



# Appendix B

## DETAILED POLICY STATEMENT TABLES



June 2023

# IMPLEMENTATION PRIORITIES

The Transportation Plan is action-oriented and prioritizes each policy statement identified under each of the themes 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 other 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.

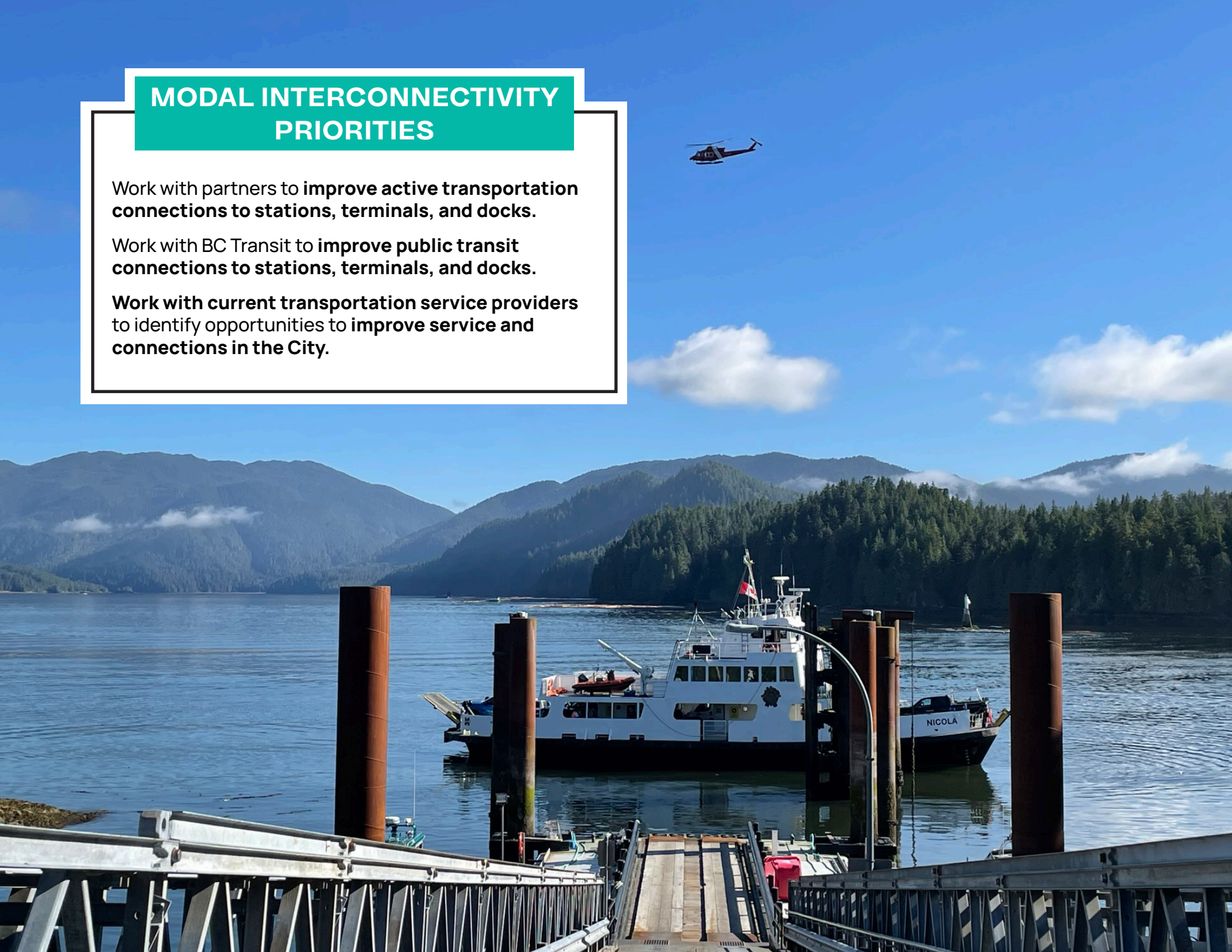
Throughout the Transportation Plan, each policy statement identifies the timeframe, method of implementation, and responsibility, and maps are provided showing priority projects. Detailed tables are provided in **Appendix B** summarizing the timeframe, method of implementation and responsibility for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

## MODAL INTERCONNECTIVITY PRIORITIES

Work with partners to **improve active transportation connections to stations, terminals, and docks.**

Work with BC Transit to **improve public transit connections to stations, terminals, and docks.**

Work with current transportation service providers to identify opportunities to **improve service and connections in the City.**



# Theme 1: Modal Interconnectivity

	Total	Timeframe			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 1.1: Improve the quality of transportation connections within mobility hubs</b>									
Policy 1.1.A: Require airport shuttle buses to include modern accommodation for people with mobility needs rather than school buses.	Medium		✓		✓			✓	
Policy 1.1.B: Work with Tourism Prince Rupert to sponsor bus wraps that highlight the area's natural beauty and/or local businesses.	Medium		✓		✓			✓	
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.	Medium		✓		✓			✓	
Policy 1.1.D: 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.	Medium		✓		✓				✓
<b>Strategy 1.2: Improve access to station and terminal areas</b>									
Policy 1.2.A: Pursue partnerships to add active transportation connections to stations, terminals, and docks.	High	✓			✓				✓
Policy 1.2.B: Work with BC Transit to improve public transit connections to stations, terminals, and docks.	High	✓			✓				✓
Policy 1.2.C: Implement a new airport ferry landing at Rotary Waterfront Park as identified in the OCP.	Medium		✓		✓				✓

# Theme 1: Modal Interconnectivity

	Total	Timeframe			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 1.3: Improve accessibility of travel information</b>									
Policy 1.3A: Provide up-to-date travel information on the City website.	Medium		✓				✓	✓	
Policy 1.3B: Distribute hard copy schedule information.	Medium		✓				✓		✓
<b>Strategy 1.4: Work with transportation service providers to improve service to and from Prince Rupert</b>									
Policy 1.4A: Work with current transportation service providers to improve service and connections in the city.	High	✓					✓		✓
Policy 1.4B: Identify opportunities to incentivize the establishment of new transportation service providers to increase competition for passenger benefit.	Medium		✓				✓		✓

## ACTIVE TRANSPORTATION PRIORITIES

Develop updated **street design standards** based on **complete streets principles** focusing on enhanced active transportation facilities.

Develop **sidewalk requirements** for all new and upgraded streets.

Work with Tourism Prince Rupert to support the implementation of a **pedestrian wayfinding strategy** for residents and visitors.

Develop design standards to provide **AAA cycling and rolling facilities** based on the B.C. Active Transportation Design Guide.

Provide **secure bicycle parking** and end-of-trip facilities throughout the City.

**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.

Incorporate **end-of-trip amenities** at City properties that promote active transportation.

Provide additional **pedestrian crossing enhancements** to improve pedestrian safety and accessibility.

Implement **bicycle facilities** using low-cost, adjustable materials.

Implement **pedestrian safety and placemaking improvements** following a tactical urbanism approach.

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



## Theme 2: Active Transportation

	Total	Timeframe			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 2.1: Develop and adopt complete streets standards focusing on enhanced active transportation facilities</b>									
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.	High	✓					✓	✓	
<b>Strategy 2.2: Build a complete, connected, and accessible sidewalk network</b>									
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.	High	Ongoing			✓			✓	
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.	High	✓					✓	✓	
<b>Strategy 2.3: Make walking a safe and more enjoyable experience</b>									
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.	Medium		✓		✓			✓	
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.	Medium		✓		✓			✓	
Policy 2.3C: Work with Tourism Prince Rupert to support the implementation of a pedestrian wayfinding strategy for residents and visitors.	High	✓			✓		✓		✓

## Theme 2: Active Transportation

	Total	Priority			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 2.4: Design streets and trails to be universally accessible</b>									
Policy 2.4A: Update Subdivision and Development Servicing Standards Bylaw to follow universal design best practices.	Medium	Ongoing			✓			✓	
Policy 2.4B: Ensure trails are designed to be universally accessible.	Medium	Ongoing			✓			✓	
<b>Strategy 2.5: Build a cycling and rolling network for people of all ages and abilities</b>									
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.	Medium	Ongoing			✓			✓	
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.	High	✓					✓	✓	
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.	High	✓			✓			✓	
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.	High	✓					✓	✓	
Policy 2.5E: Develop a cycling wayfinding strategy and implement wayfinding signage throughout the city.	Medium		✓		✓		✓		
<b>Strategy 2.6: Enhance trails and multi-use pathways to provide recreational opportunities</b>									
Policy 2.6A: Pave and upgrade trails and multi-use pathways in the City to meet AAA standards where feasible.	Medium		✓		✓	✓		✓	
Policy 2.6B: Integrate stairway and pathway maintenance into existing operations and maintenance budget.	Medium		✓		✓	✓		✓	
Policy 2.6C: Develop a series of trail 'loops' throughout the city.	Medium		✓		✓		✓		✓

## Theme 2: Active Transportation

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

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.

High



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

Medium



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

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.

High



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.

High



### Strategy 2.9: Maintain active transportation facilities year-round

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.

High



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

Medium

Ongoing



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

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

Medium



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

Medium



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

Medium



## PUBLIC TRANSIT PRIORITIES

Continue to work with BC Transit to **extend weekday service** times in the mornings and evenings on weekdays in the short-term.

Continue to work with BC Transit to **introduce Sunday service in the short-term**.

Advocate for **extended Saturday service** times in the mornings and evenings in the short-term.

Ensure that wayfinding uses **clear signage and routing information** to assist users in navigating the transit system.



## Theme 3: Public Transit

	Total	Timeframe			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 3.1: Advocate for BC Transit to improve transit service to make it a convenient and reliable transportation option</b>									
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.	High	✓				✓			✓
Policy 3.1B: Advocate for extended Saturday service times in the mornings and evenings in the short-term.	High	✓				✓			✓
<b>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</b>									
Policy 3.2A: Advocate for a frequent spine transit corridor to BC transit as indicated in Map 11.	Medium		✓			✓			✓
Policy 3.2B: Improve transit service to the Fairview Docks Area as shown in Map 11.	Low			✓		✓			✓
Policy 3.2C: Improve transit service to industrial areas as shown in Map 11.	Low			✓		✓			✓
Policy 3.2D: Provide improved transit service to recreational opportunities such as trails and Cow Bay as shown in Map 11.	Medium		✓			✓			✓
Policy 3.2E: Ensure new developments have access to transit.	High	Ongoing					✓	✓	

# Theme 3: Public Transit

	Total	Priority			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 3.3: Improve the transit customer experience</b>									
Policy 3.3A: Increase the safety, comfort, and accessibility at bus stops.	High	Ongoing			✓			✓	
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.	High	Ongoing			✓				✓
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.	Medium		✓		✓				✓
Policy 3.3D: Ensure that wayfinding uses clear signage and routing information to assist users in navigating the transit system.	High	✓					✓		✓
Policy 3.3E: Integrate end-of-trip facilities and other amenities that support first and last mile trips.	Medium		✓				✓		✓
Policy 3.3F: Coordinate transit amenity upgrades with BC Transit's technology initiatives.	Medium		✓				✓		✓
<b>Strategy 3.4: Improve transit accessibility</b>									
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.	Medium		✓				✓	✓	
Policy 3.4B: Review HandyDART services to ensure it meets the needs of seniors in the community.	High	Ongoing					✓		✓

# Theme 3: Public Transit

	Total	Priority			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 3.5: Ensure the taxi supply matches the demand</b>									
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.	Medium		✓				✓	✓	
<b>Strategy 3.6: Encourage ride-hailing to provide more transportation options</b>									
Policy 3.6A: Conduct a study on the impact of ride-hailing in Prince Rupert.	Medium		✓				✓	✓	
<b>Strategy 3.7: Manage and regulate the curbside for both ride-hailing and taxis</b>									
Policy 3.7A: Create dedicated on-street parking spaces for taxis and ride-hailing.	Medium		✓				✓	✓	
Policy 3.7B: Consider a curbside and congestion management permit policy.	Medium		✓				✓	✓	
<b>Strategy 3.8: Continue to work with partners to support and improve service for children and youth travelling to and from school</b>									
Policy 3.8A: Continue to work with BC Transit to provide student transit services.	High		Ongoing				✓		✓

## DRIVING PRIORITIES

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

Develop an approach to **reducing speed limits** throughout the City.

Enhance the availability of **charging infrastructure for electric vehicles** of all sizes and shapes.

**Ensure new electric charging infrastructure is a required minimum** for new developments.

**Remove minimum parking requirements.**

**Identify locations for accessible parking.**



## Theme 4: Driving

	Total	Timeframe			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 4.1: Update the City's street network classifications to reflect the intended function</b>									
Policy 4.1A: Review and update the City's street network classification map (Map 14).	Medium		✓				✓	✓	
<b>Strategy 4.2: Design and deliver people-first streets</b>									
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.	Medium		✓				✓		✓
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.	Medium		✓		✓			✓	
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.	Medium		✓		✓			✓	
<b>Strategy 4.3: Regularly maintain the road network to preserve a state of good repair</b>									
Policy 4.3A: Develop an annual plan and budget to fix potholes and address failing pavement conditions based on condition assessment.	Medium	Ongoing				✓		✓	
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.	High	✓			✓			✓	
Policy 4.3C: Conduct a City-wide pavement condition assessment and develop a multi-year pavement rehabilitation plan.	Medium		✓			✓		✓	
Policy 4.3D: Develop a strategy to renew or replace the existing trestle bridges.	Medium		✓		✓			✓	
Policy 4.3E: Coordinate transportation improvements based on the priorities from the Asset Management Strategy.	Medium	Ongoing			✓			✓	
Policy 4.3F: Develop an Asset Management Program to track asset condition, planned work, and proposed capital works.	Medium		✓			✓	✓	✓	

# Theme 4: Driving

	Total	Priority			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 4.4: Improve safety for all road users</b>									
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.	Low			✓			✓	✓	
Policy 4.4B: Develop a speed reduction and traffic calming strategy throughout the City.	High	✓					✓	✓	
Policy 4.4C: Develop design guidelines for intersection safety, access, and efficiency for all road users for any future intersection upgrades.	Medium		✓		✓			✓	
<b>Strategy 4.5: Adopt the updated goods movement network to ensure the safe and efficient movement of goods</b>									
Policy 4.5A: Adopt the updated goods movement network in Map 16 and make sure that it is communicated and understood by industrial operators.	Medium		✓				✓	✓	
<b>Strategy 4.6: Support the electrification, automation, and sharing of transportation modes to ensure that the City can accommodate future trends</b>									
Policy 4.6A: Actively develop programs to attract new ways of travelling including carshare, car rental, and automation.	Medium		✓				✓		✓
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.	High	✓			✓				✓
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.	High	✓					✓	✓	

# Theme 4: Driving

	Total	Priority			Method of Implementation			Primary Responsibility	
	Final Score	Short-Term	Medium-Term	Long-Term	Capital	Operations & Maintenance	Policy and Programming	Primary	Secondary
<b>Strategy 4.7: Review parking supply and demand that encourages appropriate use to support the needs of residents, visitors, and businesses</b>									
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.	High	✓					✓	✓	
Policy 4.7B: Introduce pay parking in the City Core.	Low			✓			✓	✓	
Policy 4.7C: Develop a Residential Parking Permit Program in areas of high parking demand.	Low			✓			✓	✓	
Policy 4.7D: Identify locations for accessible parking.	High	✓					✓	✓	
Policy 4.7E: Encourage Shared Parking Agreements between private businesses, or private businesses and the City to optimize existing parking.	Medium		✓				✓	✓	
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.	Low			✓	✓			✓	
Policy 4.7G: Reconfigure 2nd Avenue and 3rd Avenue West to increase on-street parking. This serves both parking management, streetscape, placemaking, and traffic calming purposes.	Low			✓			✓	✓	
Policy 4.7H: Maximize parking on north-south cross streets to serve longer term users and free up street parking.	Medium		✓					✓	
Policy 4.7I: Increase enforcement actions.	Low			✓			✓	✓	
Policy 4.7J: Implement an Interim Parking Wayfinding Strategy.	Medium		✓				✓	✓	



THE CITY OF

**PRINCE  
RUPERT**