

DATE: August 8, 2018

TO: MAYOR AND COUNCIL

NAME AND TITLE: IAN WELLS, GENERAL MANAGER, PLANNING AND DEVELOPMENT

SUBJECT: Update on Implementation of Age-Friendly Action Plan, Active Transportation Plan, and Transit Future Plan

ATTACHMENT(S):

1. Appendix “A” – Summary of Age-Friendly Action Plan Implementation
2. Appendix “B” – Summary of Active Transportation Plan Implementation
3. Appendix “C” – Summary of Transit Future Plan Implementation
4. PowerPoint Presentation: Status Update

RECOMMENDATION(S):

1. THAT the report dated August 8, 2018 from the General Manager of Planning and Development titled “Update on Implementation of Age-Friendly Plan, Active Transportation Plan, and Transit Future Plan”, BE RECEIVED FOR INFORMATION.

PURPOSE:

Council has requested Administration to provide an information update on the implementation of the Active Transportation Plan, the Age-Friendly Action Plan, and the Transit Future Plan. These three plans provide recommended projects, programs and strategies reflective of a broad range of services, programs and projects across the City of Prince George. Compiled with input across numerous City departments, the intent of this report is to provide a snapshot look at the current implementation status of each of these reports, highlight major milestones, identify next steps, and to discuss the funding options available to continue working towards plan implementation.

Appendices “A”, “B”, and “C” of this report provide a one-page summary of the status of each of these plans.

STRATEGIC PRIORITIES:

This report supports Council’s focus areas to:

- **SOCIAL:** Support and promote initiatives that facilitate healthy and active living;
- **ENVIRONMENT:** Develop and integrate transportation linkages, means and solutions;
- **CITY GOVERNMENT:** Prioritize service, transportation, recreation, and facility needs and investments; and Improve City of Prince George communication by fostering a service culture focus and ensuring transparency.

POLICY:

Official Community Plan, Bylaw No. 8383, 2011

Each of the plans is integrated within a number of the City's Official Community Plan (OCP) policies and their direction; however, each of these three plans provide detailed implementation information specific to each plan's objectives.

The creation of the Age-Friendly Action Plan was supported by Section 7.2 of the OCP, which speaks to the value of Prince George being an inclusive and equitable place to live where all members of the community have an equal opportunity to actively engage and contribute. Section 7.3 expands this idea, stating that all residents should have equal access to recreational and leisure activities, regardless of demographics, economic, or cultural background. Policy 8.6.13 directs Administration to ensure that parks and open spaces be designed to meet the needs of various ages and mobility levels.

The Active Transportation Plan (ATP) was developed alongside the OCP. The infrastructure improvements identified within the ATP have been included in various OCP schedules, notably Schedule B-9: Parks & Trail, B-12: Cycle Network, and B-13: Pedestrian Network. The ATP provides a greater level of detail than the OCP for these improvements, and acts as a strategy guide for their implementation.

The Transit Future Plan (TFP) was developed in consideration of the predicted growth of the City of Prince George as identified in Schedule B-4 Growth Management and Schedule B-6 Future Land Use of the OCP. Policy 5.1.1 of the OCP identifies transit as important to the Prince George economy as it contributes to the efficient movement of people, and Policy 8.7.1 recommends that the City develop and maintain a transportation system that accommodates the full range of transportation modes, including transit.

Age-Friendly Action Plan, 2017

The Age-Friendly Action Plan was approved by Council in 2017 with the intent of making Prince George an ideal place to age, at any stage of life and for community members of all abilities and lifestyles. Development of the Age-Friendly Action Plan was guided by four key elements: A Plan for All, Focus on the Municipal Actions, Leveraging Existing Information, and Engage Staff. The end result was 17 concrete action items across 8 focus areas with a combination of new projects and initiatives and an alignment of existing projects and initiatives.

Each of the 17 action items is comprised of several sub-tasks assigned to various City departments. This report assigns an overall status to the action item based on progress made to the sub-tasks. Table 1 provides a listing of all 17 action items and the current status of the action item.

Action items marked as "Complete" (1 out of 17) have had all sub-tasks fully completed. A bulk of the action items are categorized as "Underway" (15 out of 17). This means work has begun on some or all of the sub-tasks. The "Not Started" status (1 out of 17) indicates that no work has begun on the action item.

Table 1: Age-Friendly Plan Action Item Implementation

	Action Item	Status
New Projects and Initiatives	Action #1: Adopt the Age-Friendly Action Plan and oversee the action items identified in the Age-Friendly Action Plan.	Underway
	Action #2: Develop an Age-Friendly Design Policy and Checklist to ensure that existing and new City-owned buildings, public spaces, parks, City services, print/web material, and City-led events and meetings are inclusive.	Underway
	Action #3: Enhance Public Awareness of the City facilities, parks, and recreation programs that are Age-Friendly.	Underway
	Action #4: Develop a voluntary Community Amenity Contribution Policy to consider amenity contributions that result in Age and Ability Friendly outcomes.	Not Started
	Action #5: Develop a Bus Stop Strategy to prioritize improvements that will enhance the comfort and connectivity of bus stops and exchanges.	Underway
	Action #6: Develop a transit training program for older adults and youth.	Underway
	Action #7: Retain graduates of all levels and ages by connecting them with employers in the community.	Underway
Alignment of Existing Projects and Initiatives	Action #8: Prioritize capital investment in high-volume pedestrian routes to enhance walkability (i.e. sidewalk and curb-cut construction, street furnishings, benches, garbage bins, public toilets, lighting, etc.).	Underway
	Action #9: Explore options for enhancing snow removal along high volume pedestrian routes.	Underway
	Action #10: Integrate an Age-Friendly Lens to the City's Playground Strategy.	Underway
	Action #11: Explore the inclusion of wheel-friendly trails (other than paving, but not excluding) which maintain the natural look for trails while providing inclusive trails for all ages and abilities.	Underway
	Action #12: Continue to audit civic facilities and parks in order to identify and prioritize funding for addressing accessibility barriers.	Underway
	Action #13: Work with Community Associations to develop recreation programs and events that serve residents of all ages.	Underway
	Action #14: Deliberately depict diversity in age and abilities on the City of Prince George and MoveUp Prince George websites, social media and marketing materials.	Underway
	Action #15: Age and Ability-Friendly Service Training Program for staff that regularly interact with the public.	Underway
	Action #16: Update the Zoning Bylaw to permit laneway and carriage housing as an affordable housing option for aging adults and young adults/students.	Complete
	Action #17: Continue to offer and report on City grant programs to promote and celebrate Prince George as a community for people of all ages and abilities.	Underway

Figure 1 provides a breakdown of the action item status as a percentage.

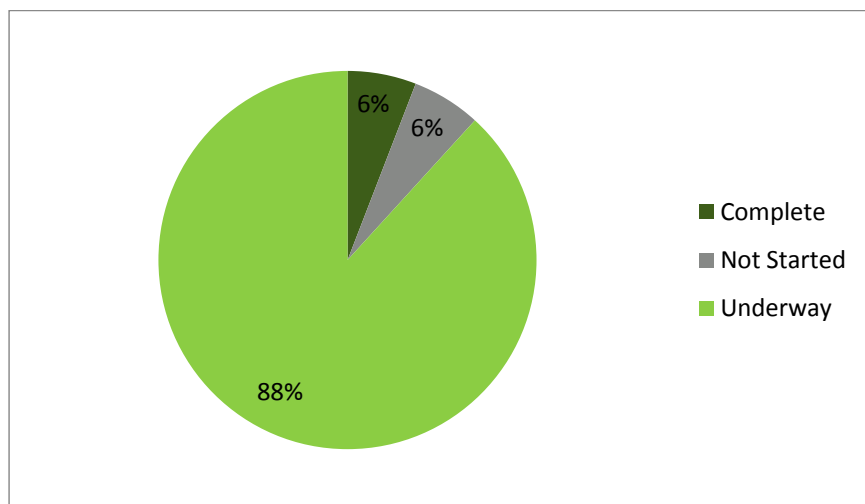


Figure 1: Implementation of Age-Friendly Plan Action Items

The recent amendment to the Zoning Bylaw to allow carriage and cottage housing as a form of secondary dwelling is a major highlight in the implementation of this plan. Additionally, training programs targeted at older adults on transit usage were developed and delivered in 2017. UBCM’s Age-friendly Community Program funding enabled diverse neighbourhood based recreational opportunities hosted by Community Associations, including Engage Sport North “Try It” events, as well as programming tailored to meet a range of special interests.

Accessibility audits have been carried out on various Civic Facilities and City Parks. Renovations to Masich Place Stadium are underway, and Administration is currently seeking funding for a major renovation to the entrance of the Bob Harkins Branch of the Prince George Public Library. Duchess Park was renovated to become the City’s first accessible playground, and Heather Park is planned to follow universal design principles. The level of service for sidewalk snow clearing was increased this past winter, adding an additional 8.9 km of sidewalks.

Prince George Active Transportation Plan, 2011

The Active Transportation Plan (ATP) was approved by Council in 2011 and was intended to recommend the necessary infrastructure, policies, and education initiatives to allow and encourage residents to adopt a healthier, more active lifestyle through active transportation. To this end, the plan contains recommendations for policies and programs for the City to adopt, as well as identifying specific infrastructure improvements needed to build a robust active transportation network.

This document was developed in parallel with the creation of the OCP and was instrumental in identifying the proposed trail, sidewalk, and cycling infrastructure therein. The ATP contains a recommendation that the findings of the plan be comprehensively revisited after 10 years, which would be 2021.

Table 1 of the ATP showed the Transportation Mode Share for Commuters in Prince George compared to the BC average. For convenience, this information has been updated and presented below in Table 2 and Figure 2.

Table 2 Transportation Modes for Commuting

Transportation Mode	Prince George					BC		
	1996	2001	2006	2011*	2016	2006	2011*	2016
Car, Truck, or Van as Driver	81%	83%	81%	85%	84%	72%	71%	70%
Car, Truck, or Van as Passenger	9%	8%	8%	6%	6%	8%	6%	5%
Public Transit	2%	2%	2%	2%	3%	10%	13%	13%
Walk/Bicycle	6%	6%	7%	5%	6%	9%	9%	9%
Other	2%	1%	2%	2%	1%	1%	1%	2%

Source: Statistics Canada

*From 2011 National Housing Survey

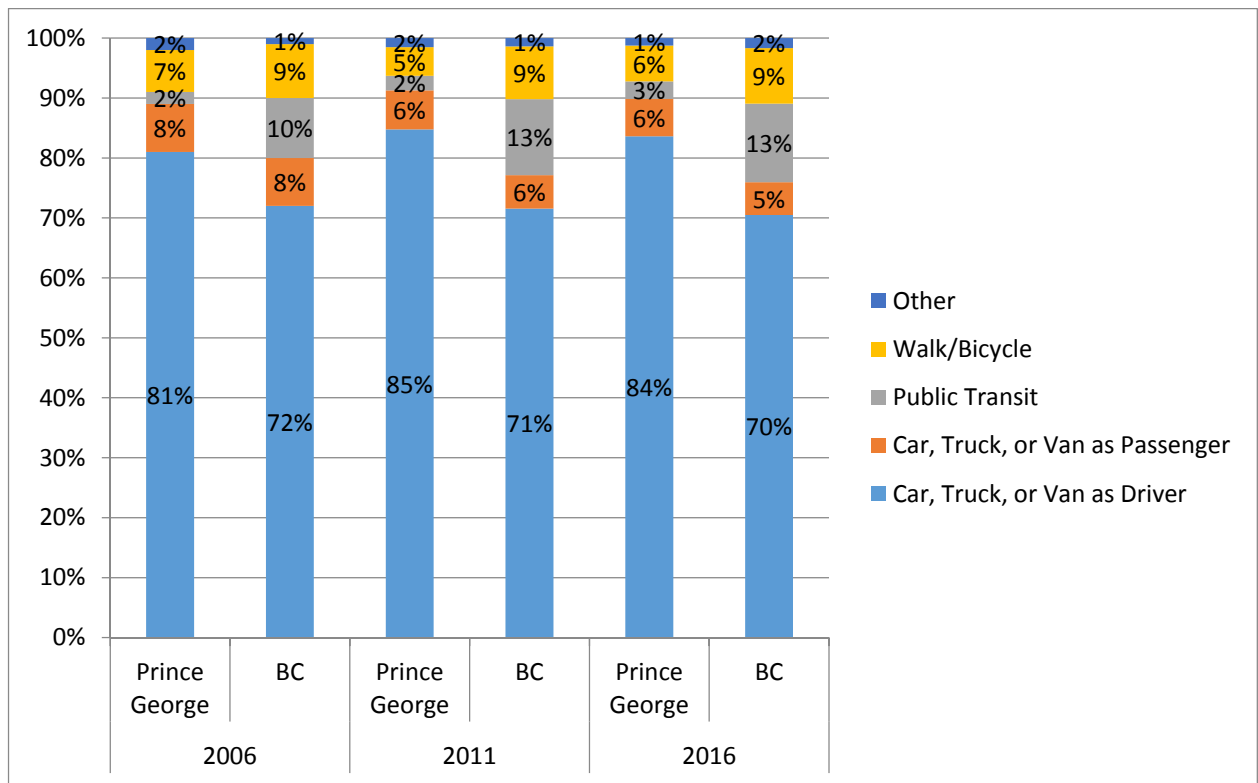


Figure 2: Transportation Modes for Commuting for Prince George Compared to BC Average

As can be seen, the transportation preference in Prince George is still predominantly the automobile, and the City still lags behind the BC average for active transportation mode share. It should be noted that these numbers from Statistics Canada only reflect the commuting preferences of working individuals over the age of 15, which represents approximately 48% of the total Prince George population

The ATP contains action items for changes to City Policy and Procedure and for Infrastructure improvements. The infrastructure priorities are divided into short term (0-5 years), medium term (5-10 years) and long term (10+ years).

Figure 3 shows the implementation status of all action items within the ATP. These numbers are further broken down later in this report.

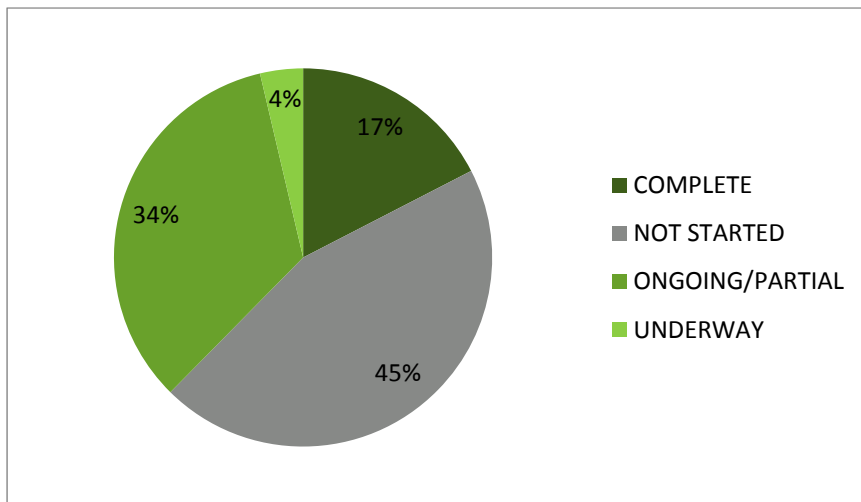


Figure 3 Overall implementation of ATP.

Complete (17%) means that the recommendation has been implemented. Ongoing means that the item represents a continuous process undertaken by the City that is never actually complete while Partial means that the improvements or a portion of the improvements have been started, but not completed and are not being worked on actively (combined 34%). Not Started means that no work has occurred on implementing the item (45%). Underway means that item is actively being worked on by Administration (4%). When looking at the entirety of the plan, 55% of the action items have seen some progress towards implementation.

Splitting the policy and program recommendations from the infrastructure items reveals that Administration has had more success in implementing the policy and program recommendations, as shown in Figure 4. Policy and programs recommendations often have a lower cost associated with them than infrastructure improvements.

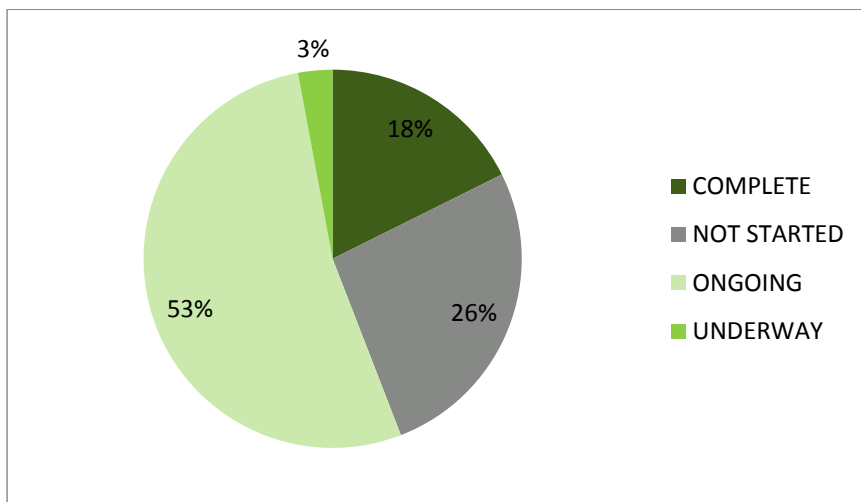


Figure 4: Implementation of ATP Policies and Programs

Figure 5 identifies the status of the infrastructure improvements within the ATP. As can be seen, 53% of these items are identified as Not Started. These items often have high capital and associated operating costs, can be subject to development and competing capital priorities, and may have other constraints, such as topography or requirements for property acquisition.

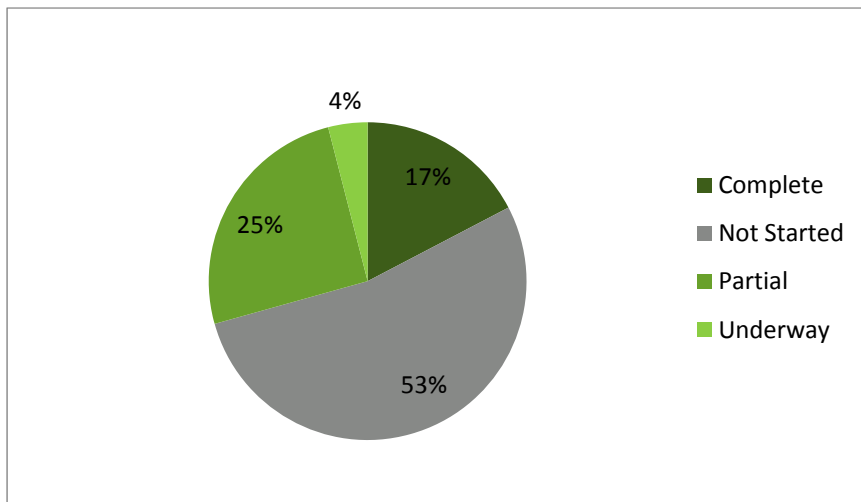


Figure 5: Implementation of ATP Infrastructure Improvements

Highlights for completed items from the Policy and Program recommendations from the ATP include the completion of a Pedestrian Network study in 2017, the addition of pedestrian and cyclist into City traffic counts, the development of maps and trail guides for the City’s cycling and trail infrastructure, and the implementation of policy and regulations supporting active transportation into the OCP and Zoning Bylaw.

The infrastructure improvements identified within the ATP have been incorporated into the OCP through Schedule B-9: Parks and Trails, B-12: Cycle Network, and B-13: Pedestrian Network. This allows many of these infrastructure improvements to be triggered as development occurs. A broad range of infrastructure projects are included within the plan from missing sections of bike lane or sidewalk to large cost intensive new capital projects that are multi-jurisdictional, require property acquisition and major earthworks.

Highlighted completed items from the Infrastructure Improvement recommendations of the ATP include the Highway 16 West multiuse trail from Westgate to Marleau Road currently under construction - made possible in part with a Bike BC grant, North Nechako paved shoulder bike lanes, Winnipeg Street Bike Lanes, 15th Avenue Bike Lanes, Pinewood sidewalk, Range Road sidewalk, Massey Boulevard sidewalk connection to trail network. The 2017 and 2018 budgets saw increases to the sidewalk budget, with \$350,000 additional funding allocated to sidewalk rehabilitation, and an additional \$150,000 allocated for the construction of new sidewalks.

The Active Transportation Plan recommendations and goals have also been advanced through the support and hard work of vital community partners, examples of this work include:

- Cranbrook Hill Greenway Society – Cranbrook Hill Greenway route from UNBC to Otway
- Rotary and Downtown PG donated bike stands within the Downtown
- Prince George Cycling Club Pitherny Recreation Site Trails and their education and awareness work
- The Prince George Naturalists Club trail and education improvements to the Hudson Bay Wetland area enhancements.

Transit Future Plan, 2014

The Transit Future Plan (TFP) was adopted in 2014 to envision what Prince George's Transit system will look like 25 years out. The plan defined four main goals of the transit system of which the various policy recommendations and action items are in support:

1. The transit system is an attractive transportation choice that provides linkages between neighbourhood centres and the downtown;
2. The transit system supports an equitable, safe, healthy, active and engaged community through access to the transit network;
3. The transit system reduces Prince George's impact on the environment; and,
4. The transit system supports the local economy and is operated in a fiscally responsible manner

Additionally, the Plan defines a transit mode share target of 4% by 2038.

As seen in Figure 6, the Public Transit Mode Share in Prince George is currently 3%, an increase from 2% seen in previous census years. As mentioned previously, it should be noted that these numbers from Statistics Canada only reflect the commuting preferences of working individuals over the age of 15, which represents approximately 48% of the total Prince George population.

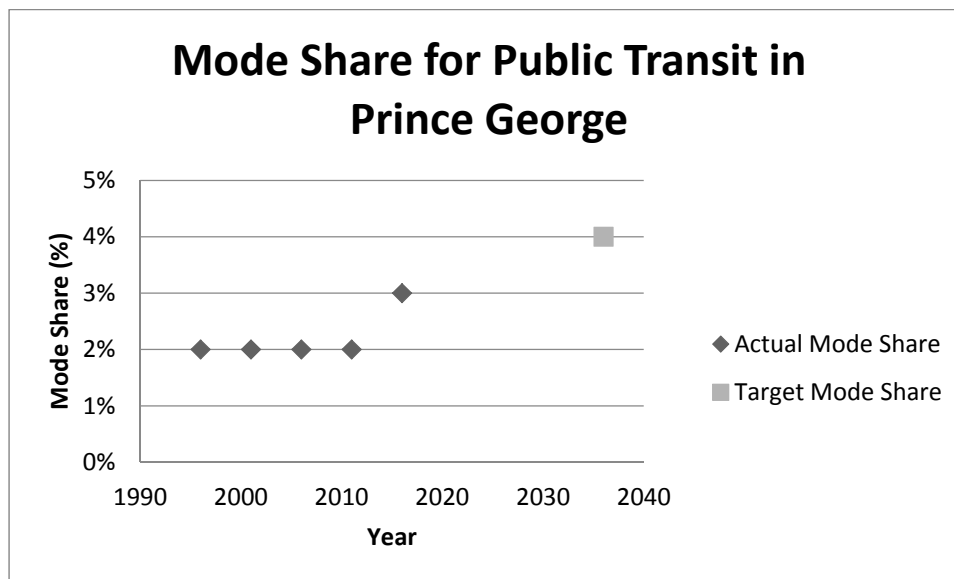


Figure 6: Source Statistics Canada

Much like the Active Transportation Plan, the TFP recommends short (0-5 year), medium (5-15 year), and long-term (15+ year) improvements to the City of Prince George Transit System. These improvements encompass both service and infrastructure related items.

Figure 7 shows the status of the implementation items presented within the TFP. Status definitions are the same as previously presented. In total, 58% of the plan's action items have been started or completed since the plan's adoption in 2014.

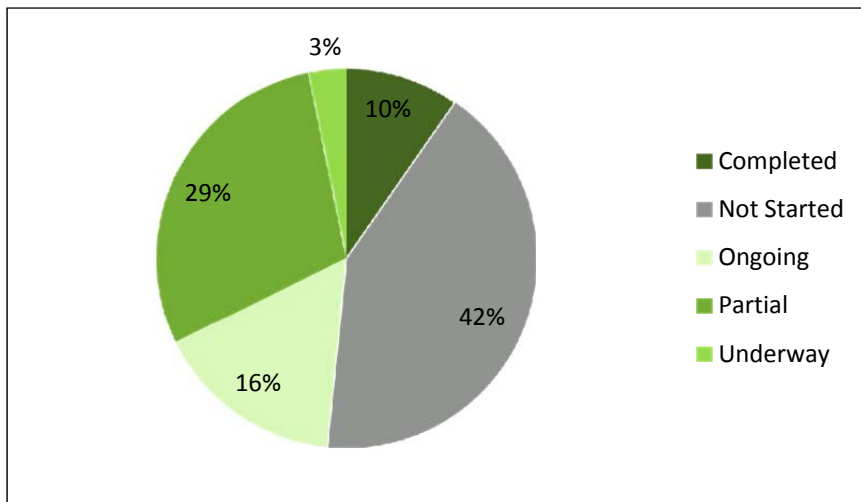


Figure 7: Implementation of Action Items from Transit Future Plan

Recent highlights include google trip planner integration, the expansion of transit service hours by 2500 hours in 2017 to improve weekend service frequency, increase the span of service, and add statutory holiday service, and the development of training programs directed at senior populations. Highlights of capital improvements include:

- Three (3) new Vicinity buses to replace aging fleet, right-sizes for our needs, and includes technological improvements, 3 more expected in September 2018.
- 13 Ministry of Transportation and Infrastructure Transit Minor Betterment Grant projects since 2014 have improved accessibility and safety of transit stops along Highway 97 and Highway 16.
- Six (6) new shelters installed in 2017, with two (2) more installs in 2018 (At Bon Voyage and UNBC).

FINANCIAL CONSIDERATIONS:

The plans discussed in this report contain actions and recommendations that have already involved, or may still require changes to City policy, operations, and infrastructure. While changes to City policy or operational procedure may often be achieved with little to no cost beyond regular operating expenses, the infrastructure improvements may come at considerable capital cost which can also impact operational expenses and is dependent on community priorities. In general, the following mechanisms are available to finance such capital improvements, and do not consider the operating and maintenance costs once the infrastructure is in place which can be estimated at 80% of the costs during the life of an asset.

Development Driven

Improvements identified within the OCP can be required to be constructed by developers as part of a development project. In this case, the developer will bear the cost of the infrastructure that fronts their property. The disadvantage of this approach is that there is no guarantee for when and where these improvements will occur as it is development dependent, and it can result in infrastructure being constructed in a piecemeal fashion, with large portions remaining unconstructed until future development occurs. In addition, development cost charges (DCC) are collected as new development occurs to fund growth related projects to pay for new or expanded infrastructure such as sewer, water, drainage, parks and roads, these are collected within a reserve fund. DCC's cannot be used to fund a project 100% as a minimum assist factor of 1% is required.

Capital Expenditure Plan (CEP)

Through the CEP, the City can take on the costs of these improvements. This can allow large infrastructure improvements to be completed at once, or can be distributed around the city (e.g. new sidewalks) within prioritized areas and may be coordinated with multiple infrastructure projects. Budget items and projects within the CEP are numerous and compete for limited funding.

Local Area Service (LAS) Projects

Neighbourhoods eager to see improvements to their active transportation infrastructure that does not exist could request a LAS project. For example, an existing residential or commercial neighbourhood without sidewalks could utilize this mechanism to bring this infrastructure into the community. This can be used within areas that were amalgamated into the City, were developed at a time where it was not required, or previous residents had rejected a previous LAS.

Debt

Long term debt can be used to finance major capital projects and can allow the costs of acquiring capital assets to be spread out over their useful life.

Grants

Administration continues to seek out grant opportunities to offset the costs associated with these implementation items. Grants often only cover a portion of the improvement, so grant funding needs to be coordinated with other funding sources. Many granting agencies also have specific timing requirements which can prove to be challenging.

Provincial Budgets

The provision of transit service is through a shared funding model in the province of BC between the City of Prince George and BC Transit. This funding includes operational and capital expenses. In addition, grants also rely on provincial budgets; for example, the Ministry of Transportation and Infrastructure grants can fund safety improvements for highways such as crosswalks, signalization, sidewalks, trails and bus stops.

Other Financial Mechanisms

Other financial mechanisms are available which may enable the provision of infrastructure improvements identified within the various plans. Exploring these options is supported by action item #4 of the Age-Friendly Action Plan: To develop a voluntary Community Amenity Contribution Policy.

Parking Cash-in-lieu

Municipalities can establish a reserve fund for cash-in-lieu of parking for the purposes of financing transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation; the intent aims to provide municipalities with more tools for reducing their carbon emissions. The City of Prince George currently has a reserve fund bylaw for off-street parking spaces. The legislation does identify that should both funds be established, the reserve funds must be separate.

Density Bonusing

The *Local Government Act* (LGA) authorizes municipalities to provide a density bonus within the Zoning Bylaw in exchange for the developer to provide community amenities, infrastructure improvements, or special needs housing. Exploring this option would require an update to the Zoning Bylaw.

Phased Development Agreements

The LGA authorizes local governments, through bylaw, to enter into a phased development agreement with a land owner. This agreement must specify that the land is being developed and

specify what provisions of the zoning bylaw and subdivision bylaw applies to the agreement, and may also define additional terms such as the provision of amenities.

SUMMARY:

This information report provides an overview of the implementation status for the various actions and recommendations contemplated within the Age-Friendly Plan, the Active Transportation Plan, and the Transit Future Plan. All three plans continue to align with OCP direction, and although each has differing timeframes, substantial progress has been made in each. Many actions in each plan are synergistic and support initiatives within each of the other plans.

Administration will continue to monitor each plan's progress, pursue grant funding opportunities, and ensure continued alignment with development projects both city and private development initiated.

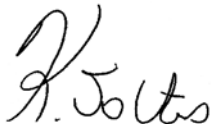
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Kathleen Soltis, City Manager
Meeting Date: August 20, 2018