



COMMITTEE OF THE WHOLE

For the **COMMITTEE OF THE WHOLE MEETING** of Council to be held on July 24, 2023, at 7:00 pm in the Council Chambers of City Hall, 424 – 3rd Avenue West, Prince Rupert, B.C.

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

Recommendation:

THAT the Agenda for the Committee of the Whole Meeting of July 24, 2023, be adopted as circulated.

3. PETITIONS & DELEGATIONS

- i. Veronika Stewart, Manager of Communications, Engagement & Social Development Re: Municipal Website Renewal
- ii. Urban Systems Re: Transportation Plan

4. QUESTIONS AND INQUIRIES FROM MEMBERS OF COUNCIL

5. ADJOURNMENT to Regular Council Meeting



City of Prince Rupert Transportation Plan

Council Meeting

July 24, 2023

Agenda

1. Plan overview
2. Existing conditions:
Where are we today?
3. Visioning directions:
Where are we going?
4. Long-term plan:
How will we get there?
5. Implementation plan:
Where do we start?
6. Next steps



Plan Purpose

- Long-term strategic plan that will guide transportation and infrastructure priorities over the next 5-10 years
- Develop strategies and actions for improving all modes of transportation
- Improving connections to air-, water-, and rail-based modes of transportation



Focus Areas

- Integrated, multi-modal transportation plan
 - Modal interconnectivity
 - Air, water, road, and rail-based transportation
 - Active transportation
 - Walking and mobility aids
 - Cycling and rolling
 - Public transportation
 - Public transit, school buses, shuttles, taxis, and ride-hailing
 - Driving
 - Driving, goods movement, parking, car sharing



Plan Process

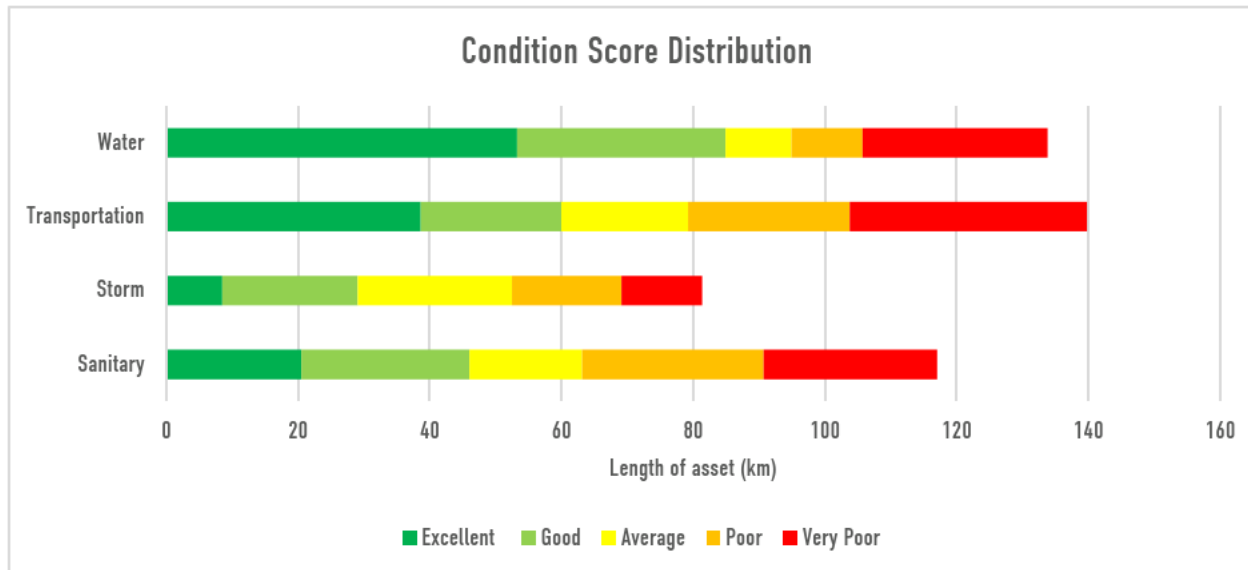


- Connect Rupert was developed over a 12 month process



Alignment with Other Initiatives

- Infrastructure Replacement Strategy
- Rupert Plays: Parks and Outdoor Recreation Plan
- Park Rupert: Interim Parking Management Strategy



Communication and Engagement

Round 1 – June-August 2022

- Website, social media, posters
- Online survey #1 (309 responses)
- Two community pop-up events (85 participants)
- In-person stakeholder workshop (13 participants)

Round 2 – February-March 2023

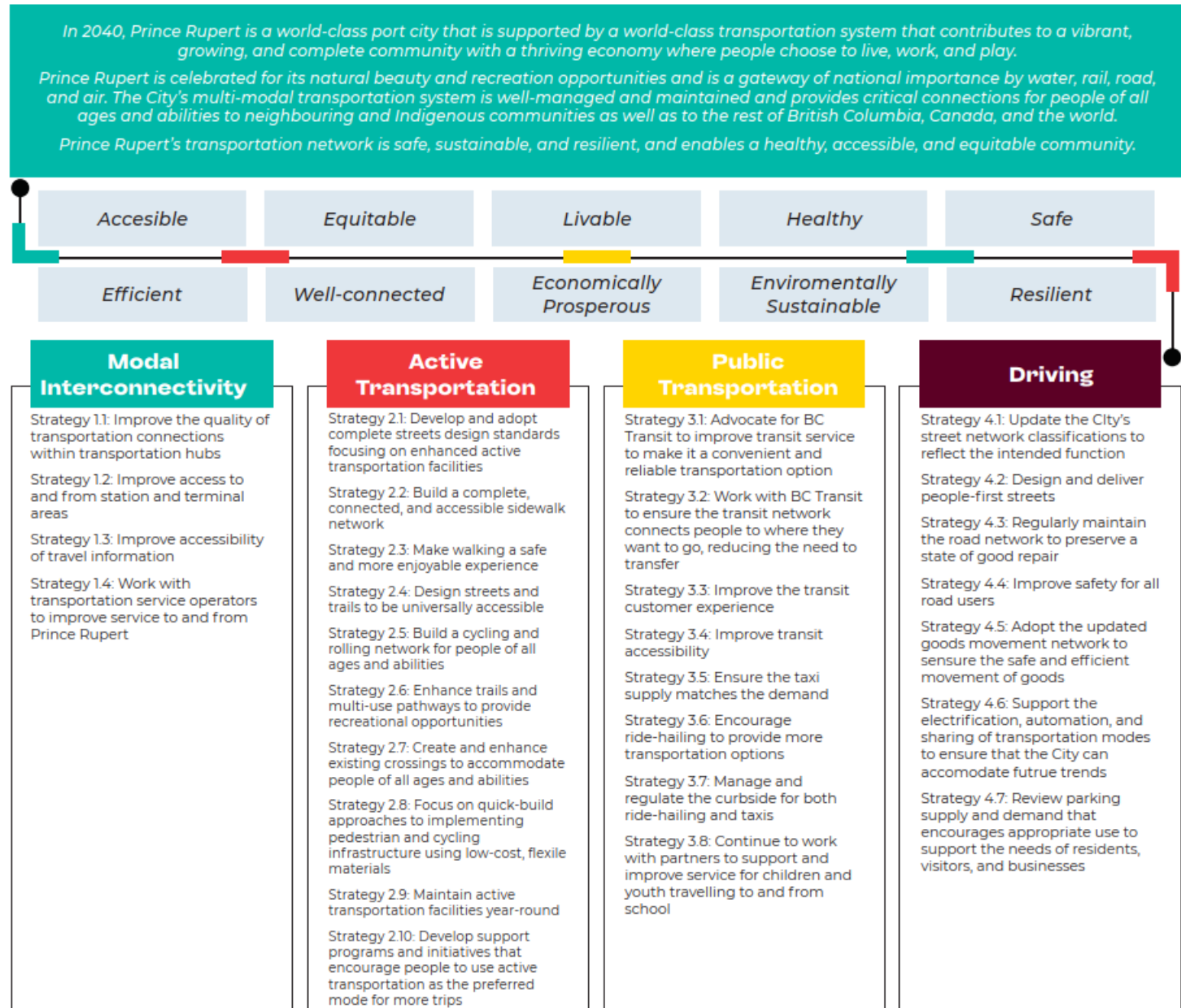
- Website, social media
- Online survey #2 (89 responses)
- 1 community pop-up event (23 participants)

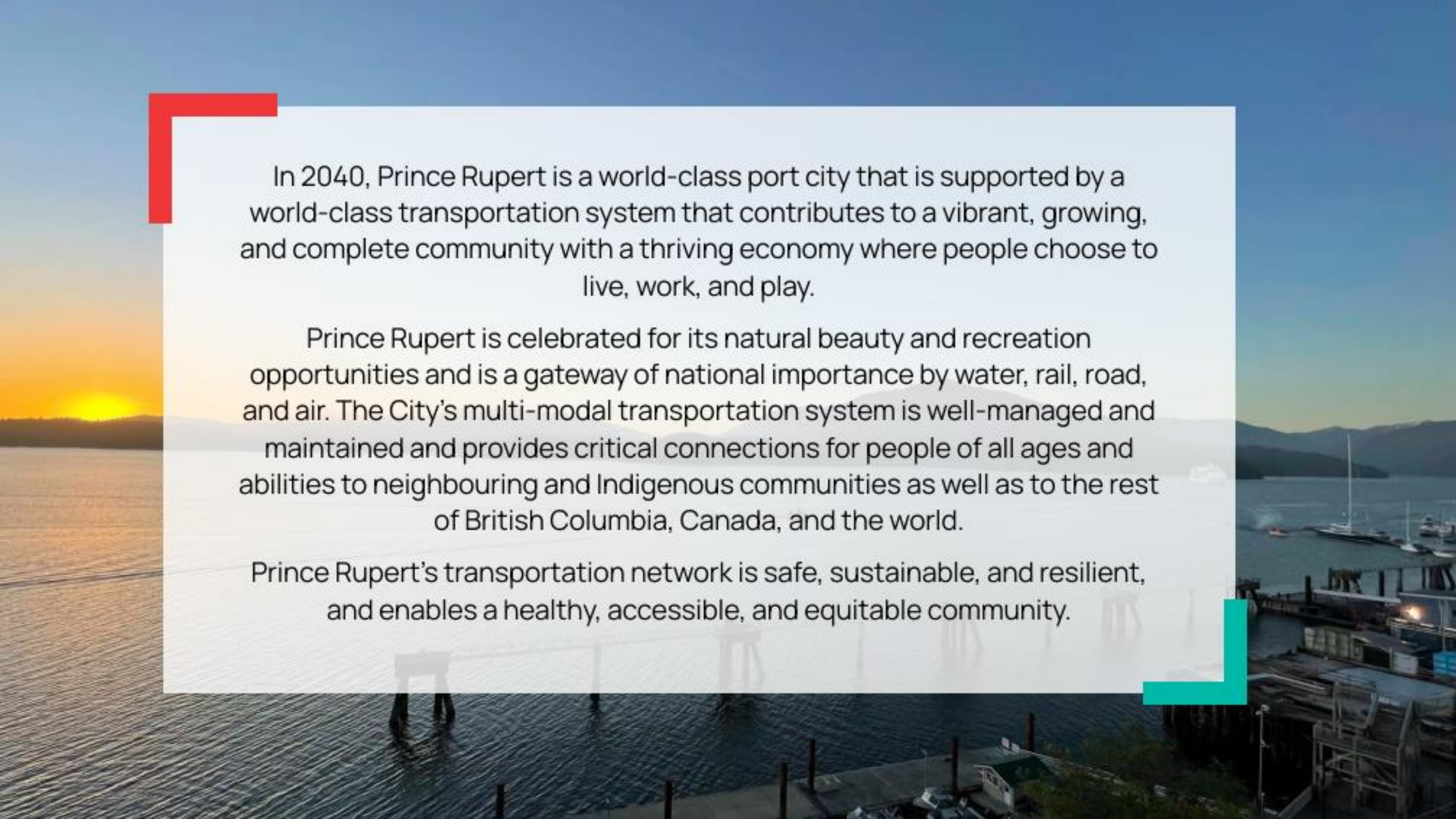


Plan Framework

- 1 Vision
- 10 Values
- 4 Themes
- 29 Strategies
- 83 Policy Statements

VISION
↓
VALUES
↓
THEMES
↓
STRATEGIES



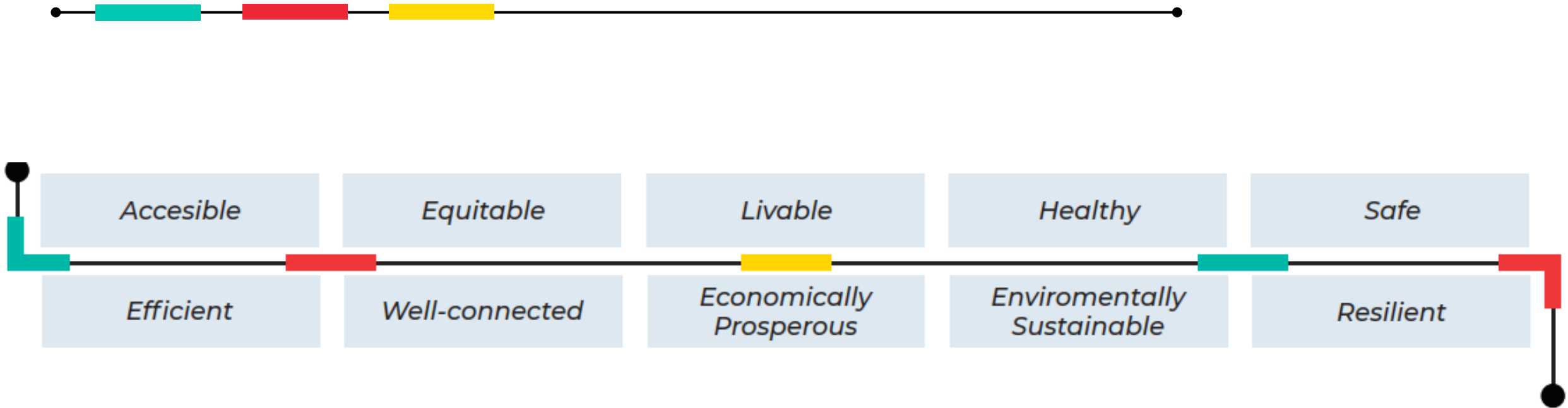
The background image shows a harbor scene at sunset. The sun is low on the horizon, casting a warm orange glow across the sky and water. Several boats are docked at a pier in the foreground, and the water reflects the sunset colors. A white text box is overlaid on the left side of the image, containing three paragraphs of text. The text box has a red L-shaped corner on the top-left and a teal L-shaped corner on the bottom-right.

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.

Ten Values



Modal Interconnectivity

4 Strategies

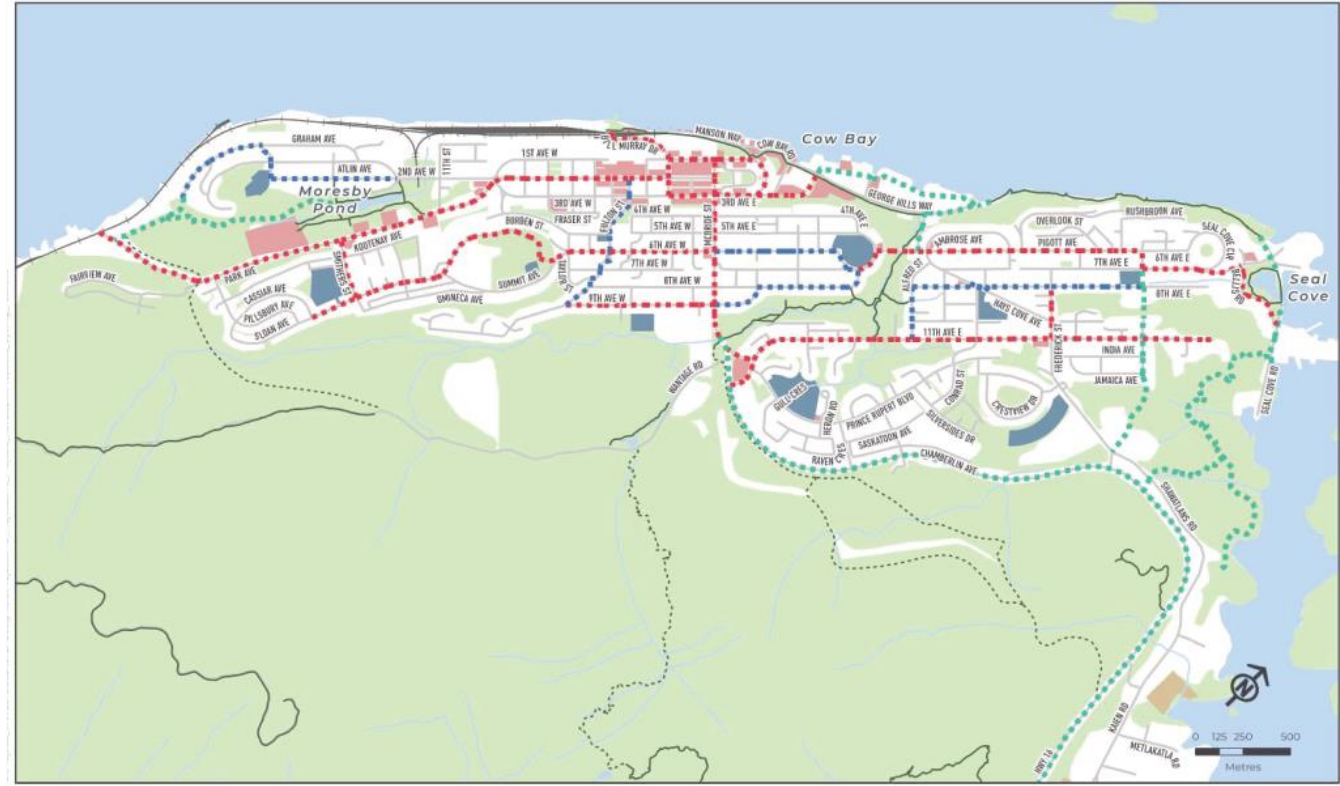
- Strategy 1.1: Improve the quality of transportation connections within transportation hubs
- Strategy 1.2: Improve access to and from station and terminal areas
- Strategy 1.3: Improve accessibility of travel information
- Strategy 1.4: Work with transportation service operators to improve service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



Active Transportation

10 Strategies

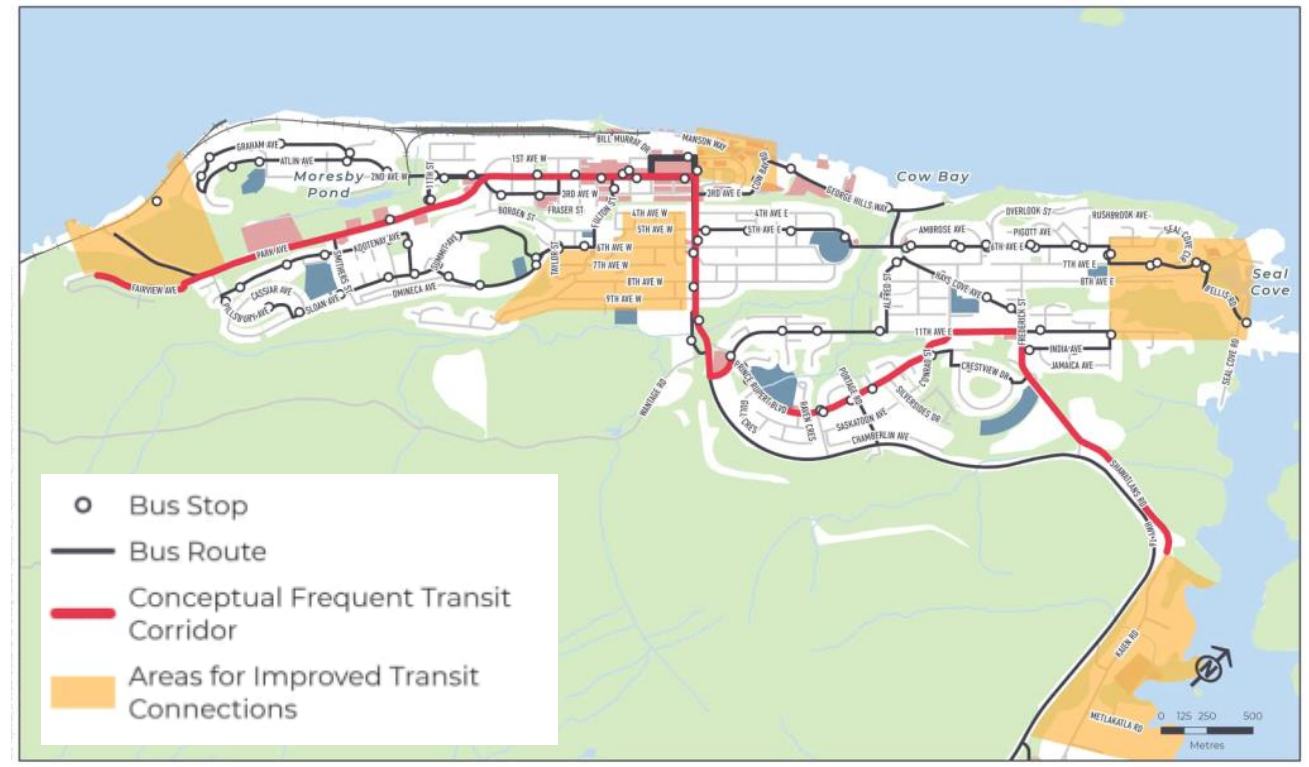
- Strategy 2.1: Develop and adopt complete streets design standards focusing on enhanced active transportation facilities
- Strategy 2.2: Build a complete, connected, and accessible sidewalk network
- Strategy 2.3: Make walking a safe and more enjoyable experience
- Strategy 2.4: Design streets and trails 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

8 Strategies

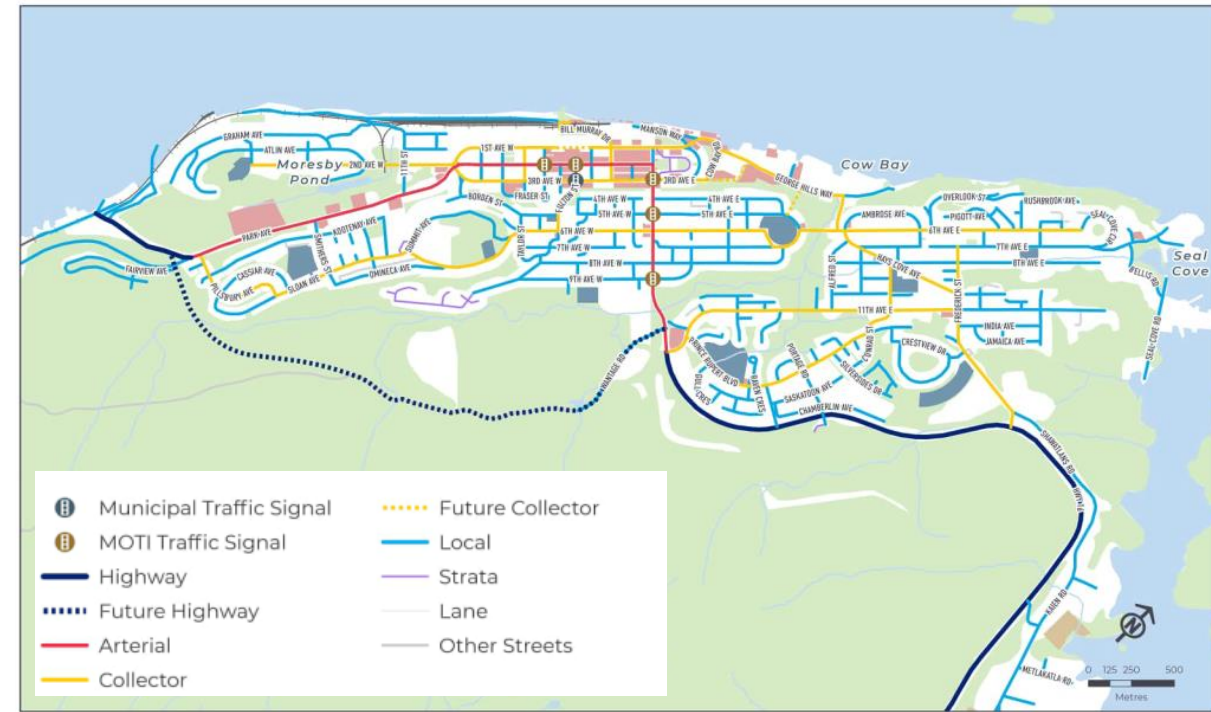
- Strategy 3.1: Advocate for BC Transit to improve transit service to make it a convenient and reliable transportation option
- Strategy 3.2: Work with BC Transit to ensure the transit network connects people to where they want to go, reducing the need to transfer
- Strategy 3.3: Improve the transit 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

7 Strategies

- 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



Implementation Priorities



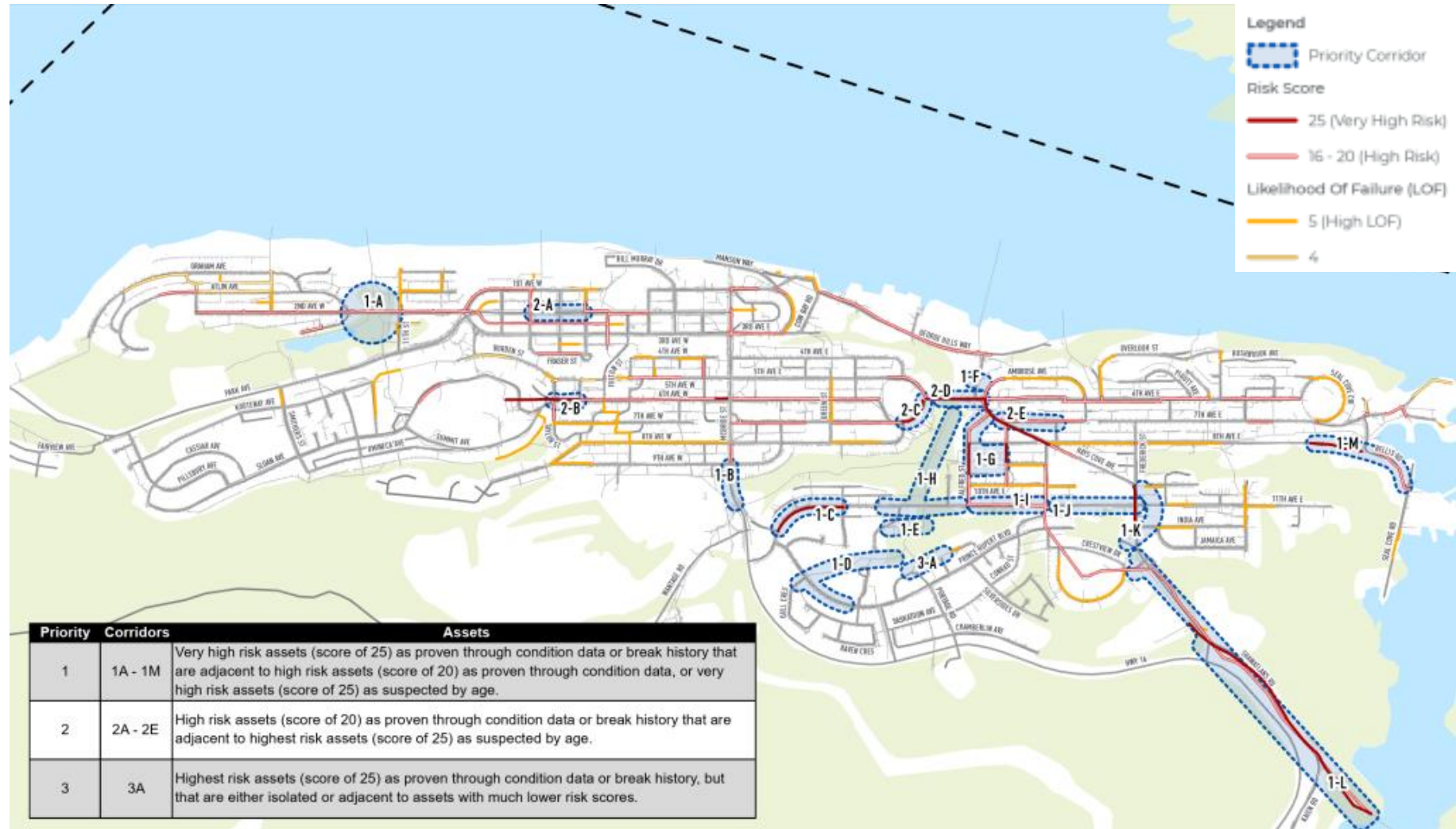
- **Timeframe:** Short-term (0-5 years), medium-term (6-10 years) or long-term (over 10 years) initiative.
- **Method of Implementation:** Capital project, through ongoing operations and maintenance, as a policy or programming initiative, or through some combination of the above.
- **Responsibility:** Primary and secondary responsibility for each action. Many actions are the primary responsibility of the City of Prince Rupert (including Engineering, Public Works, Planning, Parks & Recreation, Communications, or Finance), while other actions should be led by external agencies, such as other government agencies (such as MOTI or BC Transit), community groups, or the private sector.
- **Financial:** Anticipated relative cost and resource requirements.

Funding Strategies



- The City should prioritize projects consistent with the **Infrastructure Replacement Strategy**
 - Informs decisions about investments in immediate (within 5 years) and longer-term asset replacement to manage risks of condition-based failure
 - 55 km of assets have high or very high risk of condition-based failure, with watermains of particular concern
 - Current reserve balances are insufficient to cover upfront asset replacement
 - Transportation projects should prioritize improvements with the **Priority Corridors for Integrated Asset Replacement** to leverage asset replacements

Funding Strategies



Funding Strategies

- Focus on **quick-build or pilot projects** using low-cost, interim materials over the short-term
- The City should seek to leverage **partnerships and all available grant opportunities**, including provincial and federal grants to minimize the City's share



Fast

Rapid implementation projects can be implemented relatively quickly, often in a matter of days or weeks. Because they often do not require significant capital construction, they may not require time-consuming design and tendering processes and can often be installed by City crews. This can also help minimize construction impacts on a community.



Low Cost

Rapid implementation projects make use of lower-cost materials such as flexible delineator posts, curbs, landscaped planters, or concrete barriers (see Section 4). These projects also typically occur within the available curb space and require minimal capital construction.



Flexible

Materials used for rapid implementation projects are flexible and adjustable. This approach recognizes that, as design professionals, we do not always have all the answers. This provides the opportunity to pilot, monitor, and adjust designs as needed, based on lived user experience.