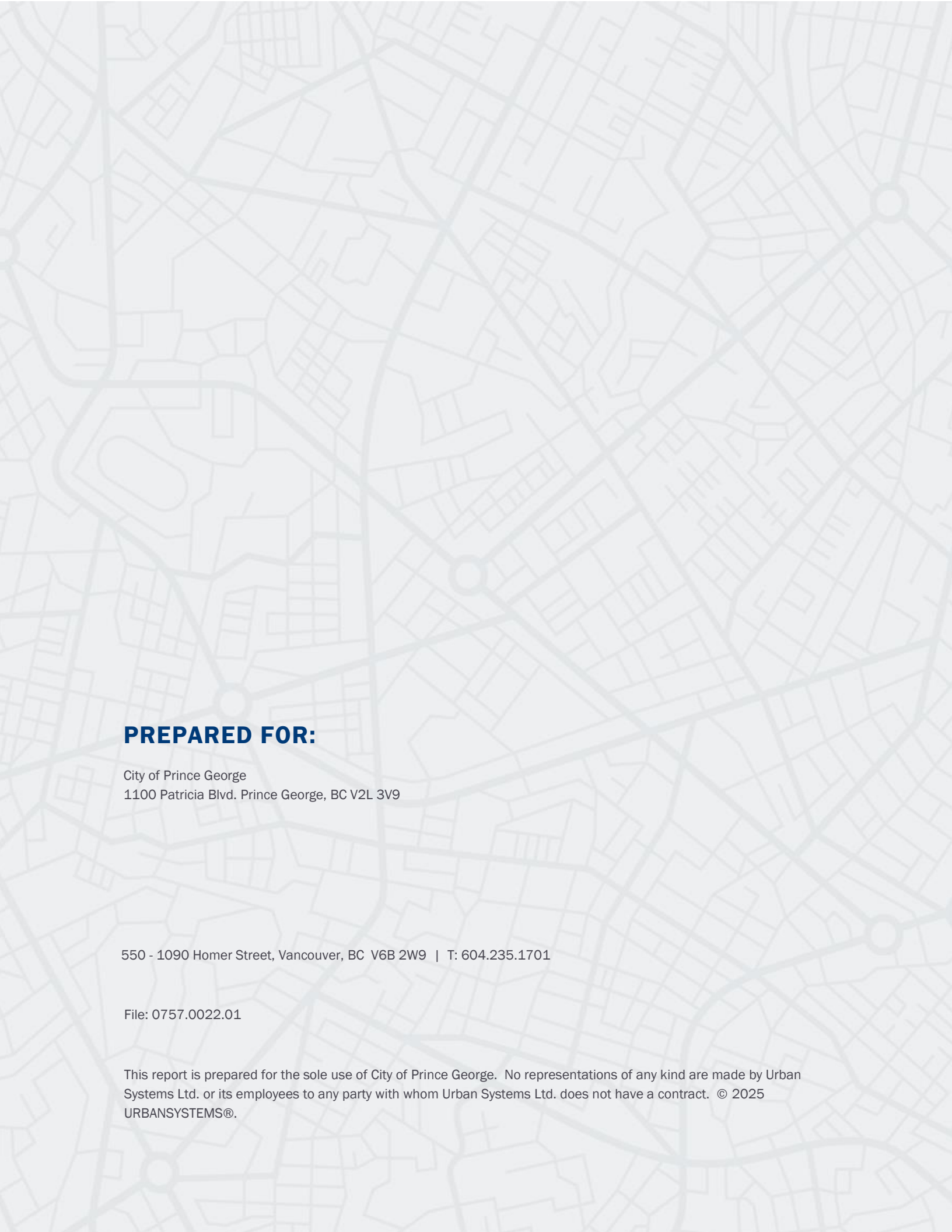


# Existing Conditions Summary + Community Profile

**Active Transportation  
Plan**

September 2025





## **PREPARED FOR:**

City of Prince George  
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# 1.0 INTRODUCTION

The City of Prince George is located in British Columbia’s Cariboo region at the confluence of the Nechako and Fraser Rivers on the traditional territory of the Lheidli T’enneh First Nation. The City’s multi-modal transportation network provides its residents and visitors efficient access to amenities, services, employment, and a range of outdoor recreation opportunities. There are opportunities, and a community desire, to enhance the transportation system specifically for people walking, rolling, and cycling. To do this, the City has initiated a process to develop a new Active Transportation Plan.

Active transportation includes all forms of “human-powered” transportation. This includes walking, cycling, or rolling. Rolling is used to describe people travelling with mobility devices, including scooters, wheelchairs, and strollers. It may also include winter-based active modes (e.g., cross-country skiing and snowshoeing) and water-based-active modes (e.g., canoeing and kayaking).

This report summarizes the first two phases of the Active Transportation Plan (ATP) planning process, including the first round of engagement with community members and partners, and a review of existing conditions for active transportation.

## PURPOSE OF THE ATP

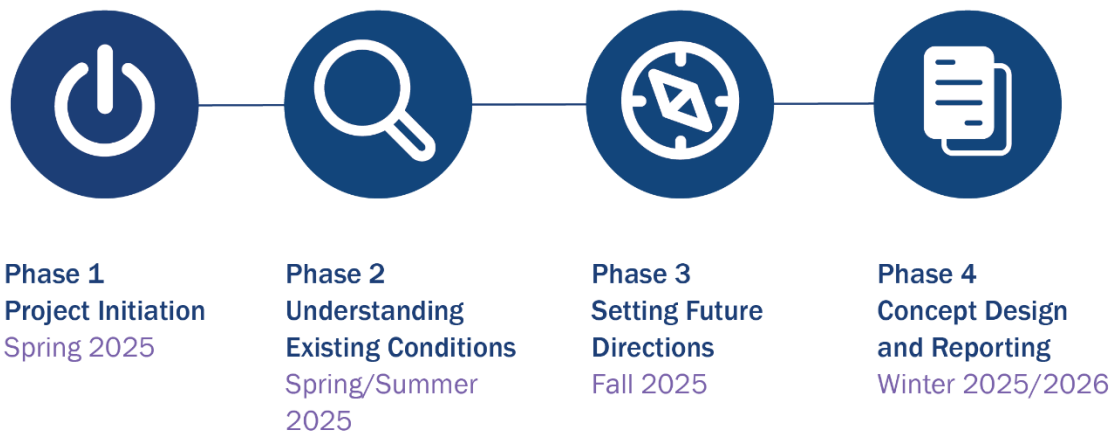
The ATP will provide the City of Prince George with long-term direction for enhancing and encouraging more trips by active transportation. Building on best practices in active transportation planning and design and community and agency partner input, the plan will identify:

- Specific policies, programs, and initiatives to support active transportation.
- A long-term active transportation network that builds on the City’s existing network of sidewalks, cycling facilities, and trails and will fill gaps in the active transportation network creating safe and continuous routes for people walking, cycling, and rolling.
- An approach for prioritizing investments in active transportation programs and infrastructure. Ensuring the community is well positioned to apply for funding opportunities to support the implementation of the ATP.

## PROJECT SCHEDULE

The ATP is being developed over an eight-month period and includes four phases, as seen in **Figure 1** and described below. The project was initiated in the Spring of 2025. Over the summer, the first round of engagement was completed to help understand existing issues and opportunities for active transportation. A more technical review of the active transportation network was also completed. This report provides a summary of the work completed in Phase 1 and 2.

**Figure 1: Active Transportation Plan Study Process**



During Phase 3, a draft active transportation network plan and proposed strategies and actions will be developed. A second round of community member and partner engagement will occur to collect feedback on the proposed recommendations and to understand priorities. Based on this information, the recommendations will be finalized, and an implementation plan will be identified. Conceptual designs and cost estimates for the highest priority infrastructure projects will be prepared.

## REPORT STRUCTURE

The purpose of the existing conditions and community profile report is to create a comprehensive baseline understanding of active transportation in Prince George today, including the condition of existing infrastructure, and the constraints and opportunities for active transportation in the City. This report has four key sections as detailed below:

### Introduction

- The purpose of the ATP
- How the ATP will be developed
- Community engagement to-date
- Why Active Transportation is important

### Community profile

- Prince George's geography and land use
- How will existing municipal, provincial, federal policy inform the ATP
- Key demographic statistics relevant to active transportation
- How has the community been engaged to-date

### Active Transportation Today

- Current Travel Patterns
- Existing Pedestrian Network
- Existing Cycling Network
- Transit Integration

### Next Steps

- A summary of next steps for the ATP planning process

## COMMUNITY ENGAGEMENT TO-DATE

In 2023 and 2024, the City undertook extensive engagement as part of the planning process for the Official Community Plan (OCP). During this process, input was collected regarding transportation and specifically the community's vision for active transportation.

Input on active transportation was received primarily through four key engagement opportunities including:

- Community Survey #1 - September 18, 2023 – October 27, 2023
- Round Table Discussions with Community Interest Groups – October 16-17, 2023
- Community House #2 – April 9, 2024
- Community Open House #3 – April 10, 2024

In July 2025, the first round of engagement for the ATP was completed. The first round focused on targeted engagement with key audiences through roundtable discussions. Additionally, an interactive mapping exercise was available on the City's website for a month. Respondents were asked to provide their input on active transportation issues and opportunities in Prince George today. The engagement meetings that were part of the first round are listed below.

- Agency and Community Partners Meeting – July 22, 2025
- Lheidli T'enneh First Nation and Indigenous Organizations Meeting – July 22, 2025
- Accessibility and Age Friendly Groups Meeting – July 23, 2025
- Outdoor Recreation and Community Groups Meeting – July 23, 2025

The City published a media release on its website launching the project to the public on July 8, 2025. The launch material was shared with local news outlets, some of which wrote brief articles highlighting the launch of the project. Further effort to raise awareness of the project was completed on July 14 when the City published project posts on its social media platforms (i.e., Facebook and X (Twitter)).

## WHY ACTIVE TRANSPORTATION IS IMPORTANT?

Communities across Canada and internationally are increasingly supporting active transportation as a way to enhance a community's health, environment, and economy. By developing an interconnected, multi-modal transport network, people have the freedom to choose their preferred travel mode for recreational or commuting trips. To achieve this, the City will need to build and enhance active transportation travel options, such as walking, cycling, and public transit, as well as emerging modes like micromobility and shared mobility.

There are many benefits to supporting and encouraging Active Transportation including:

### HEALTH AND WELLBEING

Regular physical activity reduces the risk of numerous chronic diseases and injuries from falls. It also supports mental health and wellbeing and promotes the healthy growth and social development of youth and children. The commute to and from work is a period where many people are inactive. Approximately, 90% of Prince George residents commute by car, either as a driver or passenger. Active Transportation is one of the most affordable, accessible, and convenient ways to add exercise into daily routines.

### COMMUNITY CONNECTIONS

Active transportation supports social interaction, which helps to build trust, understanding, respect, and a sense of belonging among community members. These seemingly insignificant social interactions are key to building a healthy and vibrant community. Studies have shown that these important social interactions diminish when motor vehicle volumes increase and walking infrastructure decreases<sup>12</sup>. Active transportation can

also help build the community's connection to their neighbourhoods and natural areas through increased access to outdoor recreation.

### CLIMATE ACTION

Transportation is a major contributor to greenhouse gas (GHG) emissions, with motor vehicles being the main culprit. The City's Climate Change Mitigation Plan includes targets to reduce community GHG emissions by 80% by 2050. The Transportation sector in Prince George accounts for 52% of all community emissions. A shift from motor vehicle trips to active transportation presents a significant opportunity to help reduce motor vehicle congestion, air pollution, and GHG emissions.

### EQUITY

Investing in active transportation can lead to a more balanced and equitable transportation system, ensuring that people of all backgrounds and experiences can travel safely throughout Prince George. Certain groups tend to be more adversely affected by inequities in the

---

<sup>1</sup> City of Vancouver (2017). Walking and Cycling in Vancouver: 2016 Report Card.

<sup>2</sup> Lucas and Jones (2012). Social Impacts and Equity Issues in Transport: An Introduction (guest editorial). Journal of Transport Geography. Vol 21. doi:10.1016/j.jtrangeo.2012.01.032.

transportation system, including children, youth, older adults, single parents, immigrants, equity denied groups, and people with disabilities. As affordable modes of transportation, walking, cycling, and the use of micromobility or mobility aids can help build transportation equity. Increasing transportation equity relies on building infrastructure that is equitably distributed, and that the diverse needs of all community members are considered.

## SAFETY

Research has shown that as communities experience an increase in active transportation mode share, safety and comfort also improve. When a significant number of people shift from driving to active transportation, overall road injuries and fatalities tend to decrease due to fewer motor vehicles on the road and the expectation and recognition of the presence of more people walking and cycling<sup>3</sup>. Well designed active transportation infrastructure provides dedicated and often protected spaces for users and enhances their visibility on the street, which can reduce the risk of collisions and increase road safety.

## ECONOMIC

Research has found that pedestrians and cyclists spend more per month at food service businesses than drivers. This contrasts with the perception of local businesses who may believe that customers who drive (and park close) to businesses account for most of their sales, and that reducing or removing vehicle parking would lead to financial losses. Reallocating space from motor vehicles to cyclists and pedestrians outweighs the potential drawbacks, as more sustainable trips generate higher revenue compared to car trips. Wider sidewalks and pedestrian-friendly streets can attract shoppers. Additionally, studies have found that cycle tourism is a driver for sustainable development in remote communities as well<sup>45</sup>. The cost for governments to invest in building and maintaining active transportation infrastructure is significantly lower than building and maintaining infrastructure for motorized traffic. Active modes require considerably less space and cause very little wear and damage to road surfaces.



---

<sup>3</sup> World Health Organization (2022). Walking and Cycling: Latest Evidence to Support Policy-Making and Practice.

<sup>4</sup> Destination BC (2015). Mountain bike tourism: The essential guide to developing, managing and marketing mountain bike tourism product in BC

<sup>5</sup> Bosquetti (2023). Bicycle touring and the environment. Sport and dev: The international platform on sport and development.

## 2.0 COMMUNITY PROFILE

Understanding community context and demographics is important when planning for transportation. Population growth and changing demographics can add pressure to the existing transportation network. Planning for and providing safe and accessible walking and cycling networks will encourage people to take more trips by active and sustainable modes.

### GEOGRAPHY AND LAND USE

Prince George is northern British Columbia's service hub and the main conduit for regional commerce, with key economic sectors including forest and wood products, construction, transportation and warehousing, manufacturing, clean energy, and professional services and education. While Prince George is home to a vibrant community of over 77,000 people, it also is the commerce, service, and cultural hub for the broader region's population of over 300,000. Within the region it is experiencing the most significant growth, accounting for over 90% of the recent regional population growth, which will likely continue as densification continues to occur.

The geography and land use structure of the community has inherent opportunities and challenges for active transportation. From the 1960's to the 1990s the City significantly expanded its municipal land base. The West and East Bowl neighbourhoods represent the majority of the pre-1960s expansion and were originally designed with a tight grid street system that can still be seen today. As the City grew, the street network was expanded in a less dense manner with less connectivity, and fewer destinations and amenities within walking distance, such as services, commercial destinations, and parks.

Today, Prince George is composed of nine neighbourhoods as illustrated in **Figure 2**. Most key destinations are concentrated in the Bowl neighbourhoods. However, the College and University Heights neighbourhoods and the Hart Highlands are developing neighbourhoods and are identified as growth priority areas in the 2025 Draft OCP. Planning for safe active transportation networks within and between these neighbourhoods and growth areas will be an important component of the ATP.



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# COMPLETE COMMUNITY ASSESSMENT

The City completed a Complete Community Assessment (CCA) in 2024 to support the development of the Draft 2025 OCP. The CCA includes analysis that is applicable to many different civic planning functions, including transportation. The intent of the CCA was to analyze Prince George through four key lenses (housing, daily needs, transportation, and infrastructure) to enable evidence-based planning, policy, and infrastructure decisions.

The CCA's community wide-data analysis will help to inform the development of the proposed active transportation network, policy, and program recommendations. The following summarizes the assessment results that relate to active transportation.

## DAILY NEEDS

Being able to live and work within walking distance of **daily needs** plays a critical role in shaping complete communities by ensuring residents have convenient access to essential amenities, which directly enhances their quality of life and wellbeing. When people live and work near key services such as grocery stores, schools, healthcare and professional services, and community facilities, their daily needs become more accessible by active and sustainable modes, making it easier to integrate active transportation into daily lives and routines.

By integrating land use and transportation planning to ensure that more daily needs are located within walking, rolling, and cycling distance, and by providing safe and comfortable infrastructure, communities can expand travel options and reduce reliance on private vehicles.

## HOUSING

**Housing** is a fundamental component of creating complete communities. A diverse mix of housing types and tenures allows a community to accommodate residents at various life stages, supporting everyone from young families, to individuals, to seniors wishing to age in place. Housing density helps to indicate housing mix as well as population densities. When considering investing in new infrastructure projects, there is often a focus on providing new facilities that support the highest number of people and within high activity locations.

## TRANSPORTATION

**Transportation** is a key component of complete communities. Transportation options shape how residents move through Prince George and interact with their environment. Complete communities prioritize diverse travel options for residents, such as walking, cycling, and public transit, as well as emerging modes like micromobility and shared mobility. The transportation analysis completed for the CCA focused on understanding how well neighbourhoods in Prince George can access different modes of transportation, and if the active transportation network provides access to daily needs. This information helps to identify where there are gaps in the active transportation network and the areas of greatest need for more or enhanced infrastructure. The following analysis was completed as part of the CCA:

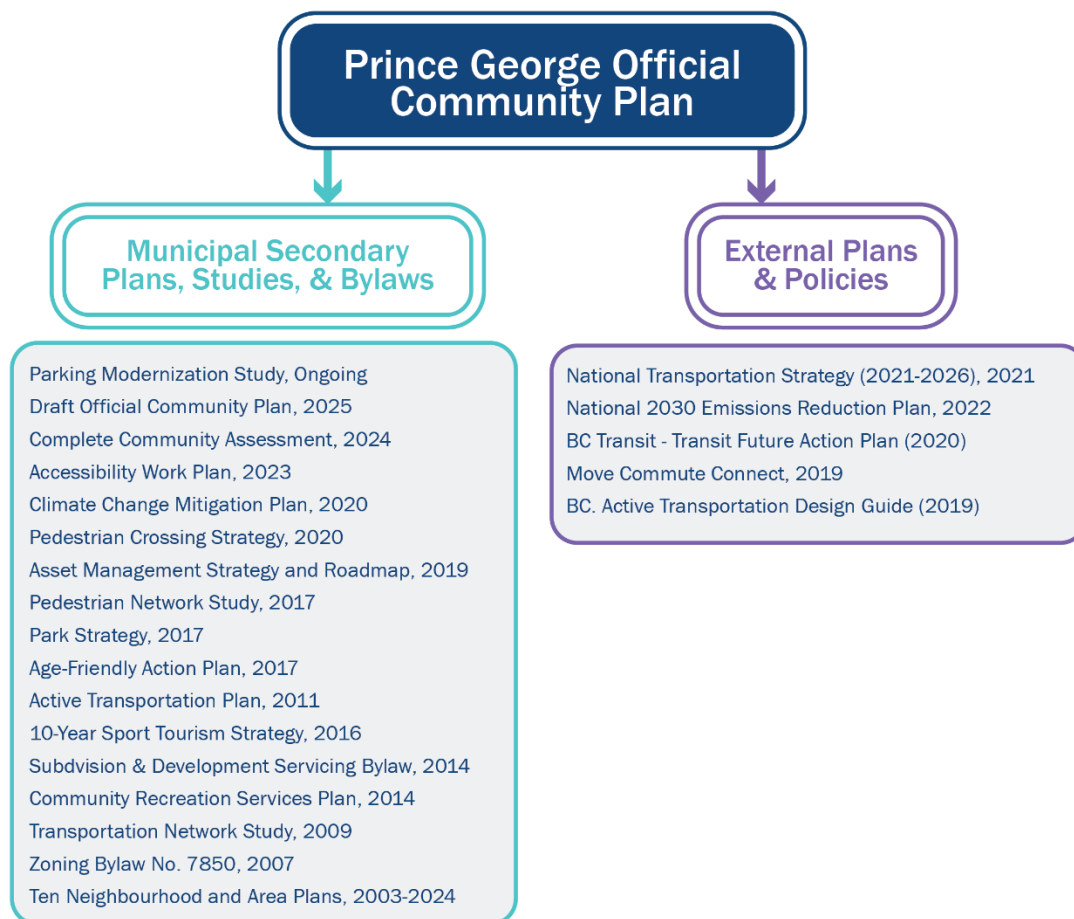
- Distance to Cycling Infrastructure
- Distance to Sidewalks
- Distance to Transit
- Road and Trail Density
- Transportation Connectivity

Many of the key findings from the CCA have been incorporated into this report. The CCA made several recommendations for improving transportation across Prince George which can be found in **Appendix A**.

## POLICY CONEXT

Prince George has a comprehensive suite of strategic plans, studies, and bylaws that influence and guide active transportation planning and design. These strategic and regulatory documents guide municipal decision-making, while directing growth and development across the Prince George. The following diagram (**Figure 3**) illustrates the key plans, studies, and bylaws that will inform the ATP. Additionally, the ATP will include recommendations that will be incorporated into future versions of plans and bylaws.

**Figure 3: Relevant City and higher government Plans, Strategies, Studies, Bylaws, and Guidelines**



This diagram includes documents most relevant to Active Transportation and does not include all secondary plans, studies and area plans.

## KEY DEMOGRAPHICS AND STATISTICS

Understanding a community's demographic profile and trends helps contextualize travel patterns and inform transportation planning.

10-year  
Population  
Growth<sup>6</sup>

**76,708**

7% growth from 2011

**14.7%**

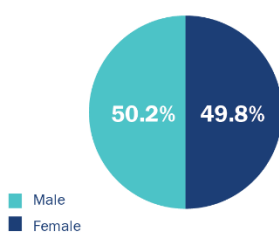
Urban Indigenous

Projected 2050  
Population

**110,936**

44% growth from 2021<sup>7</sup>

Gender



Immigration  
Status

**10%**

3% recent immigrants  
(since 2021)

Visible  
Minority

**11.6%**

Median Age

**39** Prince George

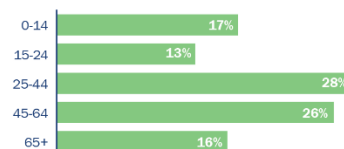
**39** Regional District of  
Fraser Fort George

**43** Province of BC

0-14

65+

Age Ranges



Median  
Household  
Income

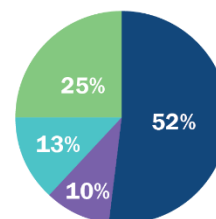
Prince George **\$88,000**

Regional District of  
Fraser Fort George **\$89,900**

Province of BC **\$85,000**

Community  
Emissions

Residential Buildings  
Waste  
Commercial/Industrial Buildings  
Transportation



Average Annual Cost  
of Vehicle Ownership

**\$3,700**

Inclusive of depreciation, license and registration  
fees, maintenance costs, and insurance<sup>8</sup>

678

<sup>6</sup> All information other than projected population and vehicle ownership costs are sources from Statistics Canada Census Data (2021)

<sup>7</sup> Draft 2025 Official Community Plan – population projections

<sup>8</sup> BCAA Driving Cost Calculator – vehicle ownership costs

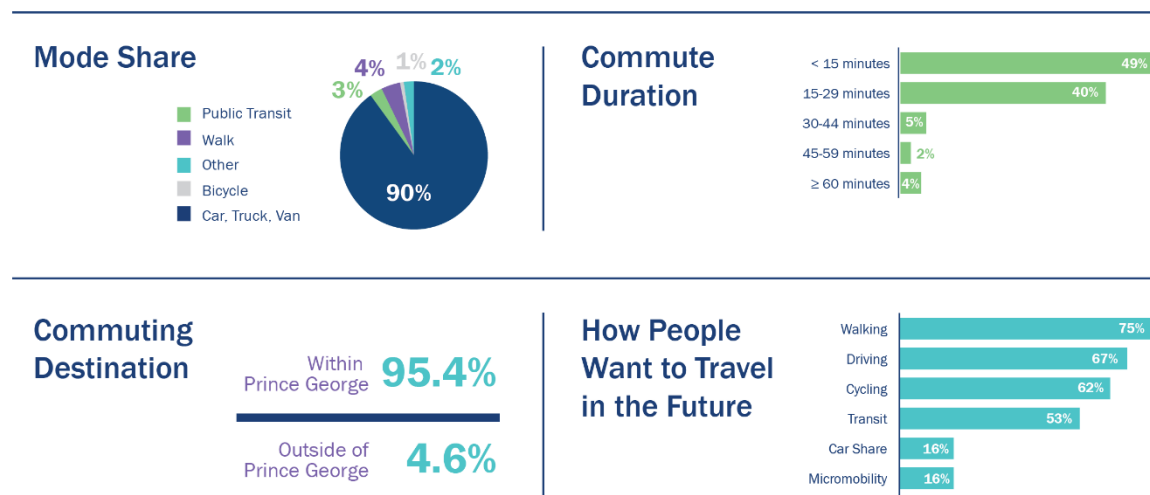
## 3.0 ACTIVE TRANSPORTATION TODAY

This section summarizes the existing travel patterns in the City, and the presence and condition of active transportation infrastructure. This section also summarizes the key findings from the community engagement to-date as it relates to the active transportation network. This information provides a critical baseline understanding for the next project phase: Phase 3: Future Directions, wherein facility, network, and programming recommendations will be developed.

### TRAVEL PATTERNS

The infographic below provides a high-level summary of existing travel patterns in the City, based on available Statistics Canada Census Data (2021) as well as community input received through the Official Community Plan. The primary takeaway from this data is that although current travel patterns favour car travel, with 90% of trips to work being made by motor vehicle, there is a desire to create a more walkable and complete community. Additionally, with nearly 50% of trips being less than 15 minutes in length, there may be an opportunity to convert some of those shorter trips to walking or cycling.

Data indicates that travel patterns have not substantially changed over the previous two decades. Census information from 2006 indicates that vehicle use has increased by 1%, public transit has increased by 1%, and active transportation (walking and cycling) has decreased by 1% combined.



910

<sup>9</sup> All information other than how people want to travel in the future are sourced from Statistics Canada Census Data (2021).

<sup>10</sup> Input received through Draft 2025 Official Community Plan engagement program. – future travel

## EXISTING ACTIVE TRANSPORTATION CONDITIONS

Prince George's existing transportation network, including its roads, pedestrian facilities, cycling and micromobility facilities, and transit routes are summarized below. Details about the existing conditions for each, including network composition, network condition (pedestrian only), relevant community feedback, additional analyses, and a summary of high-level constraints and opportunities are highlighted throughout. Additionally, there is a section on Safety summarizing the ICBC reported collision locations with high rates of collisions involving pedestrians and cyclists.

### ROAD NETWORK

Prince George's road network is composed of several different classes of roads which serve different functions, ranging from local neighbourhood connections to provincial highways and arterial routes that facilitate the movement of goods and services.

#### Provincial Jurisdiction

Prince George is located at the confluence of Highway 97 and Highway 16 which are both provincial highways that facilitate the movements of goods across BC, north to the Yukon (Highway 97), and east to Alberta, Saskatchewan, and Winnipeg (Highway 16). Both highways are under the jurisdiction of the Ministry of Transportation and Transit (MOTT).

Both highways travel through urban and residential areas of Prince George. While they provide critical transportation connections for motor vehicles, they can create barriers for people walking, cycling, and rolling. Impacting the connectivity of the municipal road network, limit crossing opportunities for active transportation users, and create safety concerns.

#### Municipal Roads

The municipal road network is comprised of arterial, major and minor collectors, and local roads. **Table 1** highlights the total length of roads under the City's jurisdiction, which cumulatively equal 407 kilometres.

Arterial roads make up approximately 72 kilometres of the road network. Arterials, including Foothills Boulevard, University Way/Tyner Boulevard, Winnipeg Street, 5<sup>th</sup> Avenue, and Domano Boulevard, typically have the highest volume of vehicles per day. They are often the most direct routes to community destinations and are bus routes. Because of their higher vehicle volumes and speed, they are often described as unsafe and/or uncomfortable for people walking and cycling. The arterial network is supported by 77 kilometres of collectors, and 258 kilometres of local streets.

**Table 1: Total Road Length by Classification**

| Road Classification | Total Length (km) |
|---------------------|-------------------|
| Arterial            | 72                |
| Major Collector     | 23                |
| Minor Collector     | 54                |
| Total               | 149               |
|                     | 258               |
| <b>Total</b>        | <b>407</b>        |

In addition to the highways, the railway also creates some transportation challenges, making accessing the river and some trails difficult.

## Road Network Challenges

- The two highways located in urban and residential areas in the City have a high volume of vehicles travelling at higher speeds in some areas with high active transportation activity. The highways create crossing and network connectivity barriers making it difficult to access community destinations and provide connected and continuous active transportation routes.
- In rural areas of Prince George, provincial highways provide the most direct route, and sometimes the only option for people walking and cycling.
- Steep topography can make some roads difficult to navigate by foot, mobility device, or bicycle.
- There is limited commercial density and access to destinations that service an individual's daily needs outside of the Bowl. This means that residents in other Prince George neighbourhoods have limited transportation options beyond driving to access their daily needs.

## Road Network Opportunities

- The grid road network with short blocks in the Bowl inherently creates opportunities for active transportation through higher network connectivity.
- Many of the potential corridors for active transportation (i.e., 10<sup>th</sup> Avenue, 15<sup>th</sup> Avenue, Ospika Boulevard, University Way, several downtown streets, etc.) have sufficient width to explore different types of dedicated active transportation facilities. There are also many local streets with lower motor vehicle volumes and speeds that can provide alternative connections adjacent to major corridors.

## PEDESTRIAN NETWORK

Walking is the most fundamental form of transportation. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete connected and accessible pedestrian network and major destinations within walking distance – walking can be a convenient alternative to the automobile for almost all short trips. Promoting walking can help reduce automobile dependence and GHG emissions, improve public health outcomes, and help to create more livable and vibrant communities.

Prince George's pedestrian network (**Figure 4**) is composed of five types of pedestrian facilities including sidewalks, walkways, multi-use trails, local trails, and rustic trails. The composition of the pedestrian network by total facility length is detailed below.

**Table 2: Pedestrian Network Facilities**

| Pedestrian Facility | Length (km) |
|---------------------|-------------|
| Sidewalks           | 200         |
| Walkways            | 15          |
| Multi-use trails    | 6           |
| Local trails        | 48          |
| Rustic trails       | 39          |
| <b>Total</b>        | <b>307</b>  |

### Sidewalks

Sidewalks make up the primary component of the City's pedestrian network with approximately 200 kilometres of facilities.

### Walkways

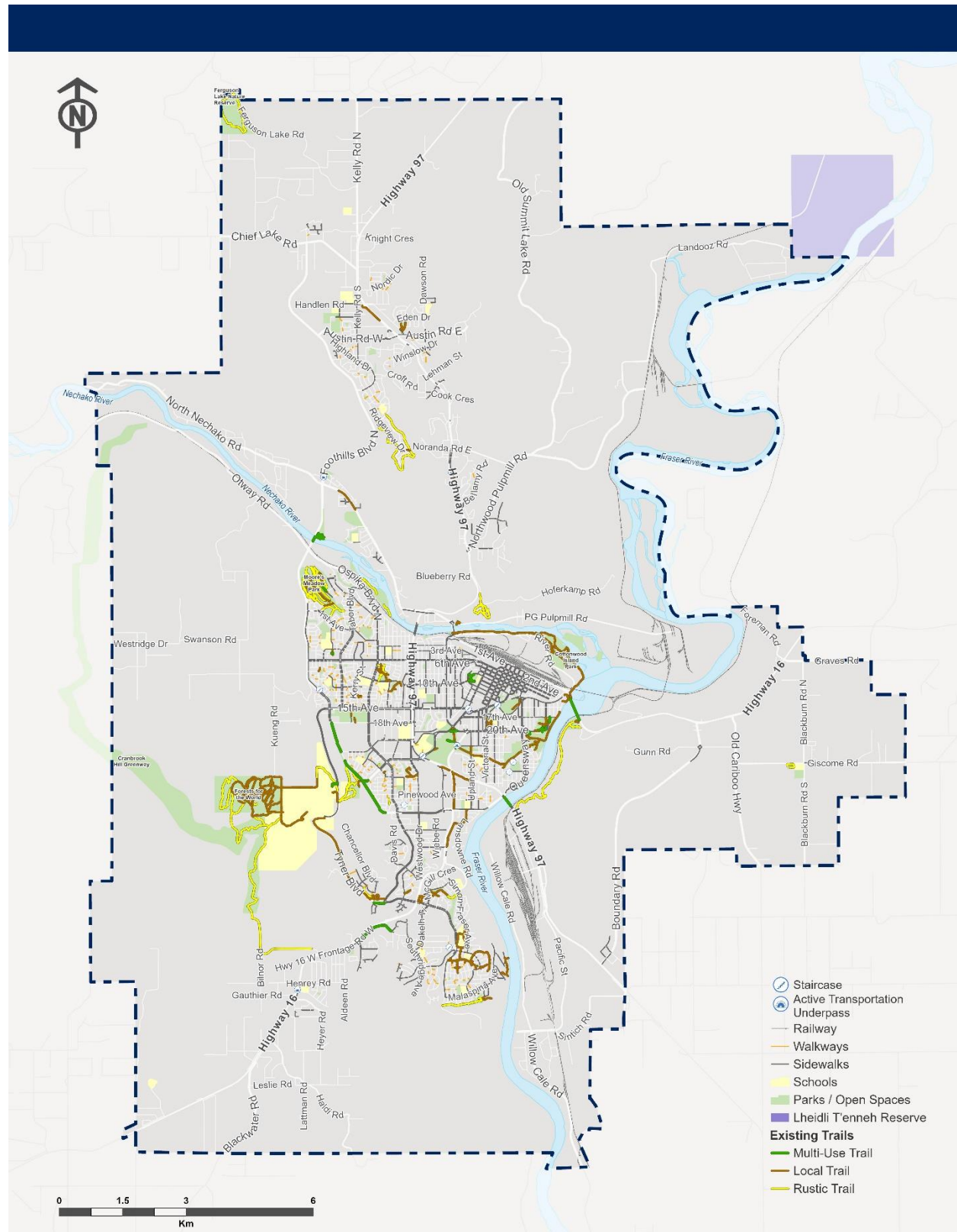
Walkways are typically 1.5 metres wide (sometimes narrower). They are short paved or granular pathways that typically provide mid-block short-cuts between private properties, primarily in residential areas.

### Trail Network

The trail network is made up of off-street pathways that provide both longer distance routes, and short convenient urban shortcuts. The trail network includes three types of trails including:

- **Multi-use trails** are hard-surfaced trails connecting to or through city greenbelt, dedicated rights-of-way, or parkland. Multi-use trails are both paved and unpaved and are typically 3 to 4 metres wide.
- **Local trails** are typically approximately 2 metre wide trails with either a paved or granular surface.
- **Rustic trails** include traditional hiking trails, equestrian trails, and mountain biking trails. These are typically approximately 1 metre or under in width and have either granular or natural surfaces.

Figure 4: Existing Pedestrian Network



## Sidewalk and Multi-use Trail Network Analysis

The presence of pedestrian facilities varies across the City. **Table 3** details the presence of sidewalks and multi-use trails by road classification, while **Table 4** details pedestrian facility coverage by neighbourhood. **Figure 5** illustrates the gaps in the pedestrian network, indicating locations where there are pedestrian facilities on both sides of the street, one side, or no facilities.

Overall, 75% of all roads do not have a sidewalk or multi-use trail on either side of the street, and 25% roads have a sidewalk or multi-use path on at least one side of road.

- The East Bowl neighbourhood has proportionally the most streets with a pedestrian facility on at least one side of the road at 50%.
- The College Heights and University Heights and West Bowl also have a high percentage of roads with a pedestrian facility on at least one side of the street at 41% and 40% respectively.
- Outside of the Bowl and College and University Heights the presence of pedestrian facilities is significantly lower.
- Most sections of the highways travelling through Prince George (92%) do not have a pedestrian facility.

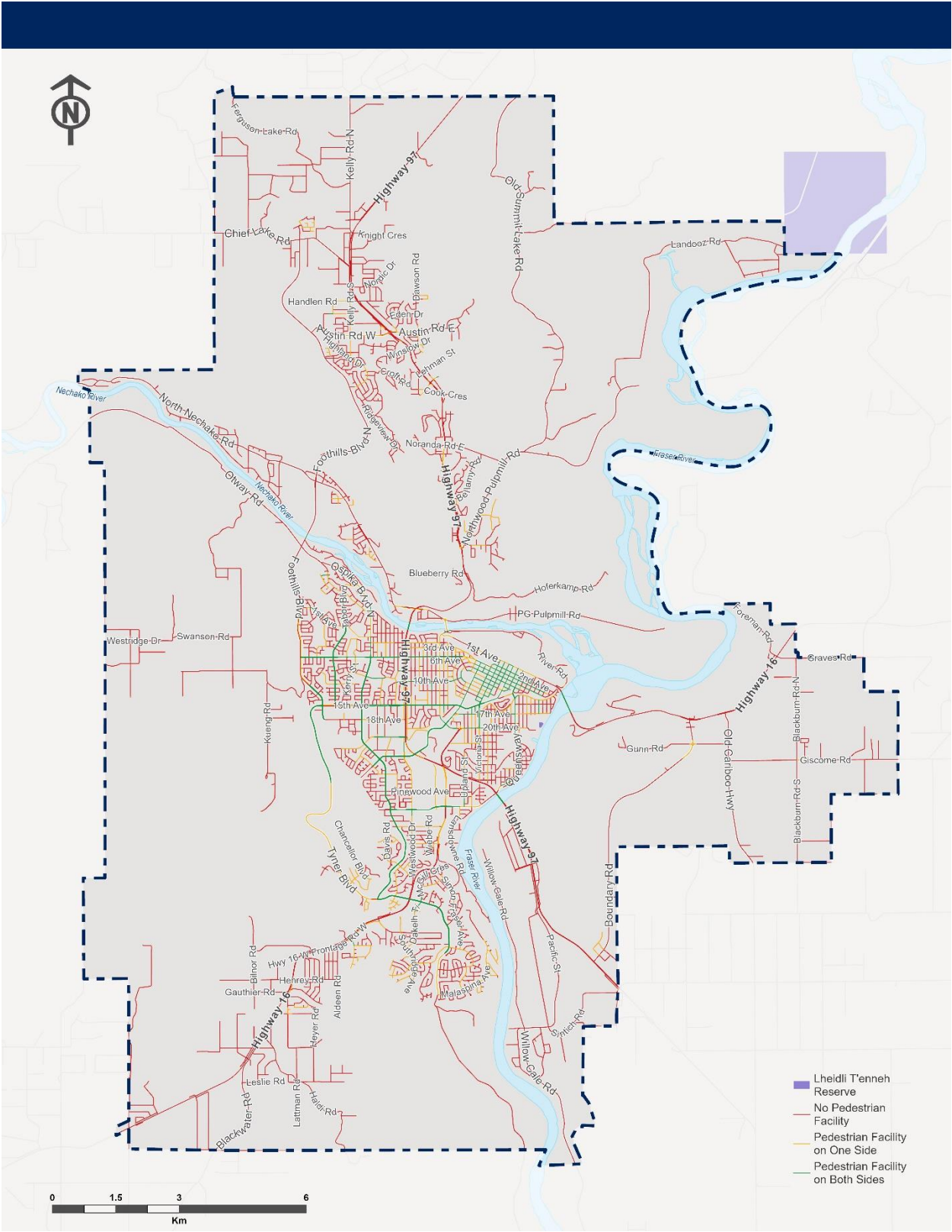
**Table 3: Presence of Existing Sidewalks and Multi-use Paths by Road Classification**

| Road Classification | No Sidewalks or Multi-use Paths    | At least one side of the street has a sidewalk or multi-use path |
|---------------------|------------------------------------|------------------------------------------------------------------|
| Highway             | 92%                                | 8%                                                               |
| Arterial            | 53%                                | 43%                                                              |
| Collector           | 62%                                | 39%                                                              |
| Local               | 88%                                | 12%                                                              |
| <b>Total</b>        | <b>75% (not including highway)</b> | <b>25% (not including highway)</b>                               |

**Table 4: Presence of Existing Sidewalks or Multi-use Trails by Neighbourhood (excluding highways)**

| Neighbourhood                          | No Sidewalks or Multi-use Paths | At least one side of the street has a sidewalk or multi-use path |
|----------------------------------------|---------------------------------|------------------------------------------------------------------|
| Airport Light                          | 96%                             | 4%                                                               |
| College Heights and University Heights | 59%                             | 41%                                                              |
| Cranbrook Hill                         | 87%                             | 13%                                                              |
| East Bowl                              | 50%                             | 50%                                                              |
| Giscome/Blackburn                      | 98%                             | 2%                                                               |
| Hart Highlands                         | 92%                             | 8%                                                               |
| North Nechako / Nechako Bench Lands    | 94%                             | 6%                                                               |
| Southwest                              | 95%                             | 5%                                                               |
| West Bowl                              | 60%                             | 40%                                                              |

Figure 5: Pedestrian Facility Gap Analysis



## Sidewalk Condition

In 2017, the City completed a Pedestrian Network Study which included an assessment of the state of pedestrian infrastructure. A detailed survey was undertaken in summer 2017 to assess the pavement quality of the City's pedestrian network. A rating system was used to score each asset segment. The survey was broken down into two categories, on-street pedestrian facilities (Road Paths) and off-street pedestrian facilities (Park Paths).

### Condition of On-Street Pedestrian Facilities

The assessment examined sidewalks, walkways, and multi-use trails on the City's road network (approximately 205 km) and found that most of these facilities are asphalt (61%) or concrete surfaces (36%). Overall facilities were found to be in good to very good condition, with approximately 56% of the network receiving that score. Surface cracking was identified as the main issue along on-street pedestrian facilities, with 74% of issues on concrete surface and 89% of issues on asphalt surfaces being related to cracking. Tripping hazards and surface gaps were the next most common issues, accounting for 14% and 3% of issues on concrete and asphalt surfaces, respectively. The condition of on-street facilities is illustrated in **Figure 6**.

### Condition of Off-Street Pedestrian Facilities

Park Paths in the survey included paths with paved or granular surface in the City's parks and recreation areas (multi-use trails and local trails). Rustic trails were not included. Most trails were constructed with paved surfaces (56%) and the remaining were granular surfaces (44%). The Park Paths were generally found to be in good to very good condition, with approximately 85% of the network receiving that score. The most common distress type identified was vegetation encroachment into the trail walking areas.

Surface cracking was identified as the main issue along paved off-street pedestrian facilities, with 55% of issues being related to cracking. Uneven surfaces (crossfall, heaving, ponding) and vegetation encroachment were the next most common issues on off-street paved pedestrian facilities, accounting for 27% and 7% of issues.

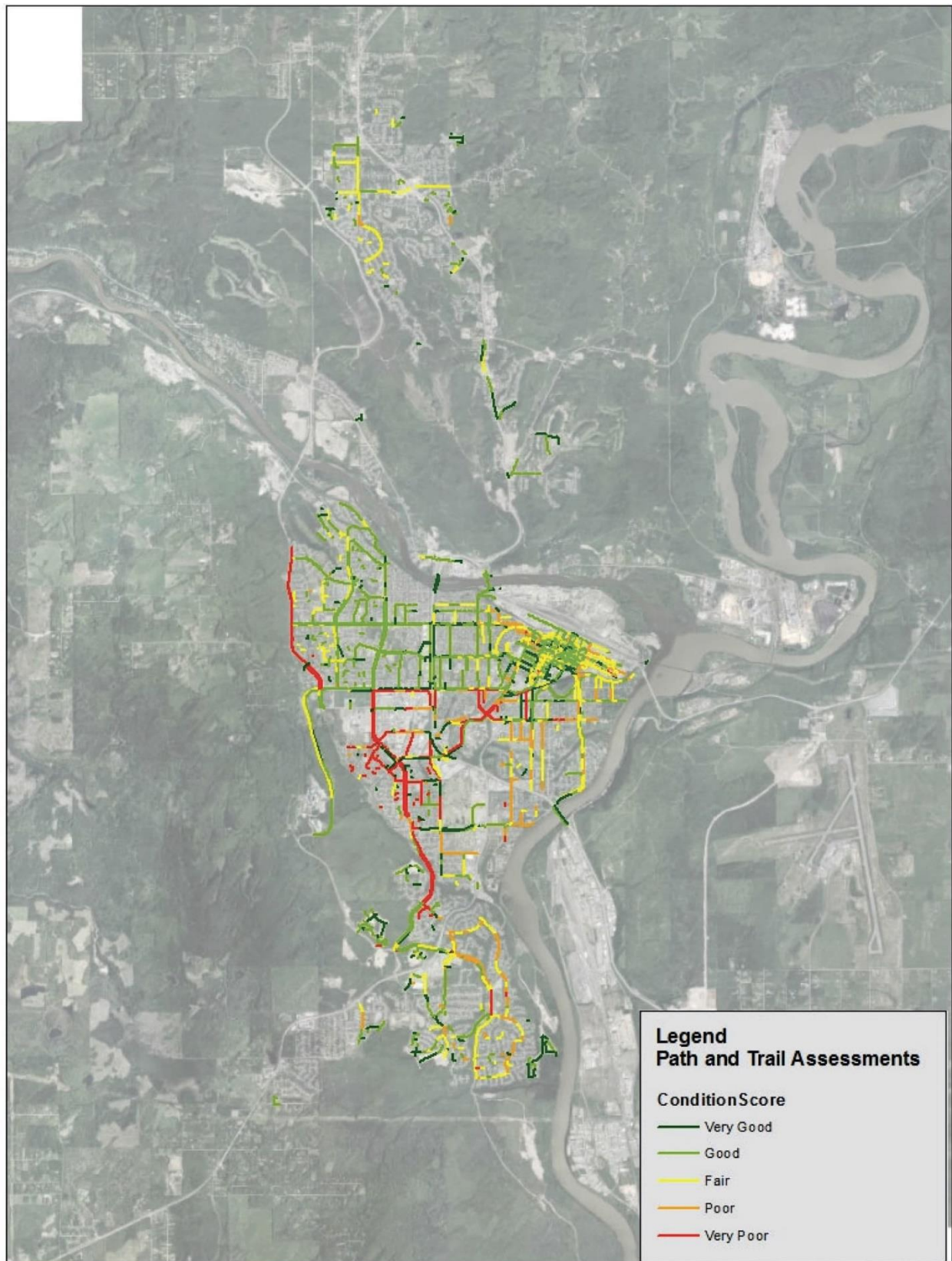
For off-street facilities that were unpaved, vegetation encroachment accounted for 76% of all identified issues. Patching and roughness (including roots, ruts, and rocks) were the next most common issues accounting for 16% of issues.

## Pedestrian Crossings

As of 2025, there is a total of 181 marked pedestrian crossings in the City, not including fully signalized intersections or pedestrian crossings along provincial highways. Most designated pedestrian crossings are located within the Bowl neighbourhoods, or College and University Heights. There are also several marked crossing with signage in the Hart Highlands neighbourhood. Flashing beacons have been implemented at 17 crossings, either overhead or at the side of the crosswalk, they help raise awareness and the visibility of the crossing location. There are also signalized intersections, both with and without pedestrian buttons, located primarily at intersections of arterial roads, collector roads, and provincial highways.

The 2020 Pedestrian Crossing Strategy provides a prioritization strategy to implement pedestrian crossing upgrades. The strategy highlighted 43 pedestrian crossings recommended for installation (17) or upgrades (26). The strategy indicated that an annual budget of \$500,000 over ten years (\$5.0 million) would be required to support upgrades and installations of approximately 43 pedestrian crossing locations to conform to best practice standards.

Figure 6: On-Street Pedestrian Facility Condition Assessment, Pedestrian Network Study (2017).



## Subdivision and Development Servicing Bylaw (Pedestrian Network Impact)

The City's Subdivision and Development Servicing Bylaw stipulates several requirements for the construction of pedestrian infrastructure as part of new developments in the City. This section outlines some of those requirements.

### Sidewalk Requirements

The Subdivision and Development Servicing Bylaw requires the construction of sidewalks for subdivisions and developments located within specific land use designations as outlined in the current 2011 OCP (regional commercial, service commercial, community facility, neighbourhood centre corridor and neighbourhood corridor). The 2025 Draft OCP proposes amendments to the existing land use designations, which will require updating the Subdivision and Development Servicing Bylaw once the updated OCP is adopted by Council. The existing Subdivision and Development Servicing Bylaw includes cross sections which identify the required width and location of sidewalks on new roads implemented in the City through development.

The City may also work with developers to implement a sidewalk with greater width than that required to be provided on one side of arterial roadways and along the frontage of school, institutional or major recreational facilities in place of a standard sidewalk on both sides.

Below are the typical required sidewalk widths.

- Typical minimum sidewalk width (city-wide) – 1.8 metres
- Typical downtown sidewalk width (area outlined in Subdivision and Development Servicing Bylaw)– 3.0 metres

The road cross sections included in the Bylaw do not include sidewalks on rural or suburban collector or local streets but do include sidewalks on both sides of arterials and one side of urban collector and local streets.

### Walkway Requirements

- The Subdivision and Development Servicing Bylaw does not specifically require the construction of walkways. The City can work with the developer to determine if a walkway is appropriate to enhance pedestrian connectivity.
- The current Subdivision and Development Servicing Bylaw includes a cross section for a paved urban walkway with a 3-metre width.
- The City may require a 3-metre paved or unpaved trail to be provided in any rural or semi-urban areas.

### Accessibility features:

The Bylaw includes several drawings for the typical crossings which each include consideration for letdown design and pavement grooves for accessible warning and directional indicators. The Bylaw does not include consideration for tactile walking surface indicators outside of the ramp of the ramped area. Accessibility and walkability will be increasingly important for the growing population of seniors (65+), which is expected to account for a fifth of all residents by 2034. (Interim Housing Needs Report, 2024).

## Winter Snow Clearing

The presence of snow on roads can have a significant impact on a person's ability to walk. The City has established a Snow and Ice Control Policy (2019) where routes are prioritized based on three priority levels as detailed below and illustrated in **Figure 7**.

- **PRIORITY ONE ROUTES (RED)**
  - Arterial roads and curb-adjacent sidewalks.
  - Downtown Central Business District roads, laneways, and sidewalks.
  - The Hospital District.
  - Major facility entrances, pedestrian surfaces, and daily parking areas.
  - City off-street parking.
- **PRIORITY TWO ROUTE (GREEN)**
  - Collector roads and curb-adjacent sidewalks.
  - Priority hills.
  - Commercial and industrial zoning roads, laneways, and curb-adjacent sidewalks.
  - Transit bus routes that are not in Priority One routes.
  - Transit bus stops along Priority One routes
- **PRIORITY THREE ROUTES (GREY)**
  - Residential roads, laneways, and designated sidewalks.
  - Lanes may be closed if impractical to plow.
  - Minor facility entrances, pedestrian surfaces, and parking areas.
  - Major park pathways, trails, and parking lots.
  - Event parking areas (unless a major event is imminent, then priority is raised to clear before the event starts).

**If at least 7.5cm of snow falls in 24 hours** the City aims to clear Priority One (Red) and Priority Two (Green) routes within 48 hours after snowfall ends.

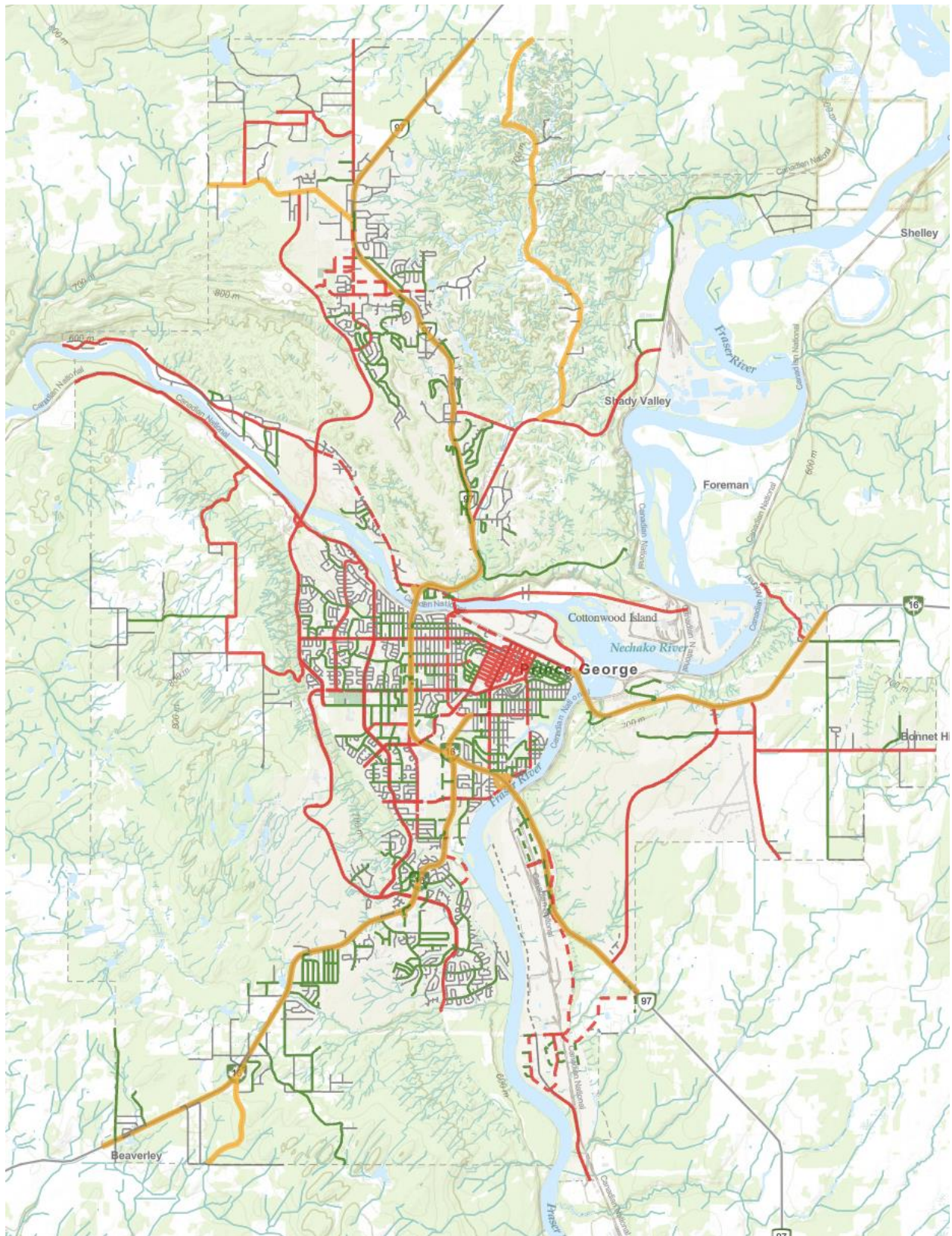
**If at least 12cm of snow falls in 24 hours** the City aims to clear Priority Three (Grey) routes within 72 hours after Priority One (Red) and Priority Two (Green) have been completed.

## Pedestrian Wayfinding

The City does not have a formalized wayfinding approach for the pedestrian realm. The Active Transportation Plan can recommend policies and direction for an approach to pedestrian wayfinding signage.



Figure 7: City-wide Snow Clearing Priority (Prince George, Public Web Map 2025).



## City-Wide Walkability

Both active and multi-modal transportation planning should always be approached through a holistic lens that considers how a community functions on a broader scale. This includes where people live, where people travel to access their daily needs (i.e., commercial, health care, recreation), how accessible these areas might be, and the transportation network (infrastructure) that facilitates their travel. Knowing where a community has the highest and lowest walkability potential can be a key component of informed decision making on infrastructure investment.

The walkability analysis presented here is based on four key components including network permeability, accessibility, access to daily needs, and housing density (**Figure 8**). The analysis measures how convenient, enjoyable, and accessible the relative walking experience is across the city. The walkability analysis draws upon the data and analysis completed through the Complete Community Assessment but adjusted to better reflect transportation. Each component is weighted differently, as detailed below, based on best practices on measuring walkability. **Figure 9** illustrates the analysis of walkability levels across the City.

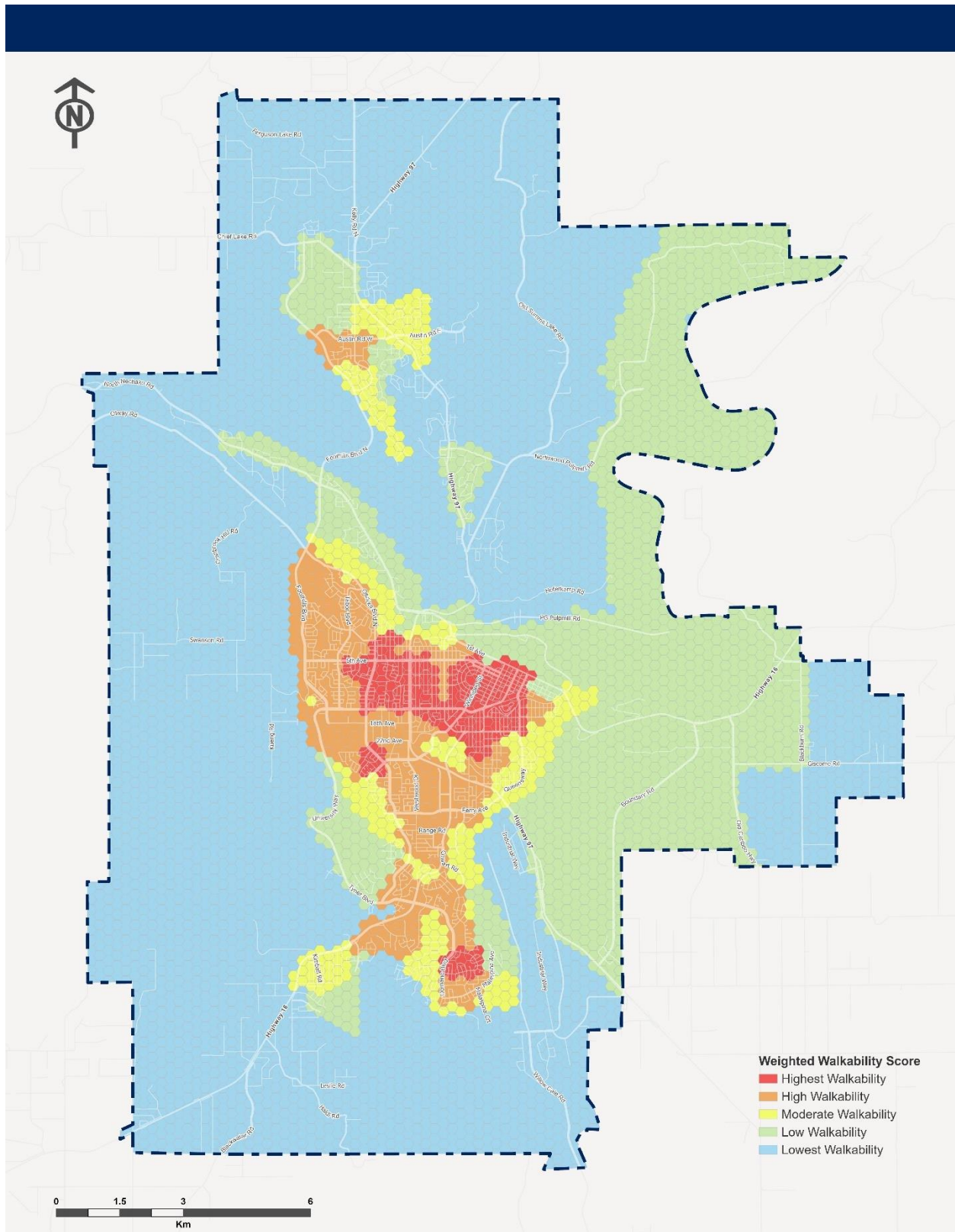
**Figure 8: Walkability Analysis Methodology**



## Key Walkability Findings and Recommendations

- Highest walkability levels are located near downtown and portions of West Bowl, particularly between 15<sup>th</sup> Avenue and 5<sup>th</sup> Avenue.
- Lowest walkability levels are found in the rural areas of the community where there is limited access to daily needs and fewer road connections.
- Where walkability is high but there are known safety or accessibility issues (i.e. Downtown, 5<sup>th</sup> Avenue, 15<sup>th</sup> Avenue, Austin Road) there may opportunities to prioritize active transportation by enhancing active transportation facilities.
- Where walkability is low and housing density is higher, there may be opportunities in integrate commercial land uses or provide more road connections to create destinations and more connections.
- Where walkability is low due to low levels of housing density and low access to daily needs, investment in active transportation may not be a priority

Figure 9: Walkability Analysis



## Community Feedback on the Pedestrian Network

This section provides a summary of the input collected on the existing pedestrian network based on OCP engagement, the interactive mapping activity, and key audience meetings. Below are some of the key themes.

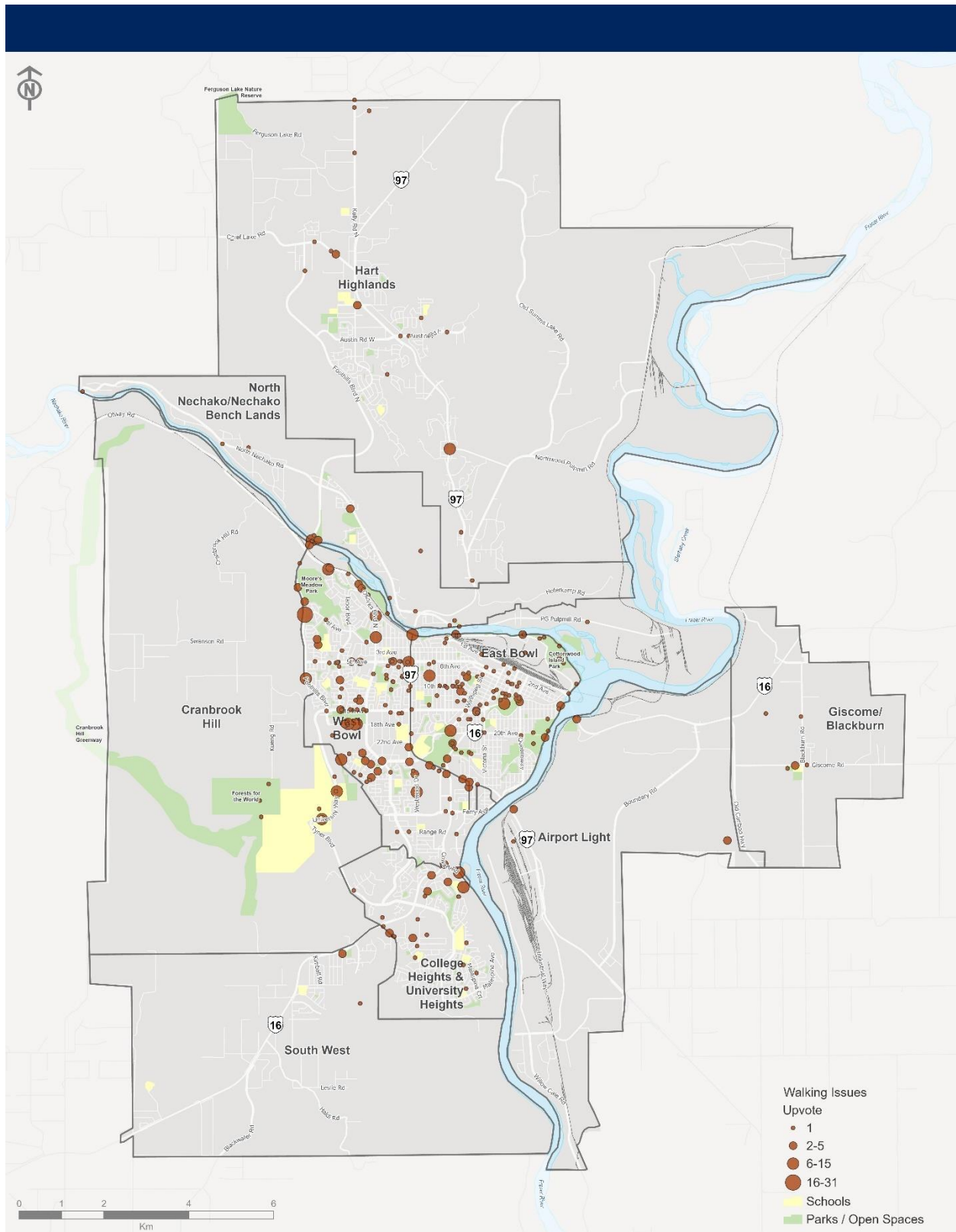
- Increase overall pedestrian connectivity in key areas (i.e. downtown, UNBC, Lheidli T'enneh Park, Cottonwood Park, Otway, the river front, Foothills Boulevard).
- Provide wider sidewalks, specifically near key destinations.
- Increase sidewalk accessibility for people using wheelchairs, and other mobility aids.
- Maintain and resurface existing sidewalks.
- Create more pedestrian only areas downtown.
- Use street trees and other landscaping elements to buffer sidewalks from the street.
- Poor sidewalk conditions, particularly in and near downtown, can impact people's ability walk and roll safely.
- Improve the safety of cyclist and pedestrian crossings by installing signals and traffic control devices.

### Key Issue Area and Corridors

Through the interactive mapping activity, community members identified several key corridors and areas with issues for pedestrians. **Figure 10** illustrates the identified walking issues. The list below is not organized by priority or number of issues prevalent. Identification and prioritization of corridor improvements will occur during the next project phase.

- |                                                              |                                                                 |
|--------------------------------------------------------------|-----------------------------------------------------------------|
| • 15 <sup>th</sup> Avenue                                    | • Cowart Road                                                   |
| • 3 <sup>rd</sup> Avenue                                     | • Domano Boulevard between Highway 16 and Trent Drive           |
| • 5 <sup>th</sup> Avenue                                     | • 18 <sup>th</sup> Avenue near the Prince George Aquatic Centre |
| • 10 <sup>th</sup> Avenue                                    | • Ospika Boulevard North                                        |
| • Carney Street                                              | • Otway Road                                                    |
| • Highway 16 between Highway 97 and 20 <sup>th</sup> Avenue  | • Foothills Boulevard North                                     |
| • Massey Drive                                               | • Kelly Road North                                              |
| • Highway 97 between Massey Drive and 5 <sup>th</sup> Avenue | • Austin Road East                                              |
| • University Way                                             |                                                                 |

Figure 10: Identified Walking Issues (Interactive Public Mapping Exercise)

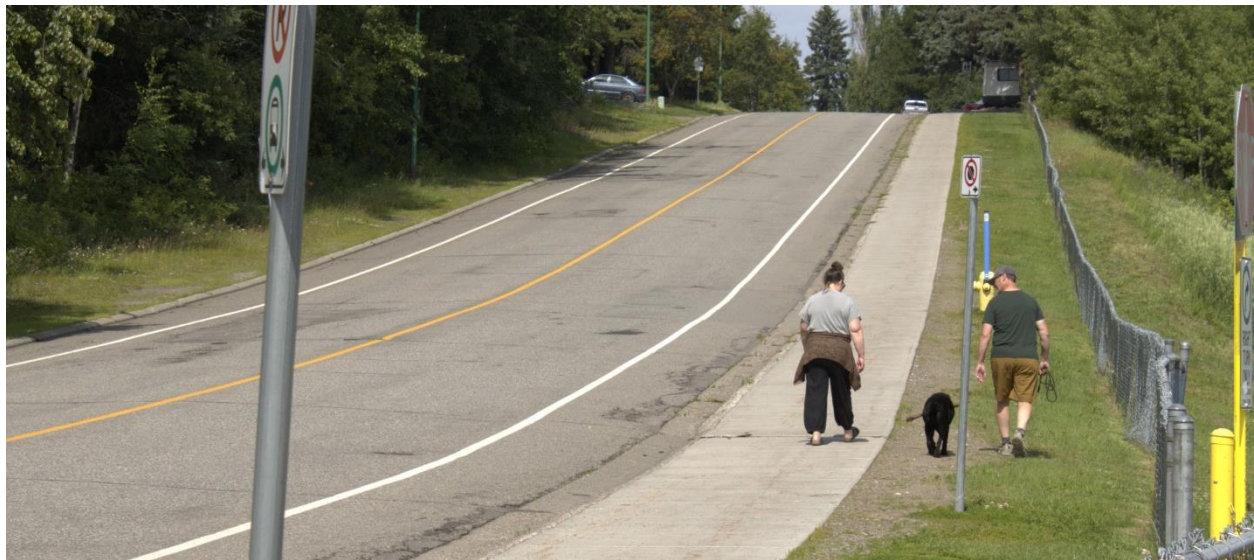


## Pedestrian Network Challenges

- Lack of destinations within walking distance outside of the Bowl.
- Lack of connected and accessible infrastructure in some neighbourhoods.
- Cold seasonal conditions impact the safety and comfort of travelling by active modes. A substantial component of this is the clearing and storage of snow.
- City parks are less abundant to residents outside the East Bowl (Downtown), West Bowl and College Heights & University Heights.
- Limited formalized public access points to either the Fraser or Nechako Rivers.
- Steep slope and topography between neighbourhoods.

## Pedestrian Network Opportunities

- High walkability potential in key areas
  - An established and walkable downtown core with a grid network resulting in short blocks, and good connectivity.
  - Housing density is highest in the Bowl, which also has the best access to daily needs.
  - There are many walkways which increase pedestrian connectivity in residential areas.
- The City's proposed urban growth priority area will reduce sprawl and facilitate the development of walkable neighbourhoods.
- There is a growing number of amenities in the Hart Highlands neighbourhood to support current and future residents, enhancing community completeness and walkability.



## CYCLING NETWORK

Cycling refers to the use of a bicycle or an e-bike. Other wheeled and micromobility devices such as e-scooters, rollerblades, and skateboards are often included under cycling, as they typically use the same infrastructure as cyclists. Cycling and the use of most micromobility devices provide convenient, healthy, and cost-effective modes of travel for people of all ages, abilities and lived experiences, particularly for trip distances between five and ten kilometres. By strategically prioritizing cyclist safety and convenience through new or enhanced infrastructure, the City can create more active, healthy, and sustainable communities.

While overall, cycling currently makes up a relatively low mode share (trips to work), the mode has potential to increase, especially within the West Bowl, East Bowl, and College and University Heights, where there is a higher density of amenities and network connectivity (i.e. short block lengths and a high density of intersections). This section provides a summary of the existing cycling infrastructure in Prince George.

The cycling network (**Figure 11**) is composed of four types of facilities including painted bicycle lanes, multi-use trails, paved shoulders, and shared lanes. The cycling network also includes multi-use trails, rustic trails, and local trails, which are explained in further detail in the Pedestrian Network section. The composition of the cycling network by total facility length is detailed below (**Table 5**). The cycling network is primarily made up of painted bicycle lanes (52%) and paved shoulders (40%), while multi-use trails and shared lanes account for the remaining 5% and 3%, respectively.

### Painted Bicycle Lane

Painted bicycle lanes are dedicated cycling facilities marked by a painted line. They are designated by signs and pavement markings.

### Paved Shoulder

The paved edge of the roadway adjacent to a motor vehicle travel lane, generally separated by a white line. Shoulders are primarily intended to support motor vehicle needs but can be used by people walking and cycling.

### Shared Lane

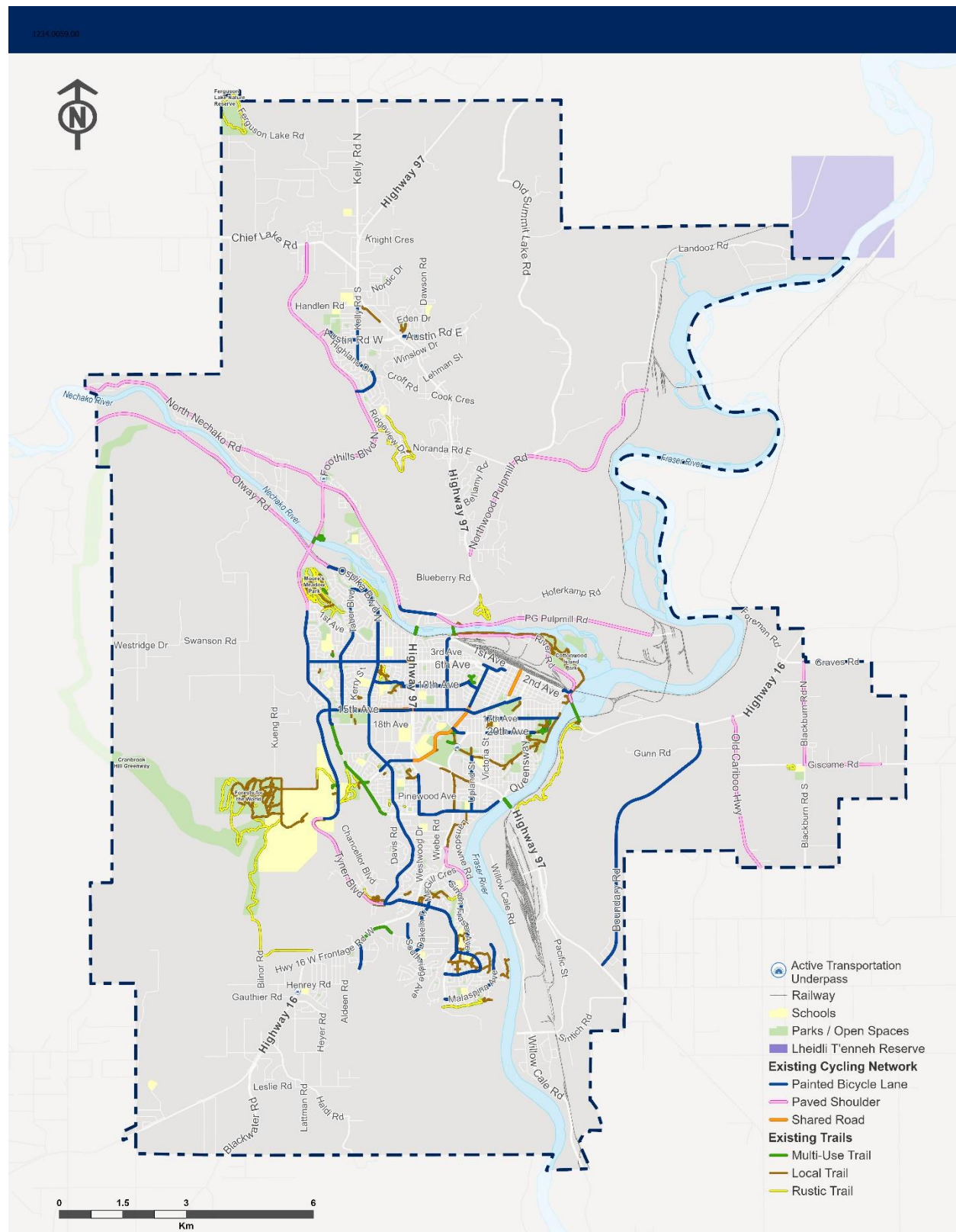
Shared lanes are routes where cyclists and motor vehicle drivers travel in the same lane. The facility is often denoted by a sharrow pavement marking and signage.

On local roads with low vehicle volumes and speeds, shared use lanes are often referred to as neighbourhood bikeways and are often considered an all ages and abilities facility. In Prince George, shared use lanes are currently located on busy arterial and collector streets which are not considered comfortable for most cyclists.

Table 5: Cycling Network Facilities

| Cycling Facility     | Length (km) |
|----------------------|-------------|
| Painted Bicycle Lane | 62          |
| Multi-Use Trail      | 8           |
| Paved Shoulder       | 56          |
| Shared Lane          | 5           |
| <b>Total</b>         | <b>123</b>  |

Figure 11: Existing Cycling Network



## All Ages and Abilities Cycling Infrastructure

All ages and abilities (AAA) is an approach to ensure that all active transportation routes are safe, comfortable, and accessible for everyone regardless of age, ability, or experience level. This means that people using various mobility devices (e.g., walkers, wheelchairs, mobility scooters) and bicycle types (e.g., bicycles for people with disabilities, e-bikes, bicycles with attachments) are considered in the development of the network and facility design. AAA cycling facilities include protected bicycle lanes, multi-use paths, neighbourhood bikeways, and sidewalks.

The City's existing cycling network does not include a substantial amount of AAA cycling infrastructure, except for multi-use trails and some local trails. The lack of AAA cycling infrastructure may be creating barriers for less confident riders to adopt cycling as a mode of transportation.

## Winter Snow Clearing

The City's Snow and Ice Control Policy (2019) does not currently consider the presence of any cycling infrastructure. Updating this policy to include consideration for priority cycling routes is an opportunity to better enable people to bike for both recreation and commuting trips during colder seasons.

## Subdivision and Development Servicing Bylaw

The Subdivision and Development Servicing Bylaw defines Bicycle Path under "works and services" required for new subdivisions and develops but does not specify when or where bicycle infrastructure is required.

## Cycling Wayfinding and Mapping

In 2016, the City published a Prince George Bikeways pamphlet. This document includes information regarding the location of bicycle infrastructure. However, there are opportunities to enhance the accuracy of the map.

There are limited and inconsistent examples of wayfinding signage for cycling routes across the City.



## Bicycle Parking

### On-street Bicycle Parking

The City has implemented bicycle parking within municipal rights-of-way, particularly within the downtown and in front of City owned and operated buildings and schools.

Community members noted that fear of bicycle theft and a lack of secure bicycle parking are major barriers to cycling.

### Off-street Bicycle Parking

The Zoning Bylaw includes requirements for both long-term and short-term off-street bicycle parking. Bicycle parking requirements are stipulated by both land use and bicycle parking type, as detailed below and in **Table 6**:

**Class I Bicycle Parking** is intended for the long-term use of residents or employees, and may consist of attended facilities, bicycle lockers, or restricted access parking (including garages and carports provided for each dwelling), in accordance with the standards specified in this Bylaw and any applicable standards approved by the City.

**Class II Bicycle Parking** is parking intended for the short-term use of patrons or visitors and may consist of bicycle racks located in an accessible outside location, in accordance with the standards specified in this Bylaw and any applicable standards approved by the City.

**Table 6: Zoning Bylaw No. 7850. Off-Street Bicycle Parking Requirements**

| Land Use                                                                                   | Required Bicycle Parking Spaces                                                                                                                                                    |
|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Apartment                                                                                  | Class I: 5% of required vehicle spaces<br>Class 2: 5 per building over 20 dwelling                                                                                                 |
| Row Housing                                                                                | Class II: 3 per building over total 10 dwelling                                                                                                                                    |
| Restaurant<br>Institutional Use (except education services)<br>Personal Services<br>Retail | Class I: 5% of required number of vehicle parking spaces<br>Class II: 2 per building with less than 500 m <sup>2</sup> GFA, 5 per building with 500 m <sup>2</sup> GFA or greater. |
| Primary and Secondary School                                                               | Class II: 10% of the number of students, plus 3% of the number of staff                                                                                                            |
| College, University, or Commercial Education                                               | Class I: 1 space per 2 dormitory units<br>Class II: 6% of the number of students, plus 3% of the number of employees                                                               |
| Housing, Transitional                                                                      | Class I: 5% of the required number of vehicle parking spaces<br>Class II: 5 per building over 20 dwellings<br>3% of the number of employees.                                       |

Source: City of Prince George Zoning Bylaw No. 7850

The Zoning Bylaw also includes off-street bicycle parking standards as outlined below:

- Bicycle parking spaces shall be a minimum of 0.6 m in width and a minimum of 1.8 m in length, shall have a vertical clearance of at least 1.9 m, and shall be situated on a hard surface.
- Aisles between parked bicycles should be a minimum 1.2 m in width.
- Bicycle racks shall be located in a convenient, well-lit location that is easily located by visitors and subject to visual surveillance by occupants of the building served by the rack.
- Bicycle racks shall:
  - be constructed of theft-resistant material
  - be securely anchored to the floor or ground.
  - support the bicycle frame above the centre of gravity.
  - enable the bicycle frame and front wheel to be locked with a U-style lock that is CSA compliant.



## Community Feedback on the Cycling Network

This section provides a summary of the input collected on the existing cycling network based on the OCP engagement, the interactive mapping activity, and key audience meetings. Below are some of the key themes.

- There is a need for more cycling infrastructure near schools and key destinations.
- Desire for a network that has primary cycling routes (spines) with secondary supporting routes.
- Create more comfortable bicycle lanes for people of all ages and abilities (i.e. Cowart Road, 15<sup>th</sup> Avenue, University Way, Foothills Boulevard, downtown streets).
- Vehicles encroach in bicycle lanes to make right turns.
- Vehicles often will park in the bicycle lane.
- Desire to enhance connectivity between the Hart and the Bowl.
- There is a desire for enhanced connections the City's parks, recreation trails, and the river fronts.
- The lack of safe bike parking near destinations was heard to be a significant barrier for people adopting cycling for non-recreational trips.
- Use street trees and other landscaping elements to buffer cycling facilities.
- Increase separation for cyclists along Highway 97.
- Driver behavior was identified as a safety concern.
- There is currently a lack of wayfinding to help navigate the cycling network.
- Pavement markings are often worn off through the winter.

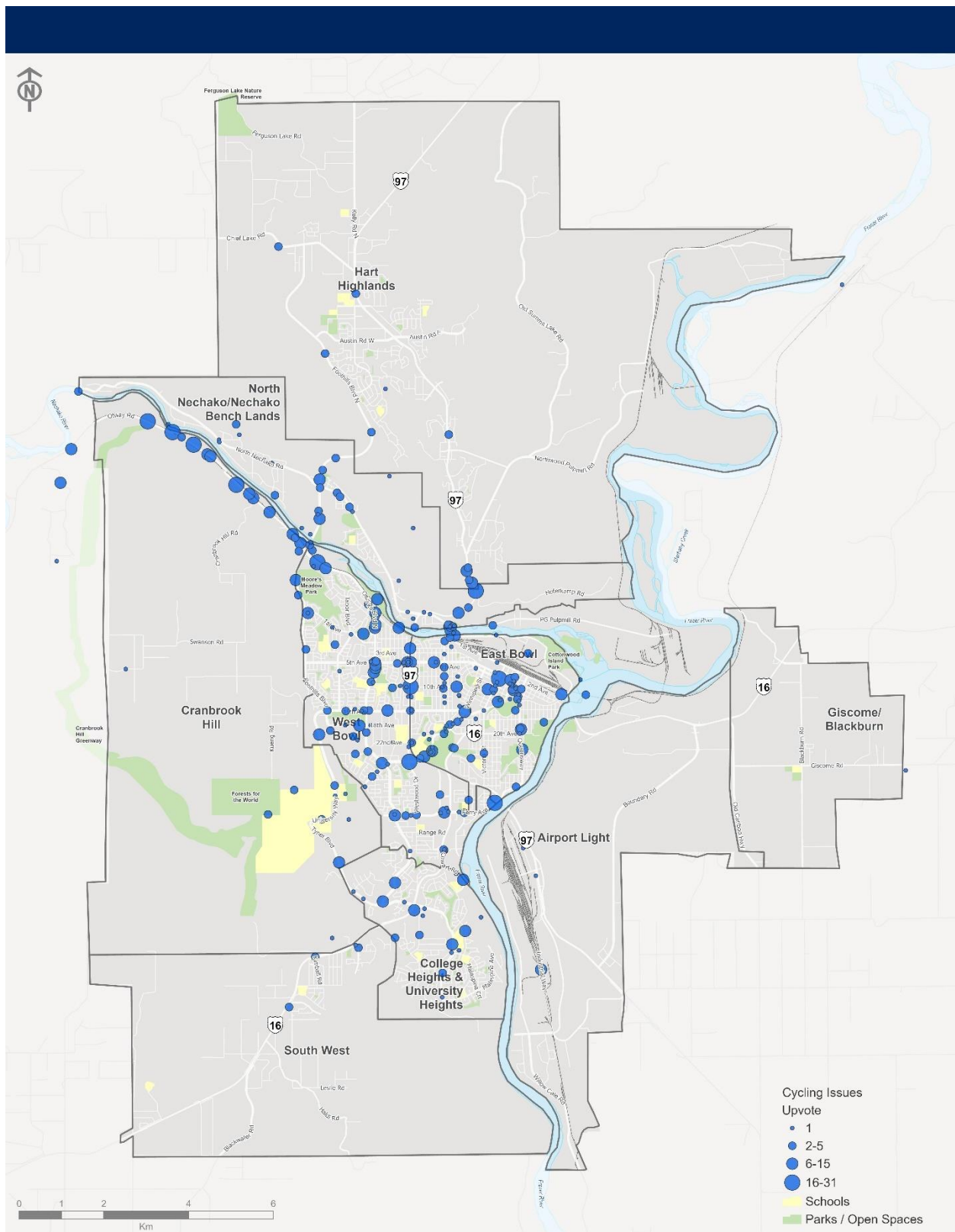
### Key Issue Area and Corridors

The interactive mapping activity allowed participants to identify several key corridors and areas where they felt cycling issues exist. The results have been summarized below and **Figure 12** illustrates the identified cycling issues. The list below is not organized by priority or number of issues prevalent. Prioritization of corridor improvements will occur during the next project phase.

- |                                                                                                                           |                                                                        |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| • Highway 97 through the Bowl, and along the steep section between Downtown and the Hart.                                 | • Ferry Avenue                                                         |
| • Downtown (i.e. Victoria Street, Queensway Dominion Street, 4 <sup>th</sup> Avenue, 5 <sup>th</sup> Avenue, and others). | • 15 <sup>th</sup> Avenue                                              |
| • Winnipeg Street / Massey Drive between 15 <sup>th</sup> Avenue and Highway 97.                                          | • Carney Street                                                        |
|                                                                                                                           | • The Cameron Street Bridge                                            |
|                                                                                                                           | • Cowart Road                                                          |
|                                                                                                                           | • Foothills Boulevard North between North Nechako Road and Otway Road. |



Figure 12: Identified Cycling Issues (Interactive Public Mapping Exercise)



## Summary of Challenges

- Limited dedicated cycling infrastructure and network connectivity.
  - There is very limited cycling infrastructure in the Downtown area, including on-street facilities and end-of-trip facilities.
  - The Hart neighbourhood lacks east-west cycling facilities
  - There are currently no protected on-street facilities and limited multi-use pathways that connect to community destinations.
  - Facilities end without safe transitions.
- Year-round maintenance challenges.
  - Cycling pavement markings are often worn off.
  - The cycling network is not specifically considered within the City's snow clearing priority scheme.
- Reports of conflict and tension between different road users.
- Lack of secure bicycle parking.
- Steep grades pose a significant barrier for active transportation use between some neighbourhoods.

## Summary of Opportunities

- Connect and upgrade the cycling network to provide more continuous routes of all ages and abilities facilities.
  - Build off and integrate on-street routes with the existing trail network.
  - Enhancing walkways to be bicycle accessible would increase the connectivity of the cycling network particularly in the West Bowl and University and College Heights neighbourhoods.
- The growing popularity of e-bikes may increase the number of people who bicycle in the City and may aid in overcoming steep slopes, particularly for older demographics.
- The City can enhance public awareness and network reliability with more wayfinding.
- Update municipal policies and bylaws to incorporate current active transportation design guidance.

# SAFETY

How safe people feel will significantly impact their desire to walk, roll, or bicycle. ICBC publishes reported collision data that categorizes collisions by travel mode and whether the collision occurred at an intersection or at a mid-block location. Below is a summary of the top locations where collisions involving a motor vehicle and a pedestrian or cyclist occurred between 2020 to 2024. The key findings are summarized below:

- 61% of collisions involving an active transportation users occur at intersections.
- Most collision hot spots are occurring on roads with high traffic volume.
- 39% of collisions involving active transportation users occur at mid-block locations.
- Almost all top collision locations for pedestrians are in either the West or East Bowl neighbourhoods.
- 15<sup>th</sup> Avenue has the highest overlap is for collisions involving both pedestrians and cyclists.

It is important to note that many collisions involving active transportation users go unreported and the findings below likely underrepresent the true number of incidents.

## Collisions involving a Pedestrian

Between 2020 to 2024 there were a total of 182 reported casualty collisions (injuries and fatalities) that involved a motor vehicle and a pedestrian. This included a total of 105 collisions at intersections and 77 that occurred midblock. **Table 7** identifies the top intersection locations for collisions involving pedestrians.

Table 7: Top Intersection Collision Locations (Pedestrians)

| Intersection Location                                    | Number of Collisions |
|----------------------------------------------------------|----------------------|
| 10 <sup>th</sup> Avenue at Central Street and Hwy 97     | 8                    |
| Massey Drive at Westwood Drive                           | 4                    |
| 5 <sup>th</sup> Avenue at Ahbau Street and Lyon Street   | 3                    |
| Davis Road at Ospika Boulevard                           | 3                    |
| 15 <sup>th</sup> Avenue at Spruce Street and Mall Access | 3                    |
| 5 <sup>th</sup> Avenue and Carney Street                 | 3                    |

In total there were five corridors where five or more mid-block collisions occurred between 2020 and 2024. Each of the corridors are roads that experience high volumes of both vehicle and pedestrian volumes. The corridors include:

- Victoria Street
- Ferry Avenue
- Southridge Avenue
- 15<sup>th</sup> Avenue
- Central Street

## Collisions involving a Cyclist

Between 2020 to 2024 there were a total of 73 reported casualty collisions (injuries and fatalities) that involved a motor vehicle and a cyclist. This included a total of 51 collisions at intersections and 22 that occurred midblock. **Table 8** identifies the top intersection locations for collisions involving cyclists. Notably several collisions occurred on 15<sup>th</sup> Avenue where there is an existing painted bicycle lane, potentially indicating greater protection is needed. 15<sup>th</sup> Avenue was only corridor where five or more mid-block collisions occurred.

Table 8: Top Intersection Collision Locations (Cyclists)

| Intersection                                                                         | Number of Collisions |
|--------------------------------------------------------------------------------------|----------------------|
| Austin Road at Highway 97                                                            | 4                    |
| 15 <sup>th</sup> Ave & Foothills Blvd & University Way (WB)                          | 3                    |
| 15 <sup>th</sup> Ave & Central St E & Central St W & Hwy 97 S & Turning Lane (WB/EB) | 3                    |

## TRANSIT INTEGRATION

Multi-modal integration is an important aspect of creating a convenient and attractive active transportation network. Active transportation users often utilize multiple different transportation modes throughout their journey. Because of this, it is important to ensure that all modes are safe, appealing, and convenient for all users.

Transit is an essential mode of travel for many people in Prince George and has the potential to increase the number of trips made by transit as the City grows. As of 2021, approximately 3% of the population regularly commutes by transit (this does not consider non-commute trips).

While the ATP will not include recommendations regarding transit service, it will include strategies and actions to improve walking and cycling connections to transit and school bus stops.

As of August 2025, BC Transit operates a total of 17 transit routes in Prince George, as illustrated in **Figure 13**. Notably, there is no transit service in the eastern portion of the City, which includes the airport, and industrial and agricultural employment areas. There is also no transit service to the Lheidli T'enneh community, located just outside the City's northern border. School District No. 57 offers bussing for eligible students for both elementary and high school.

The CCA proximity to transit analysis examined the relationship between where people live and the nearest transit stop (**Figure 14**). The analysis highlights that East Bowl, West Bowl, College and University Heights, and parts of the Hart are shown to generally offer the best transit access. Considering where people typically live, based on the housing density analysis completed in the CCA, most people living in the City's urban neighbourhoods have access to transit within 400 metres. However, this analysis did not include consideration for transit frequency or timing.

### Sidewalk Coverage Near Transit Stops

Almost every transit trip will involve walking or rolling to the closest transit stop. **Table 9** highlights the pedestrian facility coverage within 400 metres of transit stops across Prince George by the road classification. Notably, over half (62%) of transit stops have no connecting sidewalk or multi-use trails.

**Table 9: Presence of Pedestrian Facilities by Road Classification Near Transit Stops**

| Road Classification | No Sidewalks, Multi-use Paths | At least one side of the street has a sidewalk or multi-use path |
|---------------------|-------------------------------|------------------------------------------------------------------|
| Arterial            | 17%                           | 83%                                                              |
| Collector           | 27%                           | 73%                                                              |
| Local               | 84%                           | 16%                                                              |
| Total               | 61%                           | 39%                                                              |

Figure 13: Existing Prince George Transit Network (BC Transit, August 2025).

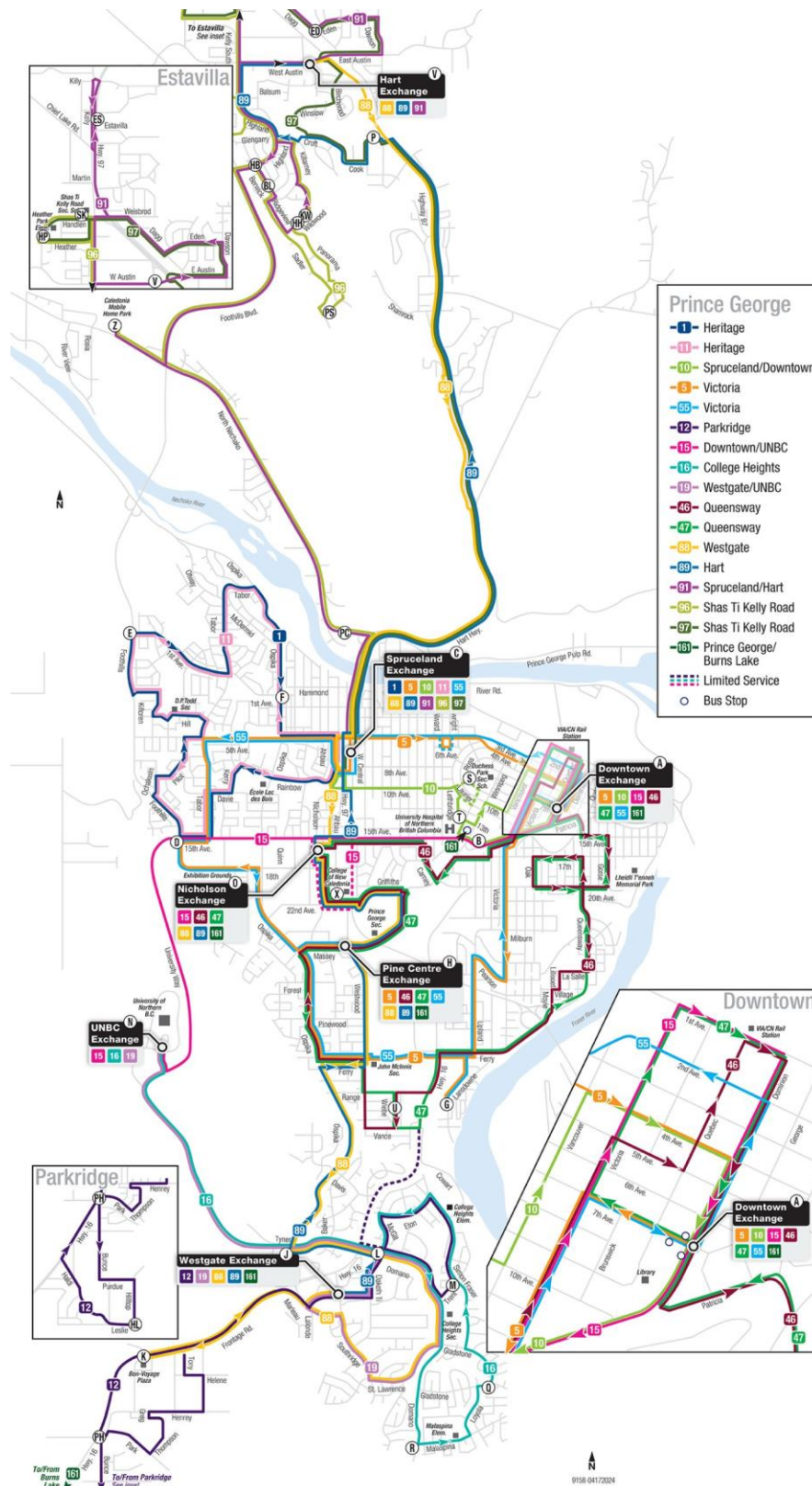
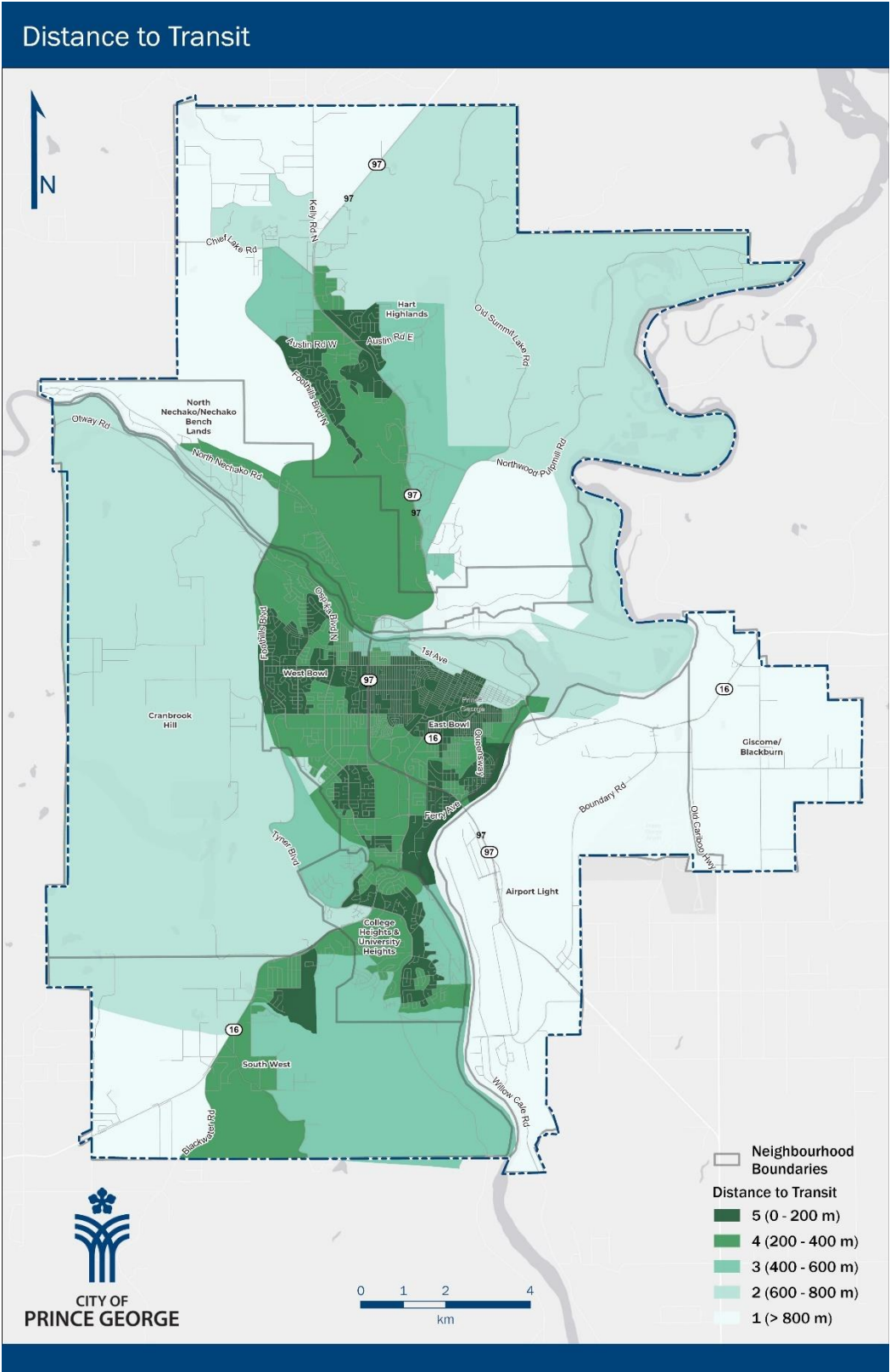


Figure 14: Distance to Transit (Prince George, CCA, 2024)



## 4.0 NEXT STEPS

This report has been prepared as part of the planning process to develop the Prince George ATP. This document summarizes existing conditions for active transportation in Prince George based on technical analysis and community input received to date. The next phase for this project will focus on charting the course for the future of active transportation in Prince George based on existing conditions and input received from the community members and agency partners.

During the next phase, a draft active transportation network will be developed that identifies future routes and infrastructure projects. Additionally, policy and program recommendations will be drafted. These preliminary recommendations will be shared with community members and agency partners in late 2025/early 2026 to collect feedback on the level of support for the recommendations and understand priorities.



**APPENDIX A:**  
**COMPLETE COMMUNITY**  
**ASSESSMENT**  
TRANSPORTATION  
RECOMMENDATIONS

# APPENDIX A: COMPLETE COMMUNITY ASSESSMENT

## TRANSPORTATION RECCOMENDATIONS

|    | Transportation Recommendations                                                                                                                                                                                                                 | Timeframe                                                    | Implementation                                                                                    | Key Document(s)                                                                                                        |
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|    | General                                                                                                                                                                                                                                        |                                                              |                                                                                                   |                                                                                                                        |
| T1 | Partner with senior levels of government to maintain Highway 97 and Highway 16 and to implement projects along both transportation corridors.                                                                                                  | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>    | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul> |
| T2 | Monitor utilization of the entire transportation system to identify opportunities to achieve greater efficiencies and returns on investment.                                                                                                   | <ul style="list-style-type: none"> <li>Short-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul> |
| T3 | Create a city-wide Travel Demand Management (TDM) strategy.                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>Short-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Travel Demand Management (TDM) Strategy</li> </ul>                              |
| T4 | Require new developments to incorporate sustainable transportation connections and TDM tools that make sustainable transportation modes more attractive (e.g., active transportation, transit, car-pooling).                                   | <ul style="list-style-type: none"> <li>Short-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul> |
| T5 | Collaborate with senior levels of government to ensure regional and provincial transportation infrastructure is well connected to the municipal transportation network and reflects the community's priorities for sustainable transportation. | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>    | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul> |

|     | Transportation Recommendations                                                                                                                                                                                | Timeframe                                                     | Implementation                                                                                                   | Key Document(s)                                                                                                                                                  |
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|     | Active Transportation                                                                                                                                                                                         |                                                               |                                                                                                                  |                                                                                                                                                                  |
| T6  | Identify gaps in the Cycling Network and Pedestrian Network and highlight areas where investment in separated bike lanes, pedestrian overpasses or other infrastructure is warranted to ensure public safety. | <ul style="list-style-type: none"> <li>Short Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul>                                           |
| T7  | Increase opportunities for residents to be active year-round by incorporating 'Winter City' design principles into active transportation projects.                                                            | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul>                                           |
| T8  | Build an active transportation network that is universally accessible.                                                                                                                                        | <ul style="list-style-type: none"> <li>Long-Term</li> </ul>   | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul>                                           |
| T9  | Partner with local accessibility organizations to proactively identify aspects of the transportation network that can be improved.                                                                            | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul>                                           |
| T10 | Connect parks, open spaces and community facilities like schools, childcare centres and recreation centres with active transportation networks.                                                               | <ul style="list-style-type: none"> <li>Medium-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> <li>Parks</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> <li>Parks and Open Space Master Plan</li> </ul> |
| T11 | Create a working group to provide input into active transportation projects and programs.                                                                                                                     | <ul style="list-style-type: none"> <li>Quick Wins</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul>                                           |

|         | Transportation Recommendations                                                                                                                                                                                                    | Timeframe                                                     | Implementation                                                                                    | Key Document(s)                                                                                                        |
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| T12     | Make the downtown more accessible by installing sidewalks on both sides of every street and providing uniquely branded wayfinding infrastructure to orient visitors and connect them to the city's natural and cultural heritage. | <ul style="list-style-type: none"> <li>Long-Term</li> </ul>   | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul> |
| T13     | Install secure bike parking facilities throughout the active transportation network and bike storage lockers downtown.                                                                                                            | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul> |
| T14     | Upgrade intersections to better accommodate people walking, rolling and cycling, prioritizing intersections with arterial streets and intersections with the greatest safety concerns.                                            | <ul style="list-style-type: none"> <li>Medium-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul> |
| T15     | Improve sidewalk conditions to increase pedestrian comfort, safety, and accessibility. Prioritize areas with high access to daily needs (i.e., East Bowl (Downtown), West Bowl).                                                  | <ul style="list-style-type: none"> <li>Medium-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul> |
| T16     | Build sidewalks where there are gaps in the current network.                                                                                                                                                                      | <ul style="list-style-type: none"> <li>Medium-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul> | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Active Transportation Plan (Update)</li> </ul> |
| Transit |                                                                                                                                                                                                                                   |                                                               |                                                                                                   |                                                                                                                        |
| T17     | Advocate for more transit funding from senior levels of government.                                                                                                                                                               | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>     | <ul style="list-style-type: none"> <li>Capital Program Management Office</li> </ul>               | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul> |
| T18     | Provide BC Transit with annual population and development statistics to inform their transit planning work.                                                                                                                       | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>     | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> </ul>                      | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul> |

|     | Transportation Recommendations                                                                                                                                     | Timeframe                                                     | Implementation                                                                                                          | Key Document(s)                                                                                                                |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
|     | Transit                                                                                                                                                            |                                                               |                                                                                                                         |                                                                                                                                |
| T19 | Make transit more accessible and enjoyable by installing secure bike parking facilities and bus shelters along transit routes.                                     | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>     | <ul style="list-style-type: none"> <li>Transportation &amp; Technical Services</li> </ul>                               | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Transportation Master Plan (Future)</li> </ul>         |
| T20 | Reduce or eliminate parking spaces for new developments.                                                                                                           | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                       | <ul style="list-style-type: none"> <li>Zoning Bylaw</li> </ul>                                                                 |
| T21 | Install electric charging stations at all civic buildings and facilities.                                                                                          | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                       | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Zoning Bylaw</li> <li>Development Approvals</li> </ul> |
| T22 | Require electric charging stations to be installed in all new developments.                                                                                        | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                       | <ul style="list-style-type: none"> <li>Official Community Plan</li> <li>Zoning Bylaw</li> <li>Development Approvals</li> </ul> |
| T23 | Adopt a curb-side management strategy to support innovative and dynamic uses for the curbside.                                                                     | <ul style="list-style-type: none"> <li>Medium-Term</li> </ul> | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                       | <ul style="list-style-type: none"> <li>Curb-side Management Strategy</li> </ul>                                                |
| T24 | Reduce parking demand by promoting alternative modes of travel and providing the infrastructure required to make them safe, comfortable, accessible and efficient. | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>     | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Capital Program Management Office</li> </ul> | <ul style="list-style-type: none"> <li>Zoning Bylaw</li> </ul>                                                                 |
| T25 | Allocate preferred parking stalls for shared-automobile programs.                                                                                                  | <ul style="list-style-type: none"> <li>Short-Term</li> </ul>  | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Engineering</li> </ul>                       | <ul style="list-style-type: none"> <li>Zoning Bylaw</li> </ul>                                                                 |
|     | Goods Movement                                                                                                                                                     |                                                               |                                                                                                                         |                                                                                                                                |
| T26 | Design truck routes so they do not compromise the safety of active transportation users or negatively impact residential and commercial areas.                     | <ul style="list-style-type: none"> <li>Ongoing</li> </ul>     | <ul style="list-style-type: none"> <li>Planning &amp; Development</li> <li>Capital Program Management Office</li> </ul> | <ul style="list-style-type: none"> <li>Transportation Master Plan (Future)</li> </ul>                                          |