that in order to ensure completion of projects identified in the plan, consistent funding sources should be identified to help ensure staff can logically plan for improvements and coordinate these improvements with other capital works to provide economies of scale for construction activities providing best value for capital expenditures.

- **Capital Planning:** The City should incorporate the recommendations from the plan into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the City's capital planning process. To accommodate this, the City may seek changes to its capital budget to fund the implementation of this plan over the medium- and long-term. The City should also seek to integrate transportation improvements with other capital projects, such as utility projects and high priority infrastructure replacement projects identified in the City's Infrastructure Replacement Strategy.

- **Development Cost Charges:** Should a DCC bylaw be adopted, it should be updated to include projects identified in the plan. It should be emphasized that DCC eligible projects should not only include street network projects but can also include active transportation and transit projects that benefit new growth in the community.
- **Developers:** An important component of the implementation of the plan will be the City's ability to leverage transportation investments during planning of new development projects. Some ways in which transportation investments can be leveraged through developers include:
 - » Voluntary public realm improvements
 - » Community amenity contributions
 - » Density bonusing contributions
 - » Funding in lieu of parking
 - » Providing high quality bicycle parking facilities
- **Federal Funding:** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well. The Federal Government recently announced the National Active Transportation Fund (ATF), which will provide \$400 million over five years to help build new and expanded active transportation facilities across the country.

- **Provincial Programs and Initiatives:** The Provincial Government administers the Active Transportation Infrastructure Grant program, which promotes new, safe, and high-quality active transportation infrastructure through cost-sharing with local governments. The grant program provides funding for infrastructure which forms part of an active transportation network plan adopted by a BC local government. To ensure maximum success at obtaining grant funding, the City should have grant-ready concepts pre-developed for application.
- **Green Municipal Funds:** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support local government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Carbon Tax Rebate:** Each municipality that has signed the Climate Action Charter receives an annual rebate based on completion of the CARIP form. The City could choose to direct this funding towards sustainable transportation projects, such as funding bicycle, pedestrian, and transit infrastructure.
- **ICBC:** ICBC provides funding for road safety improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools
- **Local Area Service Program:** Sidewalks can be implemented through Local Area Service Program, which is a cost sharing process for implementing desired neighbourhood infrastructure works such as sidewalks, curb and gutter, lane paving, and street lighting. The property owners who directly benefit from the project pay a portion of the costs and the City pays the remaining construction costs.
- **Private Sector:** Many corporations wish to be good corporate neighbours— to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian routes and facilities in particular are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in BC include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.

9.0 CLOSING AND NEXT STEPS



The Transportation Plan provides a comprehensive approach to guide Prince Rupert's progress and investments in its transportation network and programs over the next 30 years. The plan includes recommendations for improving policies, standards, infrastructure, and programs over the long term and priorities over the immediate and short term.

To make progress on the goals presented in the Transportation Plan, the City will need a coordinated approach with its Infrastructure Replacement Strategy. The Strategy details the current state of the City's infrastructure (water, sewer, sanitary lines, and transportation infrastructure) and established investment priorities based on risk and highlights priority corridors that the City will need to focus on to maintain current operations. In many cases, the maintenance and replacement work required to mitigate failure risks associated with these corridors overlaps with priorities in the Transportation Plan. Replacement of water, sewer or sanitary lines requires excavating the street and replacing the road surface when work is complete. These are opportunities to coordinate the underground replacement work and ensure that the new road surface is designed to help the City meet its transportation vision outlined in this plan.

However, the priorities described in the Infrastructure Replacement Strategy are based on mitigating the risk of failure, and each project will require significant resources to complete. The province announced \$65 million in funding for the City to address its infrastructure deficit, but these projects will still require significant city resources to complete. Further, not all of these projects align with the planned transportation network improvements, so to make progress on improving the transportation network, the City may choose to prioritize quick-build, low-cost projects while larger critical infrastructure projects are completed.

Over the long term, the Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience, and safety of active transportation. The Transportation Plan has been developed based on extensive technical work and engagement with Prince Rupert residents over a twelve-month process. Through this public engagement process, hundreds of community members provided input into the development plan at various phases. The City of Prince Rupert would like to thank all community members for their participation in the process and valuable input developing the Transportation Plan.





THE CITY OF

**PRINCE
RUPERT**