



PRINCE RUPERT TRANSPORTATION PLAN

Interim Report #2: Best Practice Review



Prepared for:

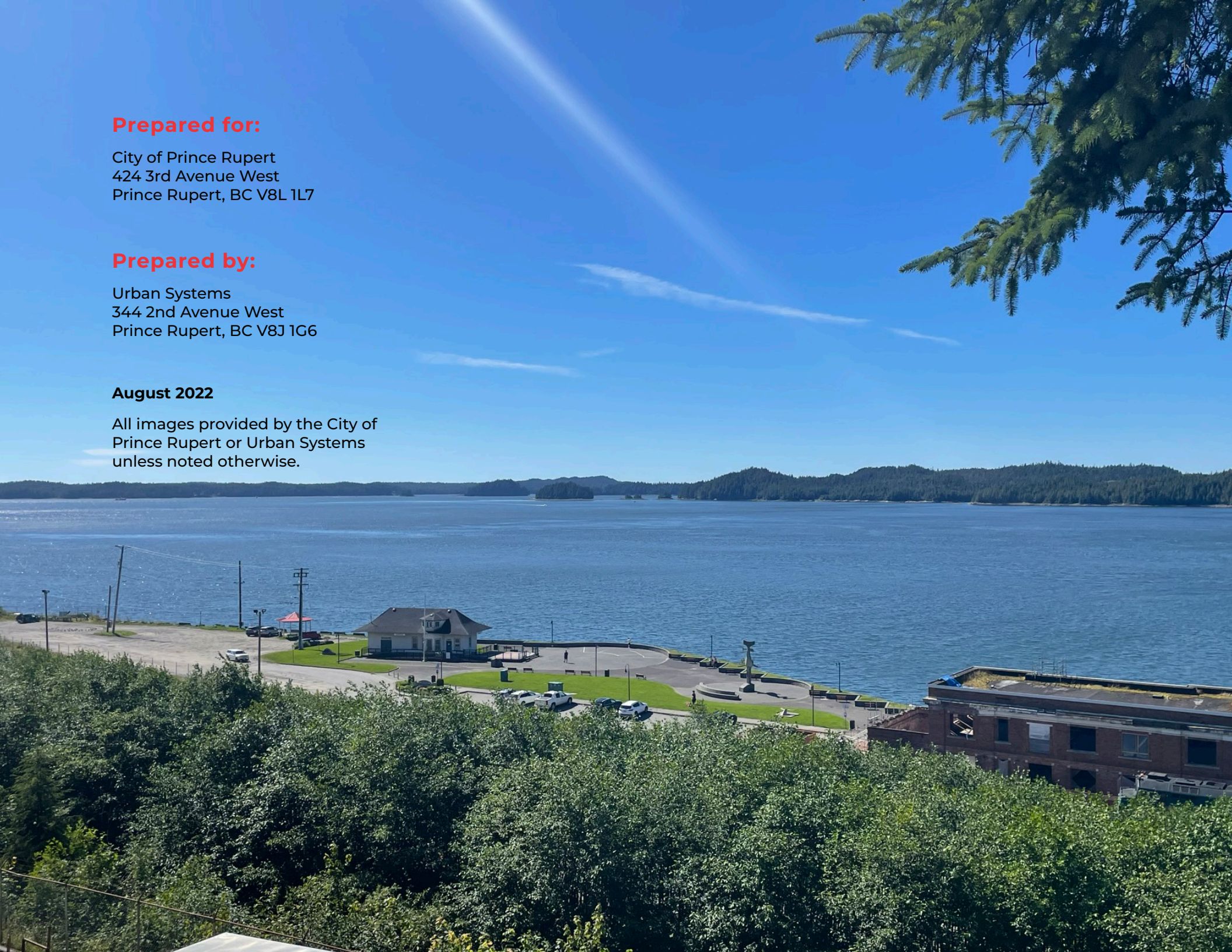
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1.0 INTRODUCTION



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 Tsimshian or (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 15% of residents identifying that they walk, cycle or take transit to work (according to the 2016 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 is developing a new Transportation Plan.

1.2 WHAT IS CONNECT RUPERT?

Connect Rupert is name of the Transportation Plan that the City is developing. Connect Rupert will provide 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 will establish a strategic vision that will guide the City's transportation and land use decisions as well as public investments over the next 5-10 years and beyond. 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 and the 2030 Vision document.

1.3 REPORT OVERVIEW

This **Best Practice Review** is the second in a series of interim reports prepared as part of the Transportation Plan process and provides an overview of national and international best practices and emerging trends in transportation and mobility. This report includes the following sections:

- **Section 1: Introduction** provides an overview of the plan and the structure of this report.
- **Section 2: Modal Interconnectivity** summarizes best practices and emerging trends for the integrating modes, with a specific focus on water- and air-based modes, including non-motorized boats, seaplanes, and emerging aerial technologies.
- **Section 3: Active Transportation** summarizes best practices and emerging trends for walking and mobility aids as well as cycling and rolling.
- **Section 4: Public Transportation** summarizes best practices and emerging trends for public transit, school buses, shuttles, taxis, and ride-hailing.
- **Section 5: Driving** summarizes best practices and emerging trends for driving, including goods movement, major road works and infrastructure improvements, parking, and car sharing.
- **Section 6: Closing and Next Steps** provides a summary of the key findings of this report along with the next steps for subsequent phases of the process.

This report is being developed in parallel to **Interim Report #1: Project Background**.

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2.0 MODAL INTERCONNECTIVITY



Modal Integration.

Modal integration, as a key concept, can help improve user experience and navigation from one mode to another. Examples of modal integration include having adequate active transportation facilities available at terminal buildings and other places where people might move from one mode to another, such as walkways and bicycle parking at ferry terminals. Seattle's Colman Dock is currently undergoing a replacement which will include pedestrian walkways, specialized bicycle holding areas, and connections to transit. Other examples include signage along major highways that provide live ferry information on delays and occupancy, giving drivers heading towards the terminal an idea of what to expect. These signs are common in the Lower Mainland and there is an opportunity to provide similar services in Prince Rupert. Where possible, aligning schedules of different modes so that passengers can make easy connections is also desirable. This can include exploring options to align airline, ferry, and train schedules with public transit. Including dedicated parking or staging areas for taxis, ride-hailing, and car-sharing at terminal buildings or other transportation nexuses are also important considerations when planning for modal integration.



Boat Storage.

Storage racks for small boats like canoes, kayaks, or stand-up paddle boards (SUPs) can be good ways to add convenience to water-based modes. Whistler is one community that has instituted public racking at many of its waterfront parks with storage arranged through the parks department. In Whistler and many communities, having a range of storage options near launch points has successfully encouraged watercraft use. As another example, public racks at Granville Island in Vancouver help to support water-based modes. Working with local clubs can be a good way to provide amenities like the Pemberton Canoe Association's boat house in One Mile Lake Park.



Urban Boat Landings.

Urban boat landings are another way to encourage and support water-based modes. Urban boat landings are beaches, docks, or other areas used to launch and receive small boats like canoes, kayaks, and SUPs. These areas can be supported by amenities like boat parking, washrooms, or rinsing stations. These areas also benefit from being located near existing waterfront parks, restaurants, boat ramps, or boat clubs. Key examples include Brooklyn Bridge Park in Brooklyn, NY, Floating Kayaks Club in Vejle Fjord, Denmark, and the Southeast False Creek Paddling Centre in Vancouver.



Floating Experiences.

Floating experiences or destinations designed with marine arrival in mind can also be an interesting way to promote water-based modes. These places may be entirely water access only or have water access as one of their features. Places like Granville Island's Public Marina have space for people travelling on the water to moor or launch right in front of the market. The Dinghy Dock Pub and Restaurant in Nanaimo or the Shark Shack on Shuswap Lake are also interesting examples of places that have integrated water access in a fun way. Finding ways to encourage or allow such placemaking projects can be an exciting way to drive local tourism and provide additional connections to the water.



Source: dinghydockpub.com

Marine Amenities.

Prince Rupert has several public docks and launch points for a variety of personal watercraft and smaller water taxi services. Providing amenities at these spaces such as weather protection, lighting, wayfinding, telephones, washrooms, and parking are important considerations. As the primary services centre for several outlying water access communities, landings in the City of Prince Rupert play a unique role as a gateway to the city, but also as key "third places" for people who access them. People coming into Prince Rupert from water access communities commonly leave their vehicles in town near entry point marinas. Ensuring secure parking options would be of interest to many.



Electrification of Flight.

Flight is one of the most fuel-intensive modes of transportation. However, electric flight options are slowly emerging. In 2022, Harbour Air completed its first point-to-point flight between Vancouver and Victoria in a modified electrically powered seaplane. Coastal communities are especially good candidates for electric flight because of the need to move short distances over challenging terrain and water without the option of roads. Countries with similarly fjorded geographies like Norway and Sweden are making significant investments in electric flight through research, pilot projects, and fleet electrification. Although electric flight may be a few years off, it is important to start thinking about the kinds of supportive infrastructure that may be required to support these kinds of vehicles.



Source: harbourair.com/corporate-responsibility/goingelectric/

eVTOL.

Electric Vertical Take Off and Landing vehicles are a new class of aeronautic vehicles that combine aspects of traditional planes and helicopters into a new form of aerial transport. eVTOLs are small aircraft designed to take off and land vertically like a helicopter but may have a combination of wings or a series of smaller rotors to generate lift. eVTOLs can come in many sizes and can be piloted remotely. Unpiloted eVTOLs (drones) have the potential to provide an efficient method for efficient goods delivery. Larger eVTOLs can function in similar contexts to helicopters but have the potential to provide a quieter and smoother ride for passengers. The Canadian Advanced Air Mobility Consortium (CAAM) is a group of aviation experts (including Helijet) currently exploring options with the technology. As a form of electric flight, eVTOLs are also a few years off, but it is important to start planning for how the City is going to accommodate these vehicles.



Source: aviationtoday.com

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3.0 ACTIVE TRANSPORTATION



Accessibility For All Ages And Abilities.

Best practice in accessibility is to follow universal design principles, which create inclusion for all by making designs equitable, flexible, simple, and intuitive to navigate. Universal design covers people of all ages and abilities, focusing on those facing accessibility challenges in the transportation network. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. Accessibility is especially important in Prince Rupert due to its varied and steep topography.

The BC Active Transportation Design Guide lays out a universal accessibility design toolkit covering a range of strategies that can improve the pedestrian network in Prince Rupert, including:

- Ensuring surfaces are smooth, firm, slip-resistant, free of tripping hazards, and well-maintained year-round;
- Accessible curb ramps;
- Frequent resting spots, especially on uphill segments;
- Detectable warning surfaces;
- Audible pedestrian signals;
- Pedestrian scale lighting;
- Van-accessible parking and bus stops; and
- Intuitive wayfinding.



Safety And Crossing Improvements.

Pedestrian safety includes addressing personal safety (e.g., sightlines, lighting, eyes on the street) and traffic safety (e.g., separation from motor vehicles, reduced speeds and volumes). Traffic calming and diversion are important tools and include vertical deflection (e.g., speed humps/tables/cushions, raised crossings, and intersections), horizontal deflection (e.g., curb extensions, traffic circles, and chicanes), and a suite of volume management tools (e.g., full/directional closures, intersection channelization, etc.).

Safe intersection design principles include minimizing conflict between users, reducing speeds at conflict points, ensuring clear sightlines and clarity of right-of-way, and making intersections as compact as possible. Specific best practices include providing pedestrian countdown timers, adding curb extensions and median refuge islands to reduce crossing distances, and enhancing crosswalks with additional pavement markings and flashing beacons where warranted, according to the Transportation Association of Canada's (TAC) Pedestrian Crossing Control Guide.



Topography.

Basic best practice strategies for mitigating the effects of steep topography include maintenance, providing rest areas, adding switchbacks, and providing accessible ramps and railings. Stairways are also used in Prince Rupert and many other communities but can present a barrier for people with reduced mobility. A number of cities nationally and internationally have also turned to mechanized solutions such as funiculars, cable car systems, and even outdoor escalators to mitigate topography. These solutions are context-specific and require careful consideration, as they may require greater space, initial costs, and ongoing maintenance. In the right contexts, they have shown potential to enhance community connectivity while also providing unique placemaking opportunities and attracting tourists.



Safe Routes To School.

Safe routes to school programs provide education, encouragement, enforcement, and engineering upgrades to improve safety for all road users – especially children and families – and encourage sustainable school transportation. They can also be used to test innovative tactical urbanism tools such as temporary street closures.



Tactical Urbanism Projects.

Tactile urbanism is a set of tools and techniques that can be used to pilot low-cost, rapid implementation improvements to the street, and they can greatly enhance the pedestrian realm. Projects can last for hours, days, or weeks, and some become permanent. Cities across the world have implemented tactical urbanism pilot projects such as creating temporary curb extensions (such as the example at right in the City of North Vancouver), parklets, and even full street closures. Additionally, temporary road space reallocation has become commonplace in response to the COVID-19 pandemic, as cities across the world reallocate parking and traffic lanes to create wider sidewalks and safe spaces for pedestrians to walk and queue outside of businesses.



All Ages And Abilities Cycling and Rolling Networks.

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. Physically separated facilities are required on corridors with high traffic volumes, while neighbourhood bikeways can serve quieter streets. Intersection treatments such as cross-rides, bicycle signals, and protected intersections can make a huge difference in improving the safety and comfort of a bicycle facility. Cities across Europe have demonstrated the benefits of AAA infrastructure, while Vancouver, Victoria, and other North American cities have started realizing cycling gains from improving the safety and comfort of their bicycle networks.



Rapid Implementation Strategies.

Pilot projects are an effective way to reduce the implementation time of on-street protected bicycle lanes and can help build support for changes to the street design. Rapid implementation at a network level is more effective in increasing ridership than building projects in isolation. Cities such as Calgary and Edmonton have had success in rapidly implementing AAA bicycle networks in their downtown cores. The City of Terrace also recently completed a Rapid Implementation Strategy for active transportation project in its downtown core and is in the early stages of its implementation.



Planning For E-Bikes.

The rapid growth in electric bicycles (e-bikes) for personal transportation and goods movement has opened up new markets for active transportation. Deloitte predicts that over 130 million e-bikes will be sold over the next decade, and the growth is outpacing electric cars. E-bikes can make cycling more practical for seniors, older adults, people with reduced mobility, and anyone travelling up Prince Rupert's steep topography. Planning for e-bikes includes providing access to charging and designing bicycle infrastructure to be wide enough to include passing.



End-Of-Trip Facilities.

Bicycle parking and other end-of-trip facilities (e.g., showers, lockers, and repair stands) help to make cycling more attractive and convenient. Both short-term (e.g., bicycle racks) and long-term (e.g., bicycle lockers, cages, and parkades) bicycle parking are important in making cycling a feasible everyday mode of transportation. Bicycle parking design should consider a range of bicycle shapes and sizes, including cargo bikes and bicycles with trailers. Bicycle racks can be branded and designed to enhance the streetscape as long they remain fully functional. The BC Active Transportation Design Guide recommends that 50% of long-term and 10% of short-term bicycle parking be designed to accommodate e-bikes by providing an electrical outlet. The BC Active Transportation Design Guide provides a full overview of end-of-trip facilities. Covered and lit parking spaces can also provide additional protection from the elements and add a greater sense of security.



Micromobility.

Micromobility includes bicycle share and scooter share systems with a variety of ownership and operation models. These systems have grown massively over the past few years and can make multi-modal transportation more convenient, including connecting to transit. Bike share systems can be docked or dockless and can include e-bikes. Dockless micromobility services provided by private companies (e.g., Lime, Ofo) can be cheaper to launch than services funded and controlled by municipalities but are vulnerable to market fluctuations, with many examples of abrupt service changes and companies pulling out of markets.



Open Streets Events.

Open street events involve temporarily restricting motor vehicle traffic along one or more corridors to allow for free-flowing active transportation. These events invite people of all ages and abilities to cycle safely through the streets, building a positive cycling culture. The most famous event is Ciclovía in Bogota, Colombia, which began over 40 years ago and now sees over 120 km of streets closed to cars every Sunday and Holiday from 7 AM to 2 PM. Many cities have started similar events, including Winnipeg and Portland. Portland's Sunday Parkways event comprises five closures per year in the spring and summer that rotate through different neighbourhoods, allowing active transportation users to experience diverse neighbourhoods and regularly draws 20,000+ participants.



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4.0 PUBLIC TRANSPORTATION



Transit Optimization.

Transit optimization involves identifying the causes of bus delays along existing routes and applying transit priority measures such as infrastructure enhancements and operational policies to better utilize existing transit resources and improve speed and reliability. These measures can produce short-term benefits with relatively low capital expenditures. The implementation of queue jumps, turn/movement restrictions, and/or dedicated transit lanes can prioritize transit along a corridor and at intersections. Further information regarding this is available in the Transit Priority Toolkit published by TransLink.

Bus Stop and Curbside Management.

Curbside management can help transit by reducing conflicts between buses, parked cars, and other vehicles at bus stops. Examples include converting parking into bus lanes during peak hours or on high-frequency transit corridors. Bus bulges, boarding islands, floating bus stops, and improved platform designs and amenities can improve transit operations and safety and accessibility for pedestrians and cyclists.

On-Demand Transit.

On-demand transit customers use smartphone apps, websites, or a phone number to book transit trips on-demand, similar to ride-hailing. This can increase the flexibility and coverage of transit services. It can supplement or replace fixed route service, especially in areas like suburbs that are hard to serve with traditional transit. Examples of on-demand transit systems can be found in the Oakville Region, York Region, Halifax, and a recent two-month TransLink pilot program on Bowen Island. On-demand transit can be a strategy for areas or times of lower demand.



Source: planning.ubc.ca/news/wesbrook-mall-transit-construction-update



Shuttle Service.

Shuttles offer solutions in a variety of contexts. Prince Rupert already operates a shuttle bus to the airport, but there may be other opportunities for them in the community. For example, in White Rock, shuttle services have provided a solution to providing access to and from the waterfront, mitigating topography, and reducing demand for parking. Numerous communities, such as Winnipeg, Boulder, and Chattanooga operate free downtown shuttles. Shuttles also offer an option for providing employee access to restricted areas such as airports and port facilities.



Multi-Modal Integration.

Enhancing active transportation facilities and ensuring comfortable connections to transit stops can enhance the transit experience and make transit more accessible. Improved sidewalks, bicycle facilities, and adding micromobility systems near transit stops can help resolve the 'first- and last-mile' problem of accessing transit. Multi-modal transportation hubs can provide bicycle parking and other end-of-trip amenities.

Ride Hailing.

Ride-hailing has been approved in the Province of BC, although there are currently no operators in Prince Rupert. Best practices for preparing for ride-hailing are considering the allocation of additional pick-up and drop-off spaces at key locations and establishing clear data-sharing agreements with Transportation Network Companies (TNCs).



Transit Amenities.

Having appropriate amenities at transit stops is a key way to improve the user experience and make transit a more convenient option for potential users. Basic amenities like transit maps, information, seating, accessibility features, weather protection, and waste receptacles can make the transit experience more user-friendly. Digital amenities like live bus arrival estimates and apps can also help transit users set expectations and plan their trips. TransLink's Passenger Facility Design Guidelines outline specific improvements and guidance on improving transit areas for users. In addition, the BC Active Transportation and Transit-Oriented Development Design Guide offer guidance for amenities to help integrate active modes with transit in both the public and private realms and is uniquely and specifically designed to fit the contexts of all BC communities.



5.0 DRIVING



Vision Zero.

Vulnerable road users, such as people walking and cycling, are disproportionately killed and injured by traffic collisions and need special consideration when designing streets. Governments around the world have implemented Vision Zero strategies, which aim to prioritize human health and safety by eliminating all traffic-related fatalities and serious injuries. Reducing motor vehicle speeds and volumes is the most effective way to improve road safety for all road users. Street and intersection improvements (e.g., traffic calming, all ages and abilities cycling infrastructure, leading pedestrian intervals (LPIs), enhanced crosswalks, and curb extensions) are important Vision Zero tools. Pilot projects to improve road design at problematic locations are an efficient way to quickly improve the safety of dangerous locations. Additional tools include improved enforcement and educational programs (e.g., road safety campaigns, safe and active school programs).

Successful Vision Zero programs utilize all available data sources (e.g., ICBC, hospitalization data, police reports, etc.), build strong partnerships with related stakeholders, and include bold, actionable implementation plans. In Oslo, Norway, major street network improvements and strong political support led to there being only one recorded motor vehicle fatality and zero pedestrian or cyclist fatalities in 2019.



Complete Streets.

Complete Streets move people, not just cars. They are designed and operated to enable safe and comfortable use for all, regardless of age or ability. They recognize 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.



Road Space Reallocation.

Road space reallocation involves considering whether there is a need to shift the amount of road space currently allocated or emphasized to one user towards other users to improve the access and/or mobility functions of the corridor. This can include converting one or more parking or driving lanes into bicycle lanes, transit and/or truck-only lanes, wider sidewalks, or parklets. It can also involve creating turning lanes, dynamic curbside spaces, and converting entire streets to shared streets or pedestrian-only spaces. Examples include Market Street in San Francisco (recently closed to personal motor vehicles), King Street in Toronto (converted to transit priority), and Elgin Street in Ottawa (redesigned as a complete street). There are numerous examples of pedestrianized corridors/ downtowns (e.g., Copenhagen, Ljubljana) and shared streets (e.g., Calgary, Seattle, Auckland).



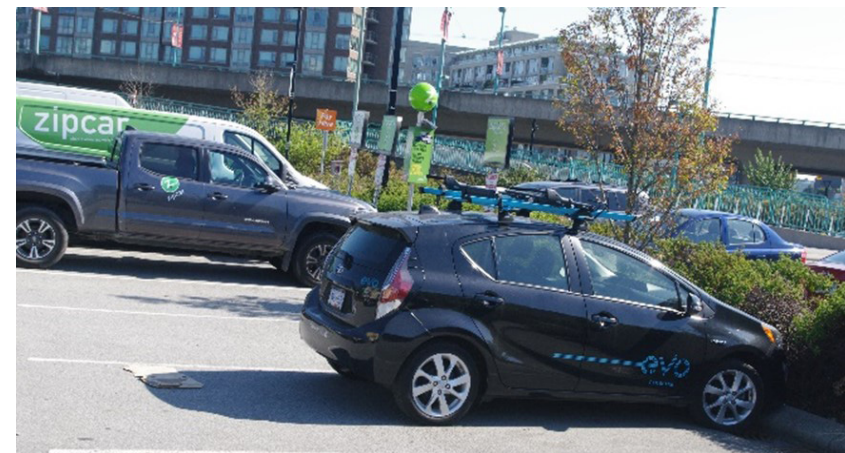
Urban Delivery and Cyclogistics.

Optimizing goods movement routes and deliveries can create more efficient street networks. Cities have implemented a variety of measures, such as time-restricted loading. Right-sizing delivery vehicles by using smaller, more nimble delivery vehicles can lower greenhouse gas emissions and make loading easier. Cyclogistics – the integration of bicycles into the goods movement network – is well established in Europe, with a growing presence in North America. Vancouver-based Shift Delivery uses electric cargo bicycles, while on-demand courier services such as Door Dash and Uber Eats use a combination of bicycles and private motor vehicles. Electric cargo bikes spend much less time looking for parking than trucks and require smaller spaces, which could free up more on-street parking to be reallocated to other uses.



Car Share.

Car share services increase mobility options and affordability by providing access to motor vehicles without having to purchase a private vehicle. This promotes sustainable transportation choices, allowing residents to make most trips by active transportation and transit and use a car only when required. Two-way car share services need to be picked up and returned to the same spot, whereas one-way car share allows users to start and end a trip anywhere within a designated home zone. Car sharing services exist around the world, including many examples in BC including Modo (two-way – Kelowna, Nanaimo, Victoria, Vancouver), Kootenay Car Share Coop (two-way - Nelson), and Evo (one-way – Vancouver).



Emerging Technology.

Mobility-as-a-service (MAAS) refers to the shift towards shared, integrated transportation systems, including car share, ride-hailing, and micromobility. Mobility apps can be used to book and pay for trips on a variety of modes, with seamless multi-modal integration.

Autonomous vehicle (AV) technology is also rapidly emerging and could have implications on vehicle ownership, land use, and transportation patterns. Municipalities wishing to take a proactive approach are studying the implications of an autonomous future with the aim of leveraging this new technology in support of their visions and goals. Examples of municipal research include TransLink's Future of Driving report as well reports out of Toronto, Ottawa, Edmonton, Calgary, and many others.

Electric Vehicle Charging.

Electric, hybrid, and alternative energy vehicles (EVs) are becoming more affordable and more common across the world and in BC. In May 2019, the BC government passed the Zero-Emission Vehicles Act (ZEVA), which calls for 10% of all new light-duty cars and trucks sold to be zero emissions by 2025 and 100% by 2040. The government also offers an incentive program for purchasing zero emission vehicles include battery electric, plug-in hybrid electric, and hydrogen fuel-cell vehicles.

To accommodate the transition to electric vehicles, charging infrastructure is required. Three levels of charging stations exist:

- Level 1: AC 120V: \$500 retrofit, 8-12 hours for a full charge
- Level 2: AC 240V: \$2,500-\$15,00+ to install, 4-6 hours for full charge
- Level 3: DC Fast Charging: 0.5-1 hours for full charge, \$75,000+ to install



Level 2 and 3 chargers can be installed on-street and off-street at municipal facilities such as libraries, recreation centres, major parks, park and ride facilities, and public parkades. BC Hydro recently installed chargers across from Pacific Mariners Park. An infrastructure gap analysis considering residential and commercial density, land use mix, and traffic can help to pinpoint locations where a charging station would be appropriate.

Currently, many municipalities offer free EV charging to incentivize EV usage. However, implementing a fee for charging station use is considered best practice in the long term because it encourages turnover, which helps to manage demand for public EV charging. It also encourages at-home charging to reduce public costs and signals the value associated with receiving electricity for the vehicle. Examples of municipalities charging usage fees include Esquimalt, Whistler, Vancouver, and Montreal.

Employee Shuttles.

Facilities with large working populations can create challenges with traffic management. Places like ports, airports, and other industrial operators can have hundreds of workers working in shifts. Currently, the majority of employees arrive to work in private vehicles, which results in traffic issues during shift changes and breaks. These influxes of traffic volumes can have considerable impacts on nearby operations like BC Ferries and other nearby facilities. Places like the Port of Seattle and YVR in Vancouver have instituted specialized employee parking areas and shuttle services that help manage how employees arrive and depart from their job sites to limit the number of private vehicles near facilities.

Parking Management.

The City completed an Interim Parking Strategy in 2022 which outlines eight recommendations for improving parking management in the city. Parking management can be a complex logistical and spatial problem and there are an equal number of mitigating measures. A key to good parking management is to define the goals for parking management. Well-defined goals such as defining who the parking is for and where it should be can help balance parking demand. Other strategies for balancing parking demand can be to reduce allowable parking time, introduce user restrictions, and add priced parking. Sidney, BC saw improvements in its downtown after expanding its time restricted parking areas, which meant that it could also avoid pricing. In Victoria, the City took a coordinated approach which includes policy and a rigorous application process for new loading zones to ensure each one fits with a broader plan.



Source: portseattle.org/page/employee-shuttle-bus-schedule

6.0 CLOSING AND NEXT STEPS



This is the second report prepared as part of the Prince Rupert Transportation Plan process and summarizes existing national and international best practices for all modes of transportation. This report has been developed in parallel with a Project Backgrounder report which summarizes existing transportation conditions in Prince Rupert.

The next phase of work will focus on charting the course for the future of transportation in Prince Rupert. A future vision with supporting goals will be developed along with detailed strategies and actions to achieve the vision and goals. The strategies and actions will lay out the long-term Plan, which will be followed by an implementation and monitoring strategy identifying short-, medium-, and long-term priorities.



