

Transportation

Draft Objectives and Policies

Objectives

- Identify the scope, location and phasing of planned future improvements to the transportation system that:
 - (a) Enable the safe and efficient movement of people and goods;
 - (b) Attract and facilitate new and diverse industry;
 - (c) Facilitate city growth and development in a sustainable, environmentally- and fiscally-responsible fashion;
 - (d) Reduce reliance on the personal automobile, while encouraging walking, cycling, and the efficient use of public transit; and
 - (e) Create an accessible and equitable transportation system for users of all levels of ability and income.

- Protect and promote the health and safety of the traveling public, and the safety and integrity of public infrastructure, by:
 - (a) Identifying and addressing transportation safety and operational issues;
 - (b) Facilitating the use of active transportation modes and transit; and
 - (c) Routing the movement of Dangerous Goods away from densely populated and other sensitive areas.

- Reduce and/or effectively manage the impacts to the environment by:
 - (a) Addressing issues with traffic congestion and delays, and by employing Transportation Demand Management tools;
 - (b) Improving the attractiveness of more sustainable transportation modes, with little or no Greenhouse Gas emissions; and
 - (c) Routing the movement of Dangerous Goods around environmentally-sensitive areas.

- Improve public awareness and understanding of:
 - (a) Available transportation infrastructure and services; and
 - (b) Issues, opportunities, and priorities with the transportation system.

Policies

General

1. The City shall work to develop and maintain a safe and efficient transportation system that effectively accommodates the full range of transportation modes, including trucks, vehicles, transit, bicycles, pedestrians, and the disabled.

2. The City should cooperate with other transportation agencies and private companies to develop and manage the transportation system to meet the needs of residents, institutions, businesses, and industry.

Provincial Highways

3. The two provincial highways (Highway 16 and Highway 97) are critical corridors in the Prince George road network. Despite the large volume of local traffic using these corridors, the City recognizes that the Ministry intends these highways to be used for inter-regional and inter-provincial transportation.
4. The City recognizes that the development and maintenance of a strong parallel transportation network is necessary to support the viability of the provincial highways.
5. Direct property access to provincial highways should be discouraged wherever possible to help preserve the safety and integrity of the highways. Property access should instead be encouraged via the internal road network.

Road Network

6. The existing and planned road network should be functionally classified for purposes of planning, design, construction, maintenance, and accommodating new development.
7. Arterial Roads are intended for the efficient movement of large volumes of people and goods within and through the city. Arterials should be designed to safely accommodate heavy truck traffic, motor vehicles, and transit service, in addition to cyclists and pedestrians. Direct property access should be discouraged on arterial roads wherever possible.
8. Collector Roads are intended to connect between the arterial network and the adjacent neighbourhoods and districts. Collectors should be designed to safely accommodate motor vehicles, transit, cyclists, and pedestrians, and, to a lesser extent, heavy truck traffic. Direct property access may be provided, but in a planned and controlled fashion.
9. Local Roads are intended to provide direct access to adjacent properties, and to connect to the arterial and collector road networks. Local roads should be designed to accommodate vehicles, cyclists, and pedestrians, with little if any heavy truck traffic or transit service.
10. To control the speed and volume of vehicular traffic, Collector and Local Roads may be considered candidates for traffic calming measures. However, traffic calming measures should not be installed in such a way as to impede snow

clearing or other street maintenance activities. Traffic calming is not generally considered appropriate on Arterial Roads.

11. The conversion of Second and Fourth Avenues to two-way traffic in Downtown Prince George is a priority. Both roads should be converted at the same time to avoid creating a lane imbalance that may cause safety and operational problems in the Downtown network.
12. Downtown streets are candidates for streetscaping, lane diets, and traffic calming in order for these streets to function as “outdoor rooms”, to encourage cycling and pedestrian use, and to manage runoff and conserve energy. This may include, but not be limited to, the installation of widened sidewalks, sidewalk bulbs, median islands, traffic circles, bicycle lanes, boulevard trails, and landscaping, particularly as envisioned in the Smart Growth on the Ground (SGOG) Downtown Prince George Concept Plan.
13. New city roads shall be planned, designed, prioritized and constructed to accommodate future needs as defined in the Growth Management Plan. The approximate location and classification of future major road links expected to be required within the next 20 years are shown in Map ##, “Twenty Year Road Network Map”, and include:
 - (a) Boundary Road, Highway 16 East to Highway 97 South
 - (b) Boundary Road, Highway 97 South to Highway 16 West
 - (c) Foothills Boulevard southern extension, 18th Avenue to Ferry Avenue
 - (d) University Way extension, Tyner to Highway 16
 - (e) Ospika Boulevard extension, Tyner to Highway 16
 - (f) The following principal links for road continuity and service to future development sectors:
 - Airport Industrial Lands Connector, Highway 97 to Boundary Road
 - Willow Cale extension north to Highway 97
 - Malaspina extension north to Cowart Road
 - Lansdowne extension south to Cowart Road
 - Glen Lyon Road extension east to Domano and west to Highway 16
 - St Lawrence extension to Henry
 - Westgate Avenue extension north to Tyner Blvd, and south to Glen Lyon
 - The extension of Ospika Boulevard from Highway 16 West to Boundary Road (Parkridge Parkway)
 - Extension of Domano south to Boundary Road (Parkridge Parkway)
 - Extension of Massey Drive from Foothills to Tyner Boulevard (desirable from a traffic perspective, but deserves further geotechnical review, given possible issues related to slope stability).
 - Extension of Wiebe Road, Range to Rec Place
 - Extension of Rec Place to Westwood

14. Major road links which are expected to be required beyond the 20 year horizon are shown in Map ##, “Major Road Network Plan”, which is generally taken from the Major Street Network Plan for Prince George.

Truck and Dangerous Goods Routes

15. The existing Dangerous Goods Route Network is shown in Map ##.
16. The Transportation of Dangerous Goods Bylaw No. 8192 should be periodically revisited and amended as required to improve the regulations and the designated network. Amendments to the Bylaw require the approval of the Ministry of Transportation and Infrastructure.
17. Safety, mobility, and transportation infrastructure along designated routes should be maintained at a suitable level of service to minimize the risk and severity of incidents involving dangerous goods.
18. City emergency preparedness planning should be undertaken in consideration of the designated Dangerous Goods Routes and known truck routes.
19. The City should continue to consult and communicate with trucking industry representatives, dangerous goods carriers, and the public as required to provide education about the Bylaw, and identify and resolve issues as they arise.
20. A truck route study should be undertaken for Prince George, which will provide guidance on the designation and management of local truck routes to protect the safe and efficient movement of goods through and within the city. The study should also develop regulations for the movement and parking of heavy trucks and trailers on city roads.
21. When the new Boundary Road Connector (Highway 97 to Highway 16) is designated as a dangerous goods route, the Ministry of Transportation and Infrastructure should be requested to instate restrictions on the movement of dangerous goods on Highway 16, between Highway 97 and First Avenue, to reduce the risk of incidents involving dangerous goods through Downtown and the Gateway neighbourhood.

Transit System

22. The existing transit system and planned route expansions are shown in Map ##.
23. Transit service should offer an attractive alternative to driving, with routes and schedules that are frequent, direct, safe, and convenient. However, transit service should continue to provide a basic level of mobility for seniors, youth, the disabled and others who may be dependent on transit.

24. Transit service should be focused on major activity centres and residential areas within the urban areas. Appropriate levels of transit service may be provided to other key destinations as and when required to serve known transit users in a cost-effective fashion.
25. The City should improve on-street passenger facilities, including the provision of bus benches, shelters, lighting, waste receptacles, and route/schedule information.
26. Persons with mobility difficulties should be provided with a range of transit options, including handyDART service, taxi programs, and fully accessible conventional transit vehicles and bus-stop infrastructure.
27. The City should improve fare options for passengers to encourage prepaid fares. These include, but are not limited to, such agreements as the “U-Pass” for post-secondary students, and “Pro-pass” for local businesses and industry.
28. Transit should be a key consideration in all city infrastructure projects and land development processes.
29. Transit service should connect to other transportation systems to allow passengers to conveniently connect to other modes, including custom transit services, intercity busing, and the cycling and pedestrian networks.
30. The City should continue to analyze ridership patterns and use key performance indicators to measure the operation of the transit service over time, and compare with benchmarks.
31. The City should ensure that efficient use is made of transit resources in order to maximize customer service and community benefits at an affordable cost to the public.
32. The City should continue to provide targeted educational and promotional initiatives to attract new ridership.
33. Work with BC Transit and the bus operator to fund enhancements to the transit exchange downtown. Explore the potential to enhance other key transit exchanges and to integrate them with the adjacent or nearby public realm.

Active Transportation

34. The existing and planned future cycle routes are shown in Map ##. The existing and planned future pedestrian links are shown on Map ##.
35. The mobility and safety needs of cyclists and pedestrians of all abilities are important considerations in the City’s policies, budget, planning, engineering, maintenance, and development decisions.

36. Sidewalks shall be provided on both sides of Arterial Roads, and on at least one side of all other roads.
37. Excess road capacity on arterial and collector roads may be re-allocated to the active transportation network through the removal of parking and traffic lanes, where volumes permit.
38. The City should revisit the policies for inspection and maintenance of the cycle and pedestrian networks to improve safety and functionality.
39. Designated cycle routes should be signed and marked as they develop.
40. New development and redevelopment should be designed to accommodate cycling through the provision of convenient and secure bicycle racks for visitors, and secure storage facilities for employees/residents.
41. The Pedestrian Network should be developed so as to be accessible to persons of all abilities through the provision of such devices as ramps, audible signals, and textured surfaces in the sidewalks.
42. Every building to which the public is invited should have a safe, accessible and convenient connection to the public pedestrian network. Building entrances should also have a safe buffer for pedestrians, physically separated from the areas designated for vehicles.
43. The City should include pedestrian and cycle volumes with all traffic counts to develop a database of walking and cycling demand.
44. The City should use educational and social marketing initiatives to (a) encourage the use of active transportation modes; (b) improve attitudes, understanding, and awareness of active transportation; and (c) teach people how to use and interact with cyclists and pedestrians in order to improve safety and reduce frustration.

Other Transportation Modes

45. The City should encourage long-term development of rail, inland port, and air travel opportunities by accommodating sufficient infrastructure for future needs.
46. The City should continue to support improvements to both air passenger and freight service, including terminal improvements and the provision of complementary air support services at the Prince George Airport.
47. Given the importance of rail service to industrial customers, provision for rail access to some of the principal industrial sites should be encouraged.

48. Consideration should be given to a long-term future passenger rail terminal near the downtown core by First Avenue, which consolidates passenger services for all railways.

Traffic Management and Safety

49. The City should encourage reduction of reliance on the private automobile through:
- (a) Land development policies;
 - (b) The development and promotion of the Active Transportation Network; and
 - (c) Transportation Demand Management.
50. The City should periodically review the timing and phasing of traffic signals in an effort to reduce vehicle emissions due to congestion and delay.
51. When traffic signals are warranted or requiring substantial rehabilitation or redesign, roundabouts should be considered as an alternative due to their advantages in user safety, delay-reduction, emission reduction, and lower operational costs.
52. The City should periodically review local collision statistics to identify and make recommendations to address issues with road safety.

Parking

53. On-street parking should generally be discouraged on Arterial Roads to reduce parking conflicts, and create space for transit and cycle traffic. On-street parking should be controlled as required on Collector Roads.
54. In commercial areas, and particularly the Downtown, parking requirements should be reviewed with respect to:
- (a) The extent to which parking is required, especially where alternative transportation modes are available, such as public transit and cycling;
 - (b) Shared parking between uses, with the intent of reducing the overall requirement for parking; and
 - (c) If, what, and where parking fees may be instated (both on and off-street) so as to increase parking turnover in areas of heavy demand, and to help shift commuters to more sustainable transportation modes like transit and cycling.

Notes: