Active Transportation Plan

The City of Prince George is developing an Active Transportation Plan to create a complete and comfortable active transportation network for people of all ages and abilities, making it easier and safer for residents to get around by walking, cycling, and rolling. The Active Transportation Plan will help guide decision-making and investments related to active transportation improvements.

The Active Transportation Plan focuses on commuter trips and active transportation routes that are on, or adjacent to, roadways. The network recommendations included in the Plan provide connections to trails and other recreational facilities, but this is not a Trails or Parks Plan and there are no rustic or local trail projects proposed as part of the active transportation plan.

This document provides some additional information about the network recommendations presented as part of the second round of community engagement for the Active Transportation Plan.

Proposed Active Transportation Network Recommendations

The proposed long-term pedestrian network map identifies new infrastructure projects that will fill gaps in the pedestrian network. The gaps can be filled with sidewalks or multi-use pathways.

The proposed long-term cycling network map identifies new infrastructure projects that will fill gaps in the cycling network and upgrade existing routes. The proposed cycling network includes:

- **Proposed Future Cycling Route** – new cycling routes that can be multi-use pathways, protected bicycle lanes, painted bicycle lanes, and neighbourhood bikeways.
- **Proposed Route Upgrades** –upgrades to existing cycling routes to make them feel safer and more comfortable by providing physical separation between people cycling and motor vehicles.
- **Proposed Rural Active Transportation Routes** – can include implementing signage and pavement markings to raise awareness of active transportation users in the short-term and exploring opportunities to implement paved shoulders or off-street trails in the long-term.
- **Identified Gap on a Provincial Roadway** – the City will continue to work with the Province to advocate for higher quality active transportation on corridors under their jurisdiction

To learn more detail about the projects identified as part of the long-term pedestrian and cycling network, please visit the upcoming open house on December 3rd, 2025, at Prince George Public Library (Bob Harkins Branch) from 4:00pm to 7:00pm.

In addition to the network maps, recommendations for intersection and crossing improvements at 31 locations within the City have been identified. The table below provides a summary of the locations and the proposed enhancements.

Table 1: Proposed Intersections and Crossings

ID#	New or Upgrade	Jurisdiction	Location	Proposed Enhancements
1	Upgrade	City	Domano Boulevard at Moriarty Crescent	• Review current pedestrian crossing volumes to determine if a traffic control device is warranted.
2	Upgrade	City	Tyner Boulevard at Ospika Boulevard	• Explore opportunities to enhance connectivity to the trail that runs parallel to Tyner Boulevard from the intersection. This may include relocating the trailhead, providing an off-street multi-use pathway extension from the north-west corner of the intersection to the trailhead, and providing wayfinding and signage for all road users.
3	Upgrade	City	University Way at Ceremonial Road	• Review intersection crossing volumes and determine if a different type of traffic control is warranted at the existing crosswalk. • Explore opportunities to enhance accessibility by providing a curb ramp on the channelized right-turn island for the crosswalk on University Way.
4	Upgrade	City	Massey Drive at Ospika Boulevard	• Review the intersection geometry and explore opportunities to enhance visibility of pedestrians at channelized right turns or explore the removal of the channelized right turn lanes. Additionally, use paint and signage to increase visibility of cyclists crossing the channelized right turns (continue bicycle lane pavement markings through the intersection).
5	Upgrade	City	Massey Drive at Westwood Drive	• Review sightlines and intersection geometry, ensure vegetation located within sightlines is maintained and cut back. • Review signal timing and explore opportunities to lengthen the pedestrian crossing time. Consider the feasibility of implementing a leading pedestrian internal. • Provide bike lane ends signage to raise awareness in advance of the intersection for all road users and for cyclists to share the lane through the intersection (eastbound) in the short-term.
6	Upgrade	City	15th Avenue at Foothills Boulevard and University Way	• Review signal timing and explore opportunities to lengthen the pedestrian crossing time. Consider the feasibility of implementing a leading pedestrian internal. • Review motor vehicle volumes and operations at the intersection to explore opportunities to provide a dedicated cycling lane through to the intersection. This would include removing the dashed segment of the bicycle lanes where motor vehicles turning right share the lane with cyclists. • Review intersection geometry and consider opportunities to reduce the corner radii to slow vehicles making turning movements and improve sightlines.
7	Upgrade	City	15th Avenue at Ospika Boulevard	
8	Upgrade	City	5th Avenue at Foothills Boulevard	• Review motor vehicle volumes and the geometric design of the intersection and consider providing a dedicated bicycle lane to the intersection. Explore protecting the bicycle lane with physical separation at the intersection approach. This would include removing the dashed

ID#	New or Upgrade	Jurisdiction	Location	Proposed Enhancements
				segment of the bicycle lanes where motor vehicles share the lane with cyclists. If this is not possible, review the length of the dashed line and the signage used to raise awareness that this is a shared space.
9	Upgrade	City	5th Avenue at S. Tabor Boulevard	• Explore opportunities to enhance accessibility and pedestrian safety at this intersection. • Conduct a review of geometry and accessibility at the intersection to ensure curb ramps are oriented to guide pedestrians directly to the crossing area in the desired direction of travel. • Ensure median refuge islands are accessible and people using mobility aids can access the pushbutton. • Ensure ramps and sidewalks are maintained with smooth surfaces and free of obstructions and uneven pavement. • In addition to the intersection improvements identified at this location, explore the feasibility of implementing a crossing at Pilot Street or the walkway located approximately 35 metres east of Pilot Street and provide an additional designated crossing of 5th Avenue.
10	Upgrade	City	5th Avenue at Ospika Boulevard	• Review the intersection geometry (and approaches) and explore opportunities to enhance visibility of pedestrians at channelized right turns or consider the removal of channelized right turn lanes. • Additionally, use paint and signage to increase visibility of cyclists crossing the channelized right turns (continue bicycle lane 'guiding' pavement markings through the intersection) if feasible.
11	Upgrade	City	5th Avenue at Ogilvie Street	• Repaint crosswalk annually and ensure winter maintenance practices do not obstruct the crossing and user accessibility. • Review current pedestrian crossing control to determine if a higher level of control is warranted.
12	Upgrade	City	Ospika Boulevard. at 1st Avenue	• Review intersection geometry and user volumes to confirm the appropriate traffic control at this location, the need for the channelized right turn lane, and identify opportunities to enhance pedestrian accessibility, including providing curb ramps with direct access into the crosswalk. • Enhance the cycling facilities through the intersection for southbound cyclists on Ospika Boulevard.
13	Upgrade	City	Ospika Boulevard at Otway Road	• Review intersection geometry and traffic patterns to review traffic control and intersection. Review the existing corner radii and sightlines to enhance safety at this location.
14	Upgrade	City	Foothills Blvd Bridge	• Improve access to and from the pathways located on the bridge. Remove or reorient barriers and formalize a paved facility (pathway) that transitions from the paved shoulder onto the bridge (and vis versa) at both ends of the bridge structure.
15	Upgrade	City	10th Avenue at Alward Street	• Review current pedestrian crossing control to determine if a traffic control device is warranted. • Repaint crosswalk annually and ensure winter maintenance practices do not obstruct the crossing and user accessibility.

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16	Upgrade	City	Winnipeg Street and 3rd Avenue	• Review intersection geometry and user volumes to confirm the appropriate traffic control at this location.
17	New	City	Patricia Boulevard at 10th Avenue	• Explore the opportunity to add a crosswalk to access the staircase – conduct a review to confirm if a crosswalk and traffic control is warranted.
18	Upgrade	City	Dominion Street at Civic Centre	• Explore opportunities to implement a designated and formalized painted crosswalk at the existing pedestrian-controlled crossing across Dominion Street between the Civic Centre and the Kopar Memorial Arena.
19	Upgrade	City	Queensway at Patricia Boulevard	• Enhance connectivity and crossing opportunities for cyclists. • Provide ramps for cyclists to access off street connections (existing trails) and provide clear transitions between the on-street and off-street cycling facilities.
20	New	City	Lower Patricia Blvd. at Cottonwood Trail (adjacent to Highway 16)	• Explore formalizing the connection from Lower Patricia Boulevard to the Cottonwood Trail and Patricia Boulevard within municipal right-of-way (i.e. constructing a pathway connection) with wayfinding. There is also opportunity to work with the Ministry of Transportation and Transit to utilize space on the provincial right-of-way and enhance connectivity to the Yellowhead Bridge.
21	Upgrade	City and MOTT	Cameron Street Bridge approaches (north and south side)	• Conduct a study to review the feasibility of improving active transportation connections to the Cameron Street Bridge from Carney Street / River Road and explore options to improve accessibility, safety, and connectivity for active transportation users through the roundabout on the north side of the bridge.
22	Upgrade	City	Foothills Boulevard at Austin Road	• Review intersection geometry and explore intersection treatments, explore the feasibility of reducing the corner radii to slow vehicles making turning movements and improve sightlines.
23	Upgrade	City	Foothills Boulevard at Highland Drive	
24	Upgrade	MOTT	Highway 16 at Tyner Boulevard at Domano Boulevard	• Work with the Ministry of Transportation and Transit to: • Review detailed collision descriptions to better understand safety issues and develop mitigation measures.

ID#	New or Upgrade	Jurisdiction	Location	Proposed Enhancements
25	Upgrade	MOTT	Highway 16 at Vance Road at Cowart Road	• Review intersection geometry, sightlines, and channelized right turn lanes to address safety and accessibility concerns at the intersections and provide space for people walking and cycling through the intersection. Consider connections and transitions to active transportation infrastructure located on municipal roads / off-street facilities leading to the intersection. This includes frontage roads where applicable. • Study the feasibility of removing or upgrading the channelized right turns to smart channels where feasible. • Ensure crosswalks and other pavement markings are repainted regularly to maintain visibility. • The City will prioritize discussions with the province and present ideas to enhance intersections for people walking, cycling, and rolling.
26	Upgrade	MOTT	Highway 16 at Ferry Avenue	
27	Upgrade	MOTT	Highway 97 at 15th Avenue	
28	Upgrade	MOTT	Highway 97 at 10th Ave.	
29	Upgrade	MOTT	Highway 97 at 5th Ave.	
30	Upgrade	MOTT	Highway 97 at Austin Road. E.	
31	Upgrade	MOTT	Highway 97 at Simon Fraser Bridge	• Work with the Ministry of Transportation and Transit to: • To review pedestrian and cyclist access to and from the pathway on the bridge for pedestrians and cyclists travelling in both directions.

Priority Projects

We want to know which projects you would like to see completed first!

Through the development of the Active Transportation Plan, we have identified several projects to enhance active transportation in Prince George. Like most communities, our transportation needs exceed our ability to pay for them all right away. The following questions are intended to help us understand which projects you would like to see prioritized.

The following list of criteria that was considered when developing the active transportation network and identifying priority projects:

- Proximity to key destinations and daily needs:
    - Commercial, retail, and employment areas
    - Community facilities (parks, library, seniors centres, community centres, etc.)
    - Schools
    - Transit stops
- If the route connects to a trail and/or an existing sidewalk and bicycle route
- The presence of reported collisions involving a pedestrian or cyclist
- Community and interest group feedback

Proposed Quick Win Projects

We have identified some quick-win (QW) projects to improve active transportation in the short-term. These projects are smaller in scale, lower in cost, tend to be less contentious with fewer trade-offs, and can typically be implemented quickly if funding is available.

- **QW1** – Heather Road multi-use pathway. Provide a multi-use pathway on one side of Heather Road between Austin Road and Kelly Road.
- **QW2** – Enhance connections to the pathway on Foothills Bridge from the paved shoulders.
- **QW3** – Formalize a walkway between McBride Crescent and Ross Crescent at the end of 7 Avenue.
- **QW4** – Complete the walkway on 6th Avenue between Quebec Street and Dominion Street.
- **QW5** – Implement more secure and accessible bike parking downtown.
- **QW6** – Enhance the pedestrian crossing between the Civic Centre and Kopar Memorial Arena. Implement a painted crosswalk to enhance the existing pedestrian-controlled traffic signal.
- **QW7** – Enhance access to Cottonwood Trail from Downtown. Explore formalizing a trail connection from Lower Patricia Boulevard to the Cottonwood Trail/Patricia Boulevard.
- **QW8** – Implement a pedestrian crossing at Patricia Boulevard and 10th Avenue to provide a crossing opportunity near the Connaught Drive staircase.
- **QW9** – Enhance access to Taylor Drive within Lheidli T'enneh Memorial Park by exploring the feasibility of providing a new trail connection.

- **QW10** – Build a sidewalk on 11th Avenue / Laurier Crescent between Vancouver Street and 10th Avenue.
- **QW11** – Intersection improvement at Domano Boulevard at Moriarty Crescent.
- **QW12** – Intersection improvements at Tyner Boulevard and Ospika Boulevard.
- **QW13** – Intersection improvements at the Tyner multi-use pathway and the University of Northern BC.
- **QW14** – Build a sidewalk on 18th Avenue between Foothills Boulevard and Ospika Boulevard.

Proposed Major Projects

We have also identified some major projects to make Prince George more active transportation friendly in the long-term. These projects are larger in scale and typically take more time to implement. They often require additional community and stakeholder engagement, consideration of trade-offs like reallocating road space from motor vehicles to people walking and cycling and are often higher in cost.

- ❒ **MP1** – Cameron Street Bridge active transportation access improvements on the north and south sides of the bridge.
- ❒ **MP2** – Winnipeg Street protected bicycle lane. Upgrade the existing painted bicycle lane.
- ❒ **MP3** – Downtown multi-use pathway connection to Cottonwood Trail implementing a multi-use pathway along Patricia Boulevard between Queensway and Cottonwood Trail at the most eastern extent of Patricia Boulevard.
- ❒ **MP4** – Griffiths Avenue multi-use pathway. Construct a multi-use pathway between Highway 97 and Carney Street.
- ❒ **MP5** – Cowart Drive multi-use pathway. Construct a multi-use pathway between Simon Fraser Avenue to Vance Road.
- ❒ **MP6** – Ospika Boulevard protected bicycle lane. Upgrade the existing painted bicycle lane.
- ❒ **MP7** – University Way protected bicycle lane. Upgrade the existing painted bicycle lane.
- ❒ **MP8** – 15th Street protected bicycle lane. Upgrade the existing painted bicycle lane.

Appendix A: Mapping

Figure 1: Proposed Pedestrian Network

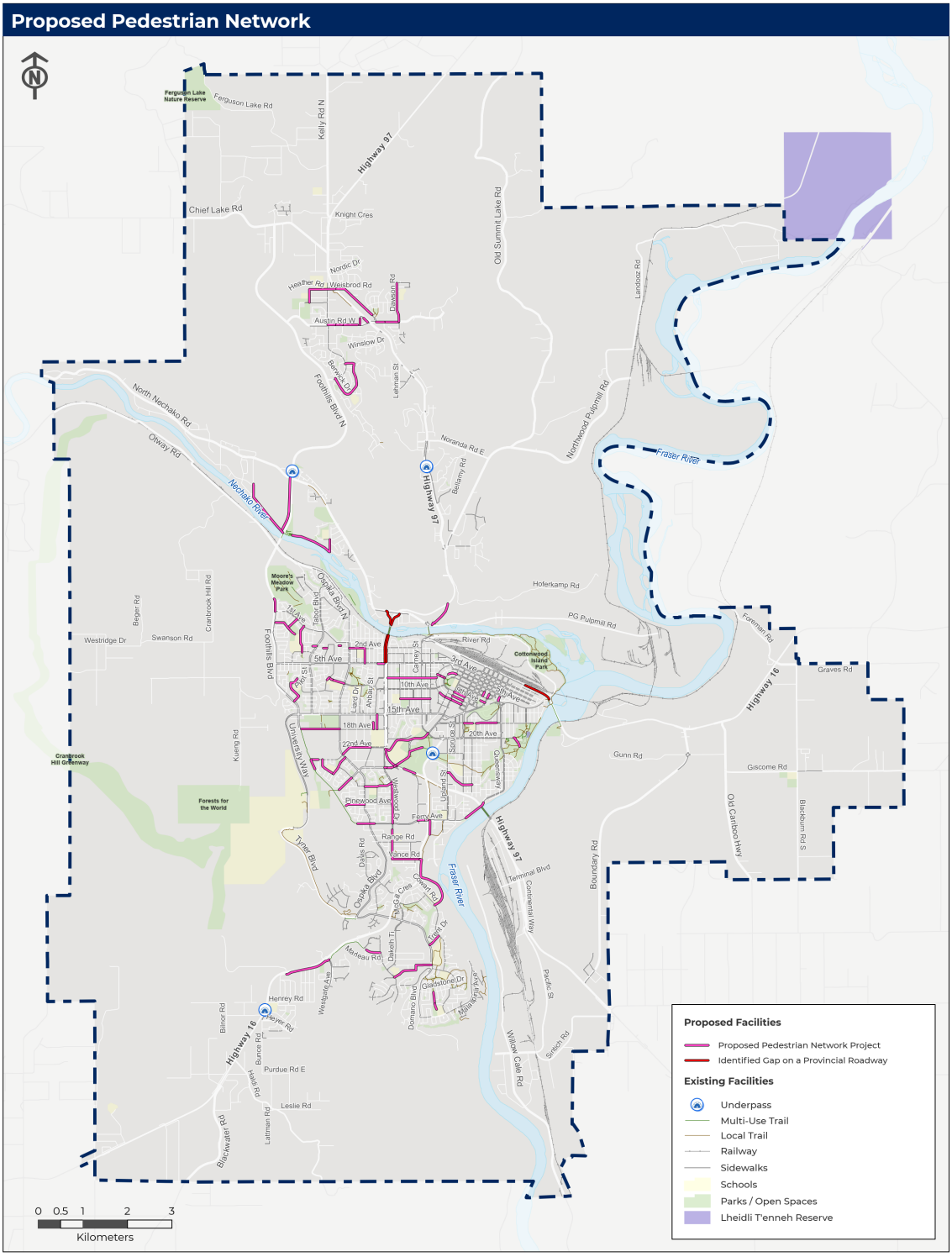

Figure 2: Proposed Cycling Network

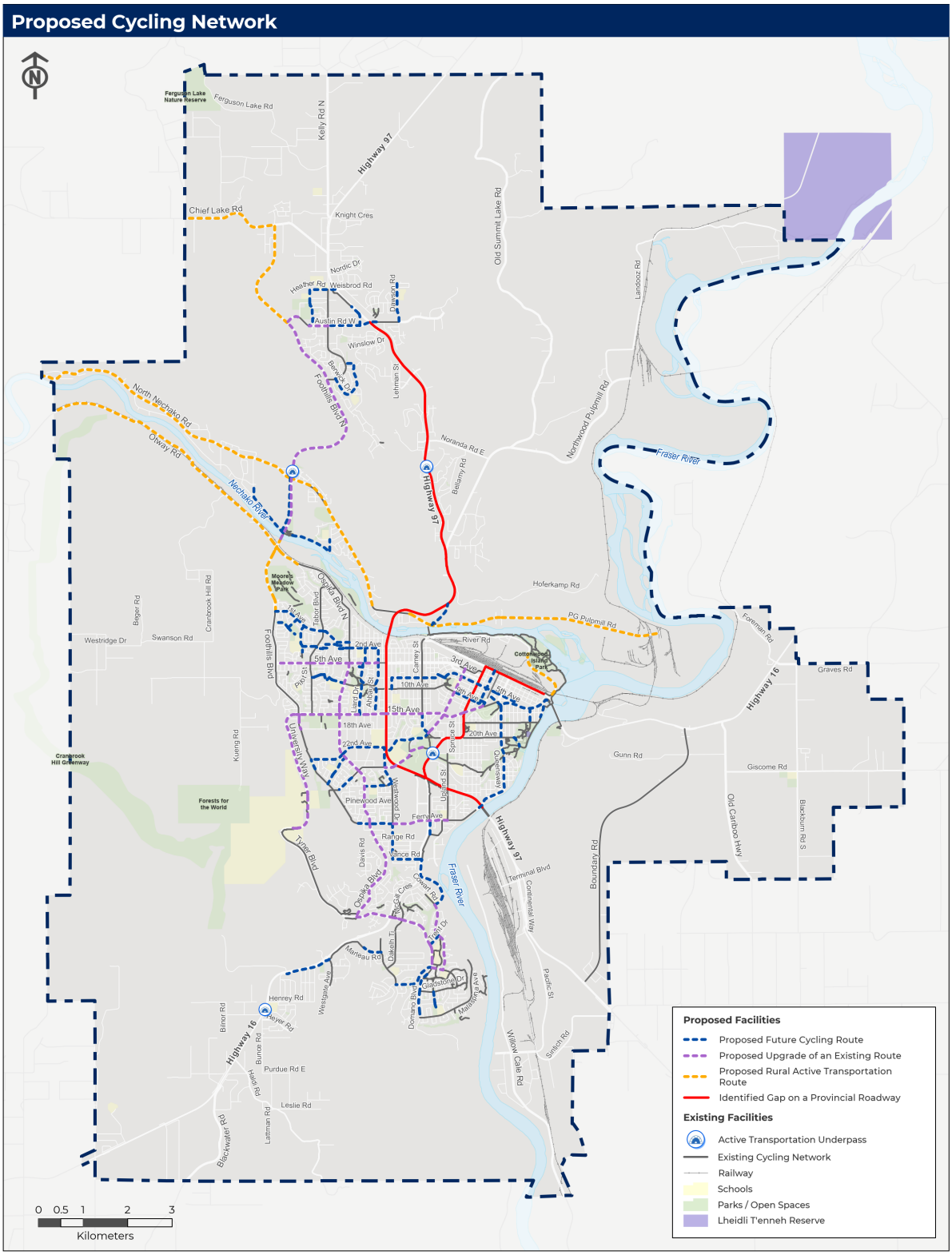

Figure 3: Proposed Intersection and Crossing Improvements

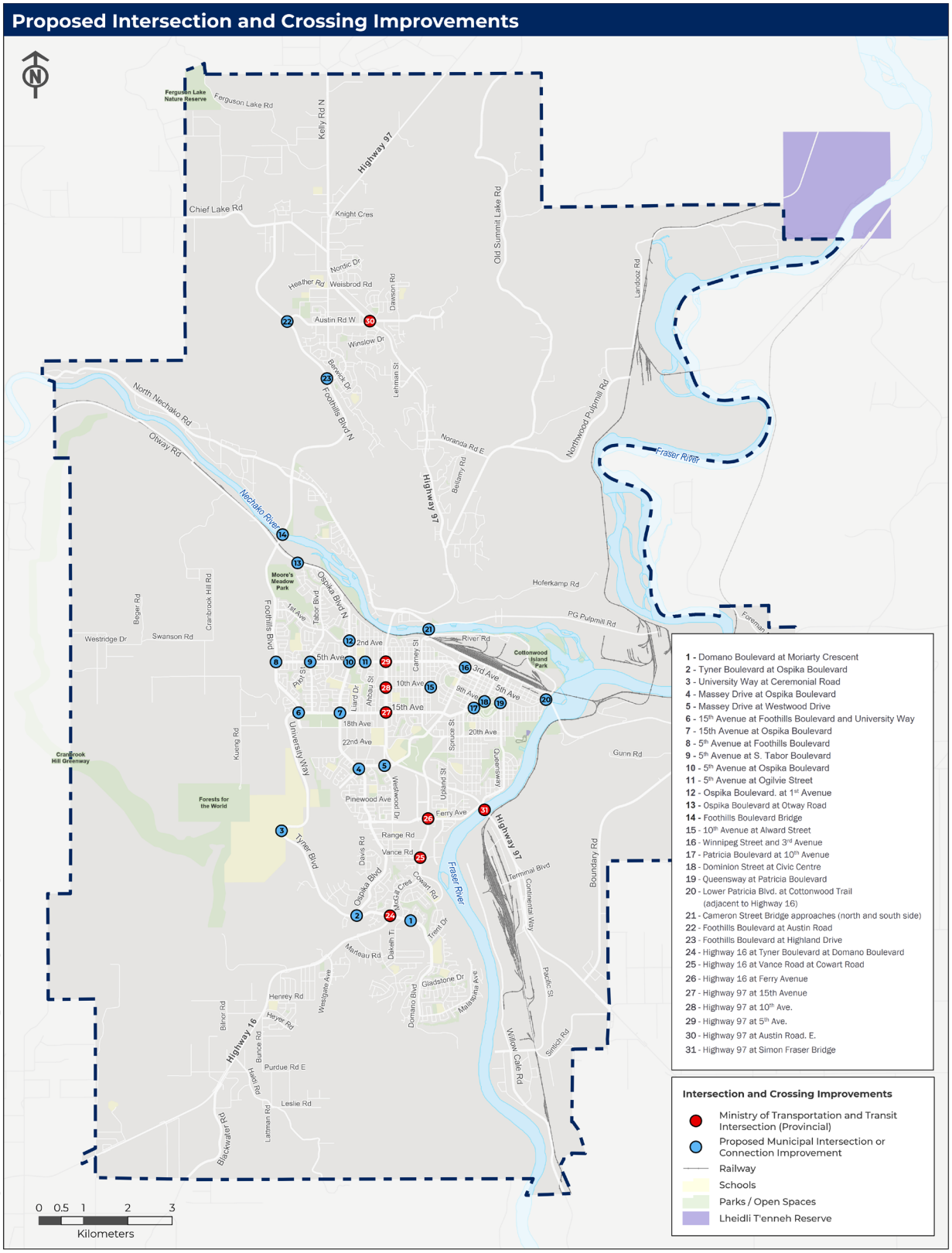

Figure 4: Proposed Quick Win Projects

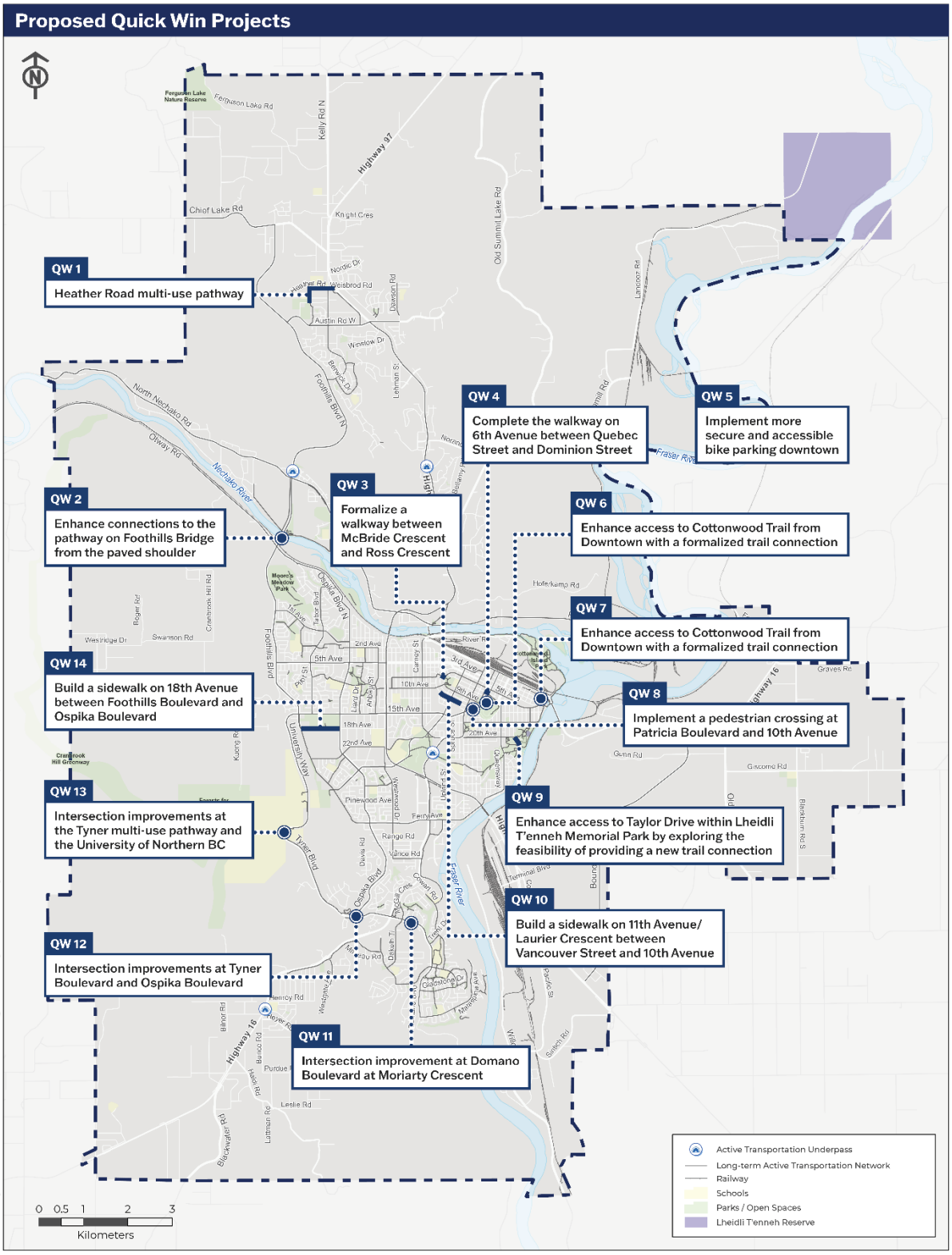

Figure 5: Proposed Major Projects