



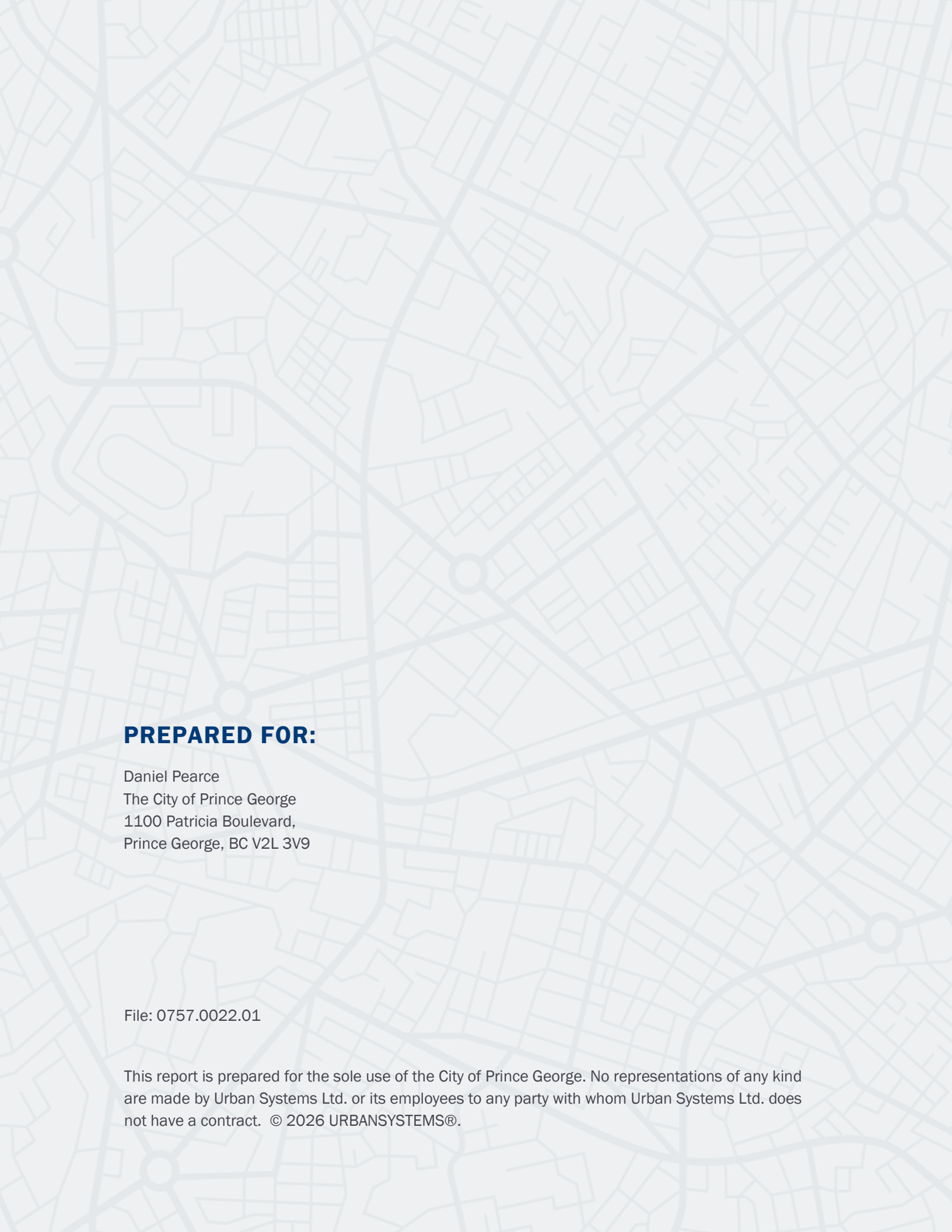
Community Engagement Summary

Round 2 Engagement

**Active Transportation
Plan**

January 2026



A light gray background map of Prince George, BC, showing a dense network of streets and several circular roundabouts. The map is oriented with North at the top.

PREPARED FOR:

Daniel Pearce
The City of Prince George
1100 Patricia Boulevard,
Prince George, BC V2L 3V9

File: 0757.0022.01

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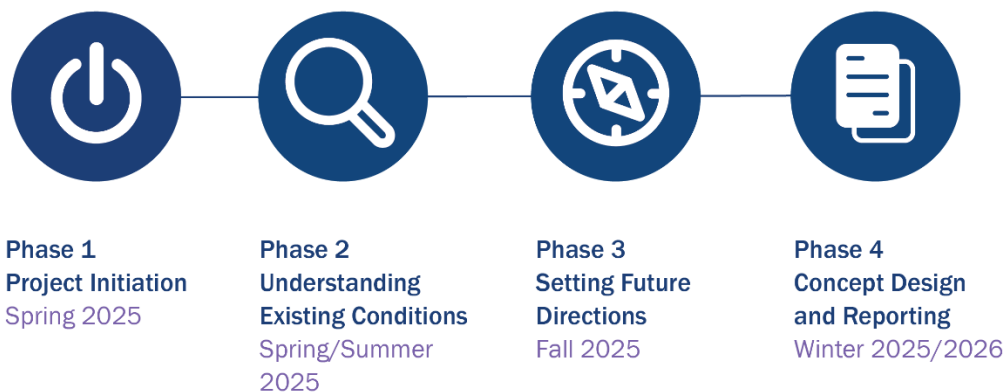
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INTRODUCTION

The City of Prince George is developing an Active Transportation Plan (ATP) 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, rolling. The ATP will help guide decision-making and investments related to active transportation improvements.

The ATP is being developed over an eight-month period and includes four phases, as described below. Engagement activities took place in both Phase 2 and Phase 3. The project is currently in *Phase 4: Concept Design and Reporting*.

Figure 1: Active Transportation Plan Timeline



In July 2025, the City launched the first round of community engagement for the ATP. This round focused on understanding gaps and opportunities across the existing active transportation network, along with community interests and priorities.

ROUND 2 ENGAGEMENT

Based on a review of existing conditions and community and key audience feedback during the first round of engagement, the project team developed preliminary actions, proposed network maps, and a list of infrastructure projects to improve active transportation in Prince George. The purpose of Round 2 engagement was to collect community input on the draft materials, before finalizing the ATP.

HOW WE INFORMED

In November of 2025, the City launched the second round of community engagement. The engagement activities were communicated through several channels outlined below.

Project Webpage

[The dedicated project webpage](#) was updated on the City's Get Involved platform. The project webpage shared background information about the project and the online surveys.

Social Media

The City promoted the second round of engagement across social media platforms. There were five posts on Facebook, Instagram, and LinkedIn between November 24 and December 9, 2025. In total, there were 66,749 social media impressions and 671 link clicks.

Press Release

A press release was distributed to local media outlets on November 24, 2025. The release announced the second round of engagement of the ATP and promoted the project website.

HOW WE ENGAGED

Community Open House

The City hosted a community open house on December 3, 2025, at Prince George Public Library (Bob Harkins Branch) from 4:00 pm to 7:00 pm. All project documents were available, and staff were on hand to answer questions. The event included interactive display boards where participants could provide input on the preliminary actions, proposed network maps, and infrastructure projects. Approximately 45 people attended the session.

Prior to the main event, an early session on the same day was hosted for community partners, agencies, or interest groups that had been invited to participate and/or involved in the first round of engagement. This provided an opportunity to follow up on specific questions or recommendations for the ATP. In total, ten people attended the early session.

Community Surveys

The City also hosted a two-part online survey to gather additional community input. The first survey focused on overall plan themes and proposed actions and received 243 responses. The second survey focused on the proposed network and infrastructure improvements and received 137 responses.

Both surveys were open from November 24 to December 14, 2025, providing community members and interest groups with an opportunity to participate virtually.

WHAT WE HEARD: COMMUNITY OPEN HOUSE

The City organized a public open house on December 3, 2025 at the Prince George Public Library (Bob Harkins Branch), running from 4:00 pm to 7:00 pm. Community members were invited to review the draft materials, and comment on the proposed actions, network concepts, and potential infrastructure improvements.

Before the public event, a dedicated session was convened for community partners, agencies, and interest groups engaged with during the Round 1 agency and interest group meetings. Comments and themes from both the early session, and the public open house are summarized below.

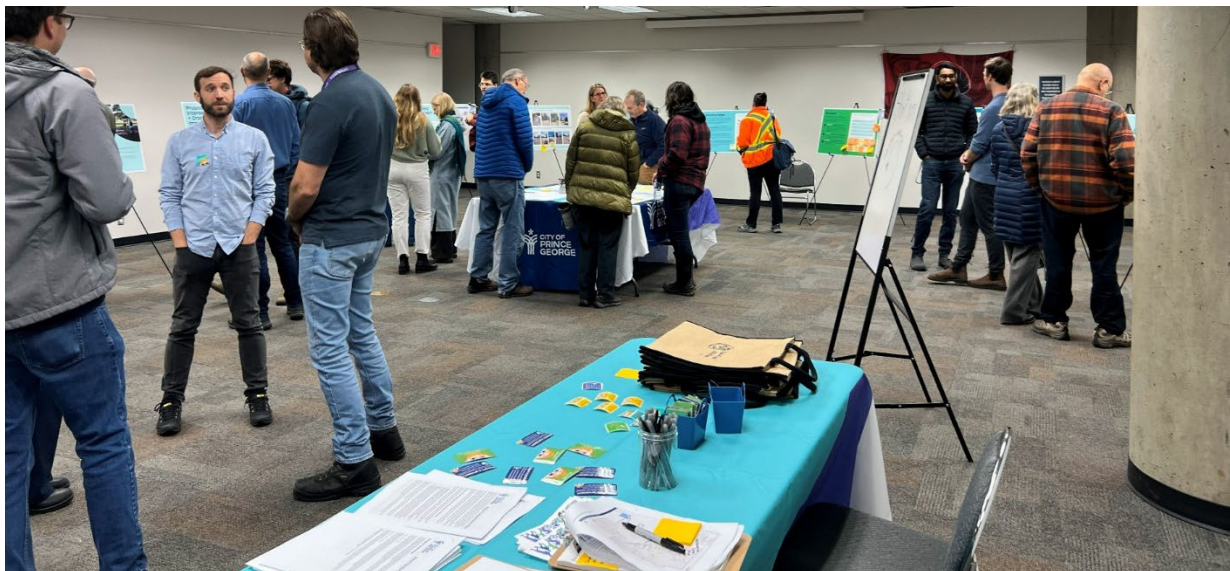
All comments that were left on maps have been summarized in **Appendix A**.

PART 1: PLAN THEMES AND ACTIONS

The first section of the open house introduced the proposed actions in the draft ATP. Fifteen specific actions were developed for the City to initiate, based on four core themes:

- **Connect** (4 actions)
 - Enhancing and expanding the network of walking and cycling routes to ensure people are connected to community destinations and their daily needs.
- **Integrate** (5 actions)
 - Ensuring the City integrates active transportation in all aspects of community planning, operations, and maintenance. This includes updating relevant municipal policies and embedding the recommendations of the ATP into future planning and infrastructure projects.
- **Enable** (3 actions)
 - Making active transportation a convenient, easy, and fun way to travel by making the experience more enjoyable.
- **Encourage** (3 actions)
 - Supporting and developing initiatives that educate and empower Prince George residents to use active transportation.

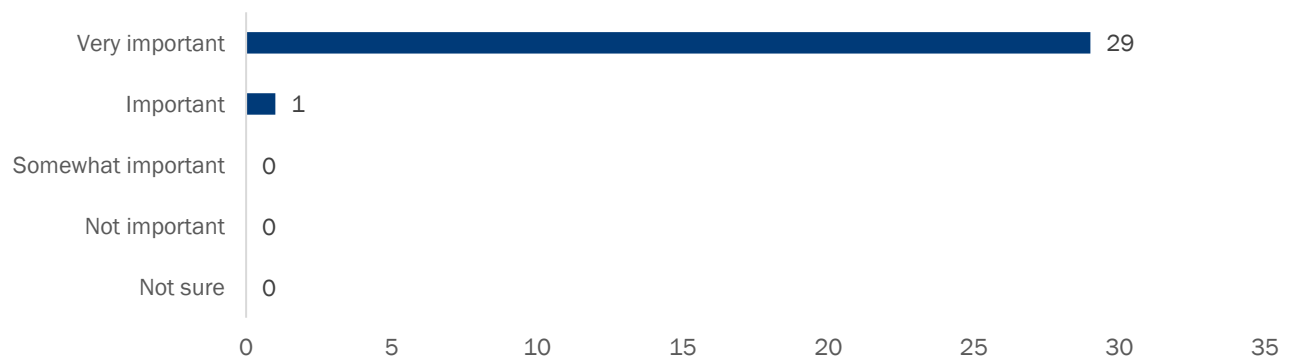
Attendees were able to provide feedback on interactive boards for each theme.



Theme 1: Connect

- ACTION 1: Build new and enhance existing active transportation routes within the community. This will be done by implementing new and upgrading existing bicycle routes, sidewalks, and multi-use pathways.
- ACTION 2: Improve safety and accessibility at intersections and crossings. This can include repainting crosswalks, adding new crossings, shortening crossing distances, upgrading curb ramps, providing new traffic control, and improving connections to bridges and trails.
- ACTION 3: Work with the province (Ministry of Transportation and Transit) and advocate for addressing safety concerns and active transportation facility gaps on infrastructure under their jurisdiction.
- ACTION 4: Improve walking and cycling connections to transit and school bus stops. This can include implementing sidewalk and cycling connections to transit stops, along transit routes, and providing amenities at transit stops.

Question: How important are these actions for improving active transportation in Prince George?



The highest number of open house participants (29 out of 30) rated Actions 1 to 4 as “Very important” for improving active transportation in Prince George.

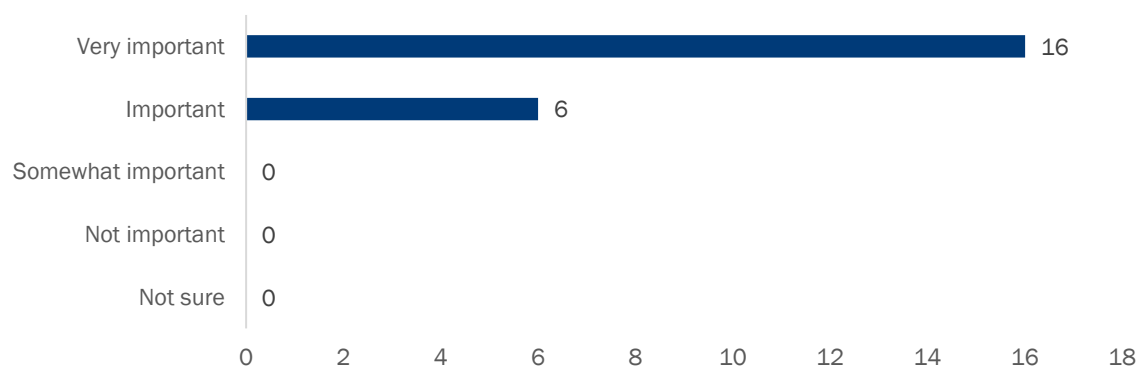
Attendees were invited to leave additional comments or questions on the boards. Comments included:

- Increase snow removal at medians and crosswalks to support those with limited mobility (2)
- Widen Cameron Street overpass- there is no room for bikes, the sidewalk is narrow, and it has a steep drop which is perceived as unsafe for cyclists (1)
- Prioritize safety in school zones and neighbourhoods (1)
- Increase walkability downtown (1)
- Improve signage and add “Share the Road” signs on Otway Road (1)
- Improve painting on bike lanes (1)
- Improve sidewalk quality in College Heights (1)
- Improve crossings on 10th Avenue (1)
- Address cars parking in the bike lanes (1)

Theme 2: Integrate

- ACTION 5: Integrate the recommendations of the Active Transportation Plan into City plans and projects. Ensuring planning and policy documents, projects, and developments support and encourage active transportation and incorporate the recommendations of the Active Transportation Plan.
- ACTION 6: Support and monitor the implementation and regulation of micromobility devices. The City will continue to stay attuned to and advocate for more guidance on the regulation of electric micromobility devices, monitor the results of the provincial electric kick scooter pilot project, and support potential shared-mobility services.
- ACTION 7: Review and update maintenance practices and procedures for active transportation routes to ensure they are in good condition and can be used year-round.
- ACTION 8: Incorporate street trees, landscaping, and other green infrastructure into active transportation projects.
- ACTION 9: Establish funding support for active transportation through capital projects and the development of a Municipal Active Transportation Fund.

Question: How important are these actions for improving active transportation in Prince George?



The majority of participants (16 out of 22) rated Actions 5 to 9 as “Very important” with the remaining rating them as “Important.”

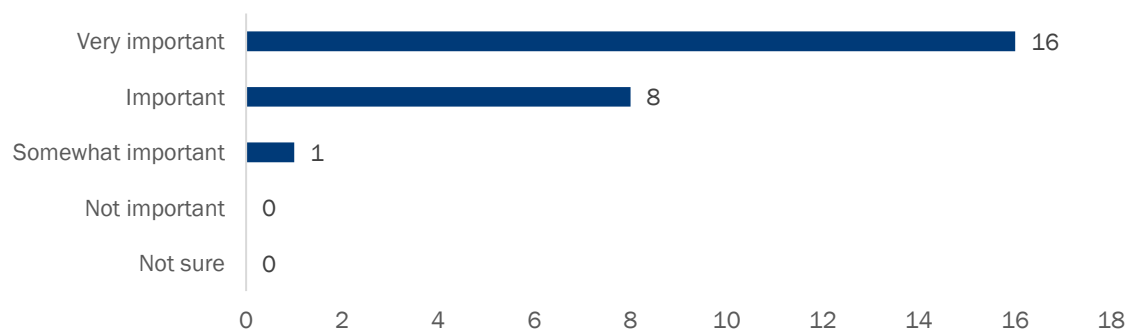
Attendees were invited to leave additional comments or questions on the boards. Comments included:

- Prioritize Action 7 (maintenance) (1)
- Address the impacts of gravel from snow removal on cycling (1)
- Clarify rules and regulations for micromobility (1)
- Increase bike lane and highway sweeping (1)
- Improve snow removal on sidewalks (1)

Theme 3: Enable

- ACTION 10: Create great places to walk, bike, and roll. This can be done by integrating land use and transportation planning, including creating neighbourhoods where destinations are within walking distance. The City can implement more amenities like seating, plazas, and programming that make spaces enjoyable to visit.
- ACTION 11: Provide more bicycle parking and end of trip facilities. This includes providing secure bicycle parking within the public right-of-way and at municipal and private buildings. End-of-trip facilities may include lockers, change rooms, bicycle repair stations, etc.
- ACTION 12: Provide wayfinding and signage to make it easier to get around. Help people navigate the community by improving wayfinding and information for active transportation users.

Question: How important are these actions for improving active transportation in Prince George?



Actions 10 to 12 received a high level of support, as most participants (16 out of 25) rated them as “Very important.”

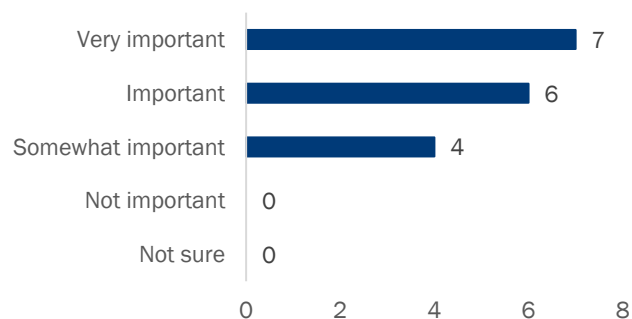
Attendees were invited to leave additional comments or questions on the boards. Comments included:

- Add secure bike storage or bike valets downtown (8)
- Improve lighting on trails and cycling routes (2)
- Improve signage on all routes, including the Centennial Loop (2)
- Add a shoulder between the Foothills and Otway Road, and along Miworth Road (1)
- Secure funding for a separate trail to Miworth Road (1)

Theme 4: Encourage

- ACTION 13: Support school-based active transportation programs and initiatives. This requires collaboration with the School District to support cycling education and pilot initiatives such as walking school buses to encourage more trips to and from school by active transportation.
- ACTION 14: Continue to support programs and Initiatives that promote active transportation. This involves supporting and collaborating with local organizations and private businesses on new and existing programs that promote and raise awareness about active transportation.
- ACTION 15: Develop an active transportation data collection, monitoring, and awareness program. This includes collecting information about how many people are walking and cycling in the City and developing communication materials to share information about active transportation.

Question: How important are these actions for improving active transportation in Prince George?



While still positive overall, support for Actions 13 to 15 was a mix of “Very important” (7), “Important” (6), and “Somewhat important” (4).

Attendees were invited to leave additional comments or questions on the boards. Comments included:

- Install more signage and provide improved education for drivers/explore opportunities for creative marketing campaigns to encourage safe behaviours (4)
- Host cyclist safety information sessions at elementary schools and support a culture change to encourage more cycling (1)
- Include daycares (1)
- Prioritize pedestrians downtown (1)
- Improve directional signage for cyclists (1)
- Secure additional funding for cycling infrastructure and education (1)
- Add “evaluation” to Action 15 (1)

PART 2: ACTIVE TRANSPORTATION NETWORK

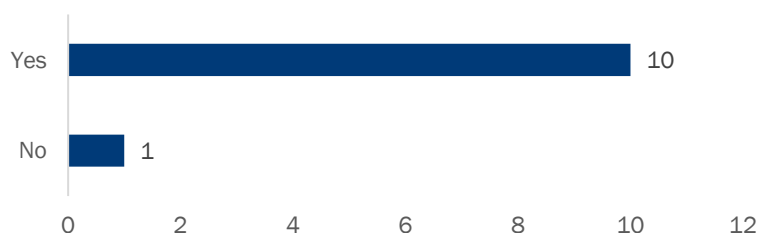
The second section of the open house provided participants with an opportunity to review the proposed network maps for walking, cycling, and intersection improvements.

The following planning principles were applied in the development of the long-term transportation network in Prince George.

- **Connected:** Connecting key destinations for all Prince George community members and visitors with walking and cycling facilities.
- **Convenient:** Providing a network of facilities so most residents can access a connected and continuous route near their home.
- **Comfortable:** Focusing on developing a network with routes comfortable for people of all ages and abilities.
- **Context-sensitive:** Considering Prince George's local winter-city environment, role as a regional service hub, financial implications, topography, and weather.

Proposed Pedestrian Network

Question: Do you think filling in the pedestrian network gaps will help connect people walking to key community destinations?



Most participants (10) agreed that filling gaps in the pedestrian network will help connect people to key community destinations.

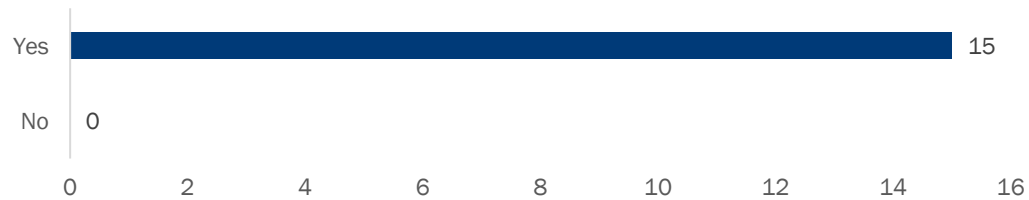
Attendees were invited to leave additional comments or questions regarding the proposed pedestrian network. Comments included:

- Add more pedestrian viewpoints (in collaboration with tourism groups) (1)
- Improve connectivity in the North Nechako neighbourhood (1)
- Provide more lighting for security throughout the city (1)
- Increase pedestrian safety from cyclists on the Careny Rail Crossing sidewalk (1)

More location specific comments can be found in **Appendix A**.

Proposed Cycling Network

Question: Do you think filling in the cycling network gaps will help connect people cycling to key community destinations?



All participants (15) responding to this question agreed that filling gaps in the cycling network would help connect people to more destinations.

Attendees were invited to leave additional comments or questions regarding the proposed cycling network. Comments included:

- Explore snow clearing practices for bike lanes (cyclists are having to use sidewalks or roads in winter, impacting pedestrian safety) (1)
- Improve signage and pavement markings on all cycling routes (1)
- Prevent motor vehicles from driving in bicycle lanes (1)

Location specific comments can be found in **Appendix A**.

Proposed Intersection and Crossing Improvements

Question: Do you think the proposed crossing improvements will help improve safety and accessibility for people travelling by active transportation?



All participants responding to this question (10) agreed that the proposed crossing improvements would help improve accessibility and safety in Prince George.

Attendees were invited to leave additional comments or questions regarding the proposed intersection and crossing improvements, highlighting several key areas where participants would like to see improvements, including:

- Carney Street and 2nd / 3rd Avenue crosswalk (pedestrian-controlled light needed) (2)
- Queensway and 1st Avenue (2)
- Tyner Boulevard and Ospika Boulevard intersection (pathway and proper connection) (2)
- 22nd Street and Highway 97 (crossing improvement or overpass) (1)
- Victoria and 20th Avenue (a formalized crossing for pedestrians) (1)
- All crossings in central (improvements needed for cyclists) (1)
- Carney Street and Highway 16 (improved crosswalk and lighting) (1)
- Carney Street and 8th Avenue (1)
- Queensway and Highway 16 (signalized intersection)
- Geroge Street and 4th Avenue (stop sign)
- Mid-block on 5th Avenue (around Gillet Street)
- Ferry Avenue and Upland Street (1)

General comments also included:

- More flashing lights for pedestrians (1)
- More cyclist controlled or activated lights (1)
- Better connections to paths and trails (1)

PART 3: PRIORITY PROJECTS

The final portion of the open house presented a list of projects that were identified to improve active transportation in Prince George. These projects fell under two categories:

- **Quick-Win Projects:** 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.
- **Major Projects:** 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.

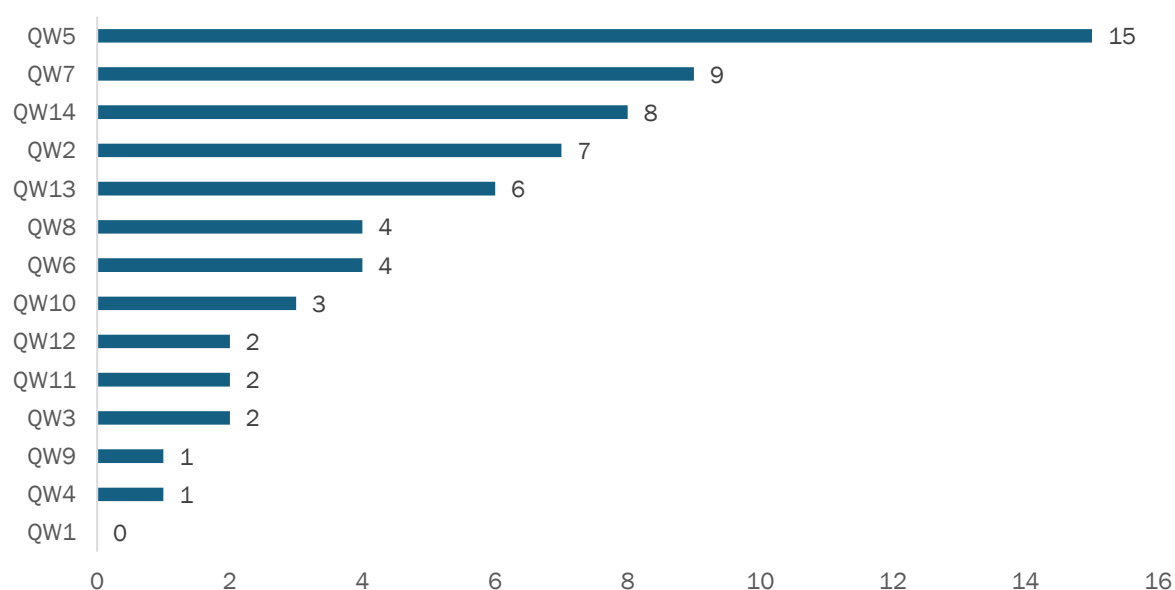
After reviewing the list of projects, participants were asked to identify the ones they would like to see completed first.

Quick-Win Projects

The project team identified the following quick-win (QW) projects to improve active transportation in the short term:

- 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.

Attendees were invited to take three dot stickers and identify their top three projects.



The top three projects across all participants were:

1. **Quick-Win Project #5:** Implement more secure and accessible bike parking downtown. (15 votes)
2. **Quick-Win Project #7:** Enhance access to Taylor Drive within Lheidli T'enneh Memorial Park by exploring the feasibility of providing and new trail connection. (9 votes)
3. **Quick-Win Project #14:** Build a sidewalk on 18th Avenue between Foothills Boulevard and Ospika Boulevard. (8 votes)

There was one additional comment left on the display board which expressed the desire for intersection improvements on 5th Avenue near the intersection of Highway 97¹ to be considered as a quick-win project.

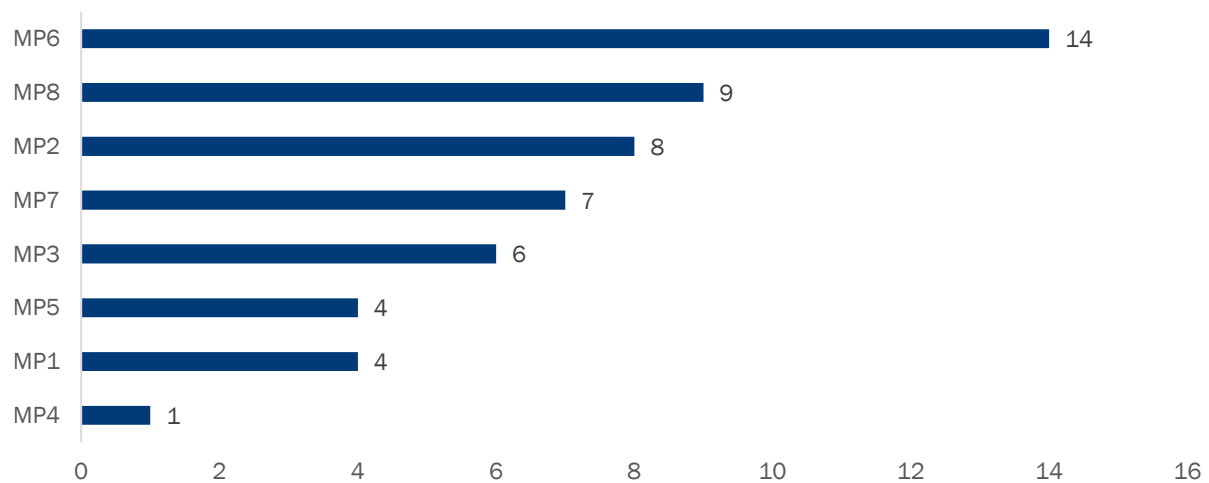
Major Projects

The project team also identified the following major projects (MP) to make Prince George more active transportation friendly in the long-term:

- 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 multiuse 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.

¹ Highway 97 is outside of the City's jurisdiction and would require collaboration with the Ministry of Transportation and Transit.

Attendees were invited to take three dot stickers and identify their top three projects.



The top three projects across all participants were:

1. **Major Project #6:** Ospika Boulevard protected bicycle lane - Upgrade the existing bicycle lane. (14 votes)
2. **Major Project #8:** 15th Street protected bicycle lane – Upgrade the existing bicycle lane. (9 votes)
3. **Major Project #2:** Winnipeg Street protected bicycle lane – Upgrade the existing bicycle lane. (8 votes)

One comment was left on a sticky note, requesting that Otway Road active transportation improvements be considered a major project.

WHAT WE HEARD: COMMUNITY SURVEYS

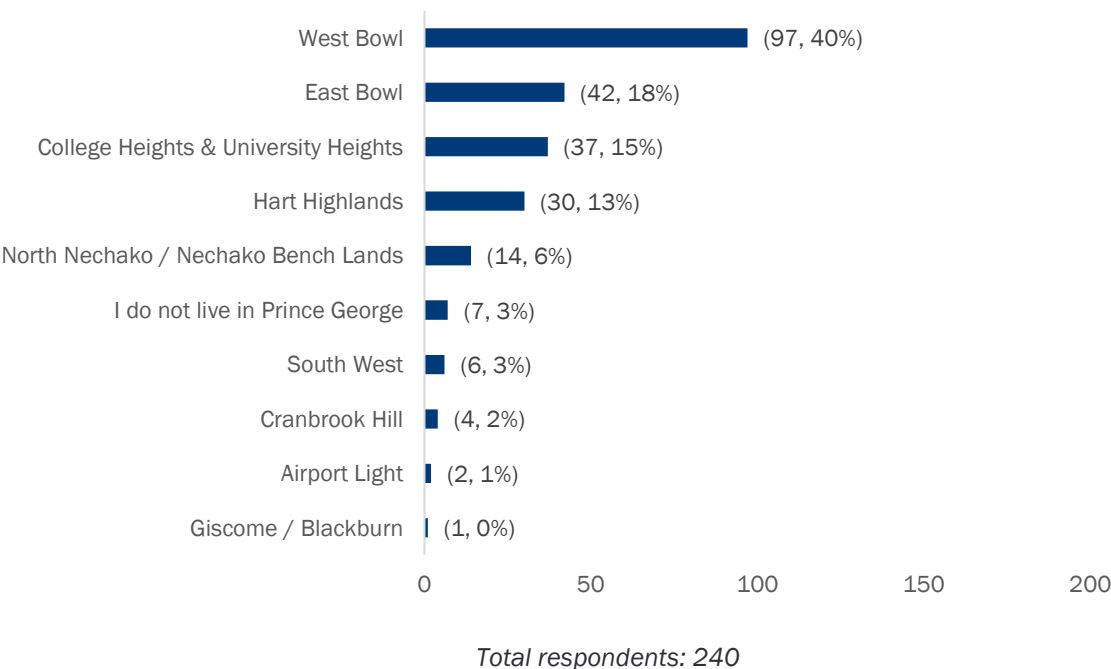
In addition to the in-person open house, the City offered a two-part online survey to ensure broad and accessible opportunities for participation. The surveys were designed to complement the in-person engagement by allowing respondents to review project information at their own pace and provide detailed feedback.

- **Survey 1: Plan Themes and Actions** focused on overall priorities and proposed actions for the plan and received a total of 243 responses.
- **Survey 2: Proposed Network and Infrastructure Improvements** focused on specific locations, connections, and infrastructure projects and received 137 responses.

Both surveys were open from November 24 to December 14, 2025.

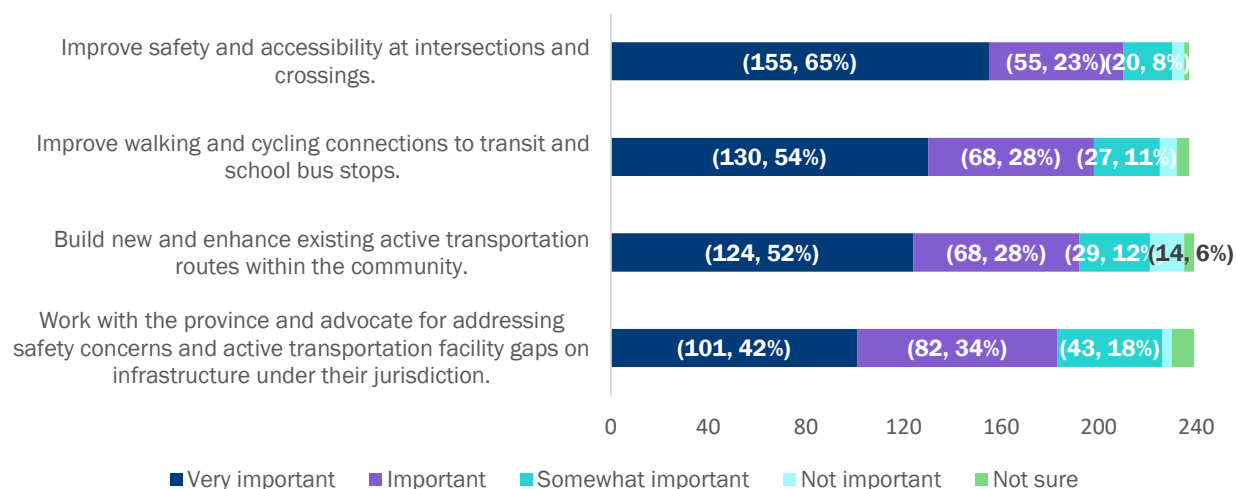
SURVEY 1: PLAN THEMES AND ACTIONS

Question 1: Where do you live in Prince George? Please use the map below to identify your neighbourhood.



Almost half (40%) of respondents to this survey reside in the West Bowl, followed by the East Bowl (18%), and College Heights/University Heights (15%).

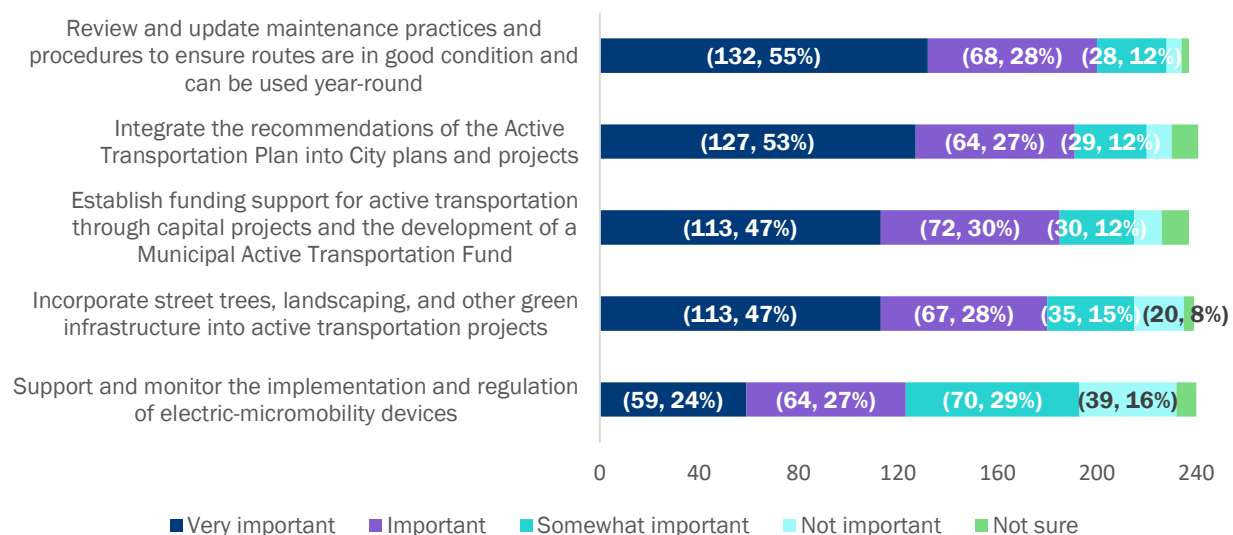
Question 2: In your opinion, how important are these actions for improving active transportation in Prince George?



Total respondents: 240

The highest-rated action in Question 2 was to improve safety and accessibility at intersections and crossings (65% Very important, 23% Important).

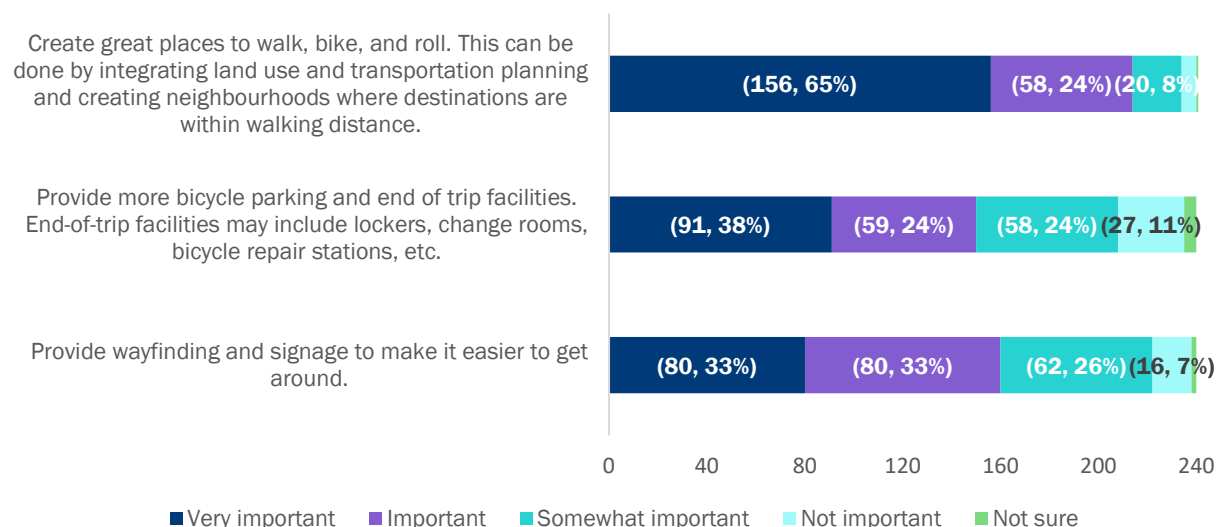
Question 3: In your opinion, how important are these actions for improving active transportation in Prince George?



Total respondents: 241

The highest-rated action in Question 3 was to update maintenance practices to ensure routes are in good condition year-round (55% Very important, 28% Important).

Question 4: In your opinion, how important are these actions for improving active transportation in Prince George?

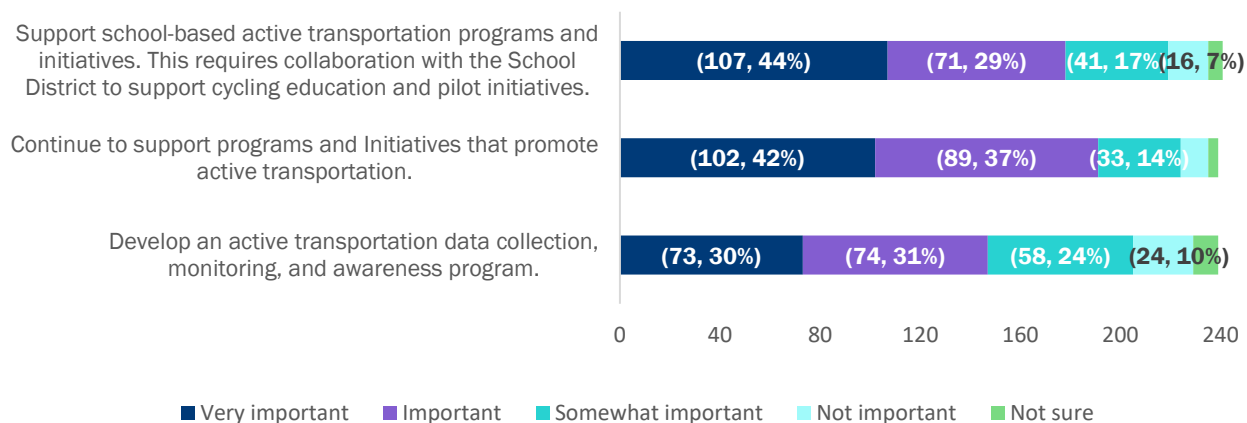


Total respondents: 241

The highest-rated action in Question 4 was to create great places to walk, bike and roll by integrating land use and transportation planning (65% Very important, 24% Important).

This action was the highest-rated action out of all 15 actions identified in Questions 2-5, followed closely by the action to improve safety and accessibility at intersections and crossings.

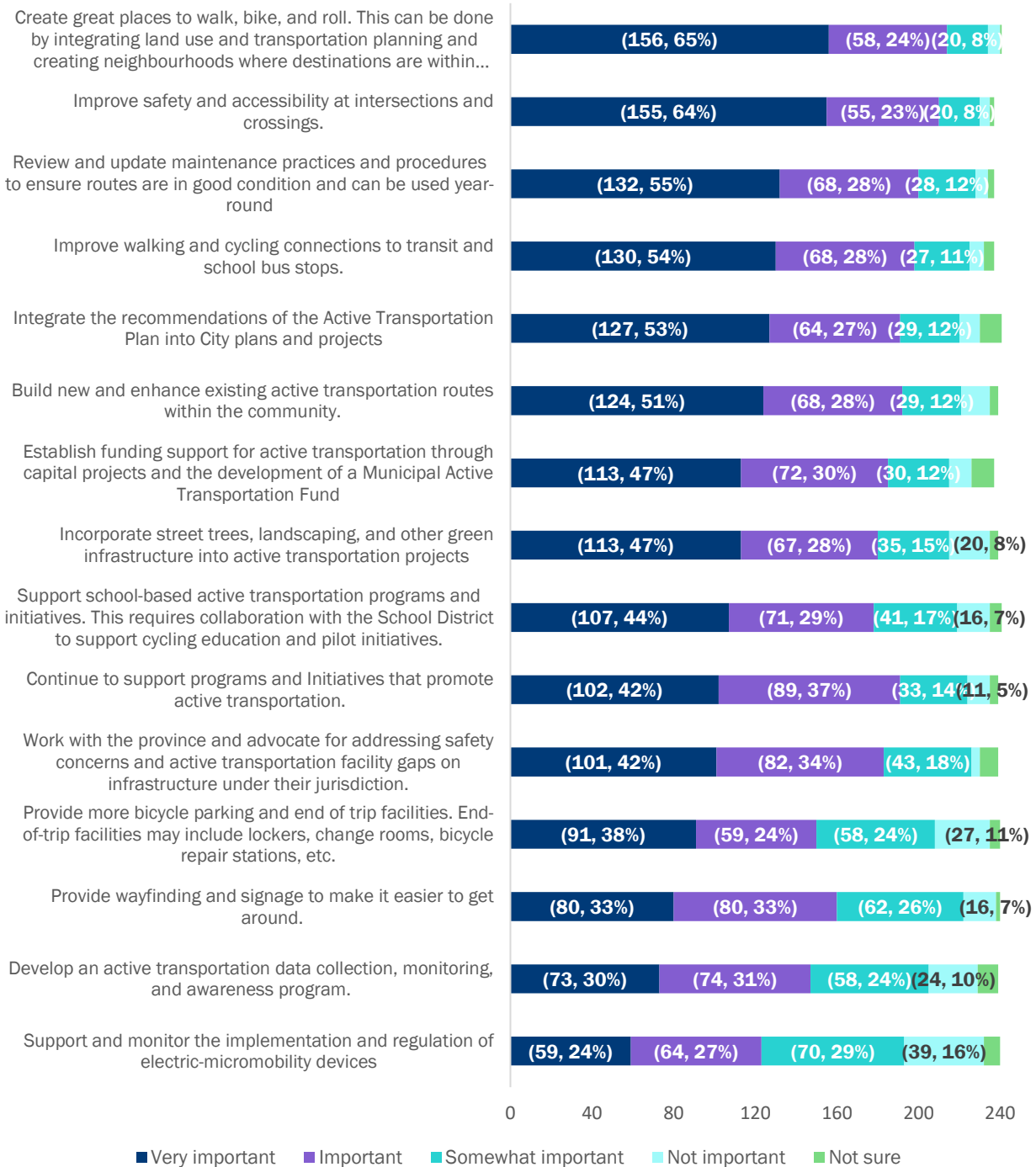
Question 5: In your opinion, how important are these actions for improving active transportation in Prince George?



Total respondents: 241

The highest-rated action in Question 5 was to support school-based transportation programs and initiatives (44% Very important, 29% Important).

Questions 2, 3, 4, and 5: Combined

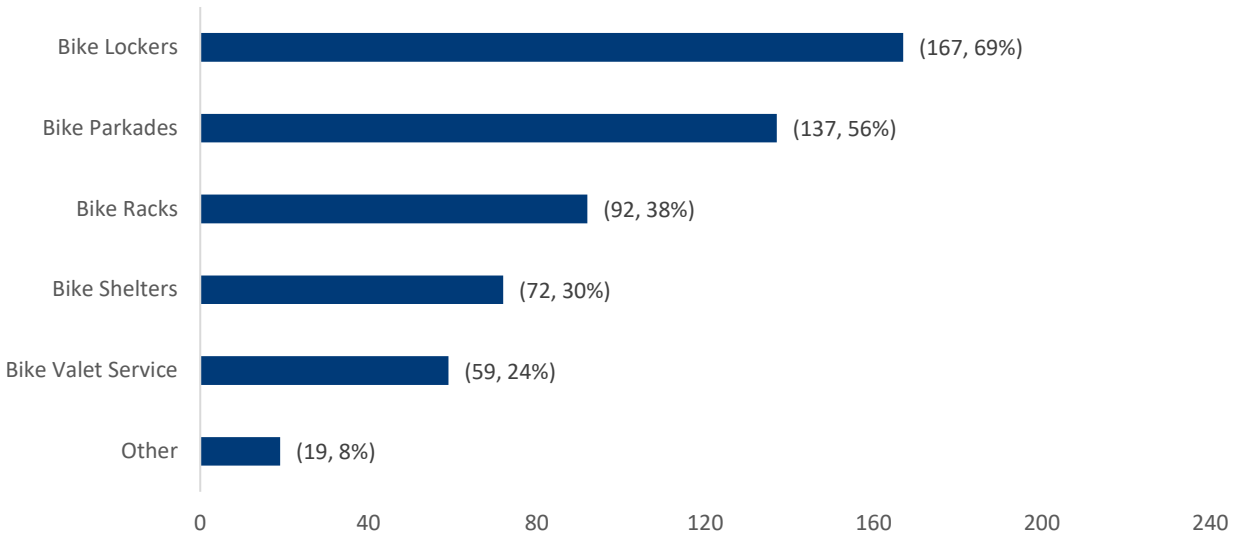


When combined, the top three actions based on responses to the survey include:

- Create great places to walk, bike, and roll. This can be done by integrating land use and transportation planning and creating neighbourhoods where destinations are within walking distance.
- Improve safety and accessibility at intersections and crossings.

- Review and update maintenance practices and procedures to ensure routes are in good condition and can be used year-round.

Question 6. We heard that the lack of secure bike parking downtown deters people from cycling. What types of bicycle parking do you think would help address security concerns? (Select all that apply)



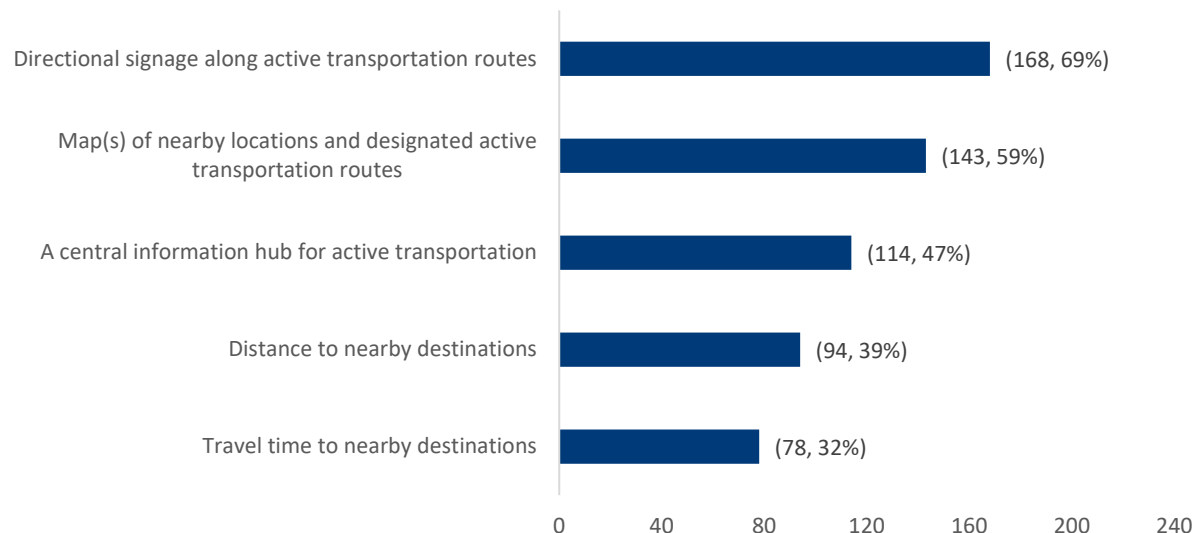
Total respondents: 243

When asked what types of bicycle parking would help address security concerns, the highest number of respondents (69%) indicated bike lockers as their top choice, followed by bike parkades (56%) and then bike racks (38%).

Responses from participants who selected “Other” included:

- General concerns about bike theft (6)
- More bike parking in general (3)
- Bike locks, with instruction on how to lock a bike properly
- Bike registration

Question 7. Wayfinding, in the form of signage and maps, provides information to help people make decisions about how to get around. We heard from you that wayfinding would make it easier to navigate the City. What type of wayfinding information is most important to you?



Total respondents: 243

The wayfinding information that participants indicated as important included directional signage along active transportation routes (69%), maps with nearby locations and designated routes (59%), and a central information hub for active transportation (47%).

Question 8: Are there any other actions you would like to see in the Prince George Active Transportation Plan? Please let us know.

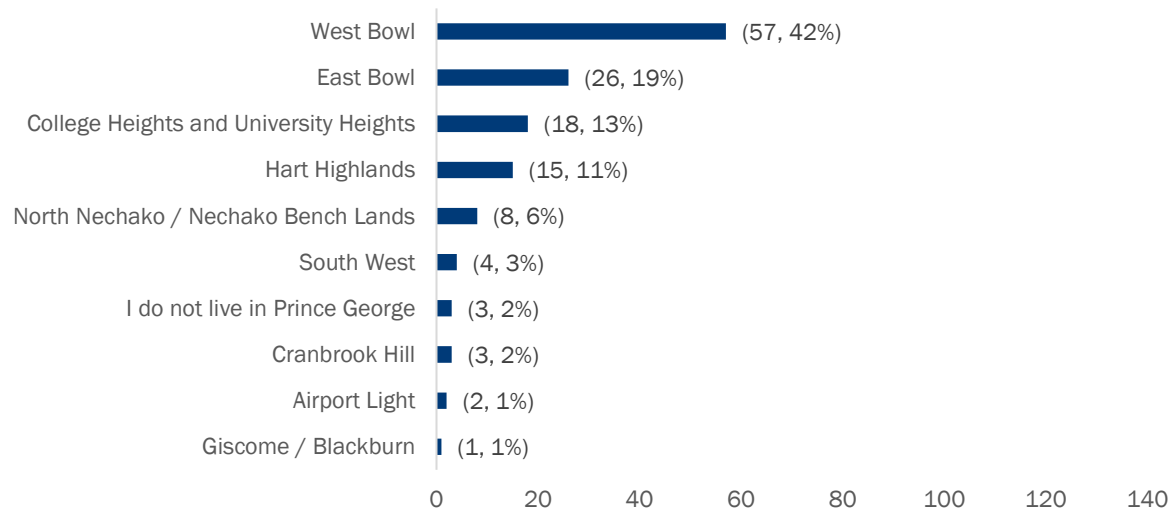
Survey respondents were invited to leave a comment, In total, there were 137 comments left. The comments have been summarized below.

Theme	Feedback
Biking (45 comments)	• Build more protected bike lanes (7)/Separated bike lanes (6) • Build more bike lanes in general (6) ○ 5th Avenue ○ Otway Road ○ The Bowl • Connect cycling routes (6) • Install more secure bike racks (6) • Explore an e-scooter program (3) • Improve snow clearing of bike routes in winter (4) • Explore a bike share program (2) • Build more multi-use paths ○ Riverside Trail ○ 18th Avenue • Improve bike lane maintenance (1)

Walking (30 comments)	• Improve/add more sidewalks (9): ○ Blackburn ○ Giscome ○ Chief Lake Road ○ North Kelly Road ○ Westwood Drive • Connect walking routes for travel and recreation (8) ○ Connecting Hart to the Bowl ○ Throughout downtown • Install more crosswalks (5) and signalized crossings (3) ○ Patricia Boulevard and Queensway ○ Cranbrook Hill • Install more streetlights (3) • Improve safety in high-traffic areas (2) • More pedestrian network maintenance (2) ○ Cottonwood Trail ○ Sidewalks in Millar addition • Incorporate public art near trails • Prioritize safety around schools
Transit (15 comments)	• Improve and increase bus routes (6) • Improve bus shelters (2) • Explore more HandyDART service (2) • Explore a train or subway (2) • Provide more transit routes to College Heights (2) • Improve safety on buses
Safety (13 comments)	• Increase safety at schools (3) ○ Prince George Secondary School pick up and drop off • Improve intersection safety (3) ○ Tabor Boulevard and 15th Avenue ○ Ospika Boulevard and Pinewood Avenue • Prioritize road user separation (3) • Upgrade trail and add traffic light at Chief Lake Road (2) • Add more lighting on Ellis Road • Prohibit left turns on Carney Street and 15th Avenue • Make 1st Avenue one-way
Other (40 comments)	• Support for implementing projects immediately (4) • Maintain existing infrastructure before making improvements (4) • Opposed to the plan (3) • Support for traffic calming measures (2) • Improve signage deficiencies and wayfinding (2)

SURVEY 2: PROPOSED NETWORK AND INFRASTRUCTURE IMPROVEMENTS

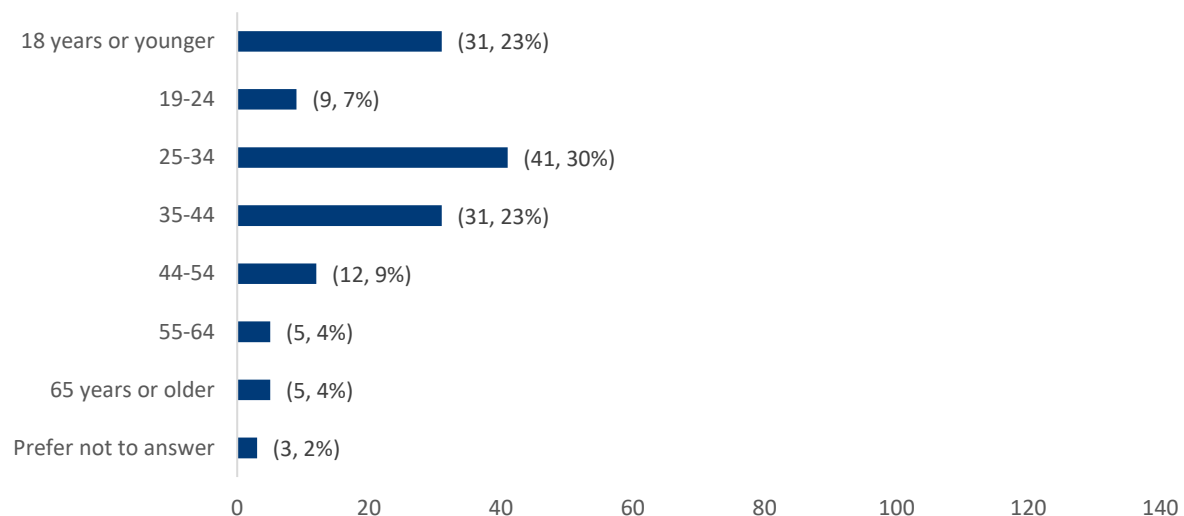
Question 1: Where do you live in Prince George? Please use the map below to identify your neighbourhood using the map below.



Total respondents: 137

Similarly to the first survey, almost half of respondents (42%) reside in the West Bowl. The second highest number of survey respondents reside in the East Bowl (19%) or College Heights/University Heights (13%).

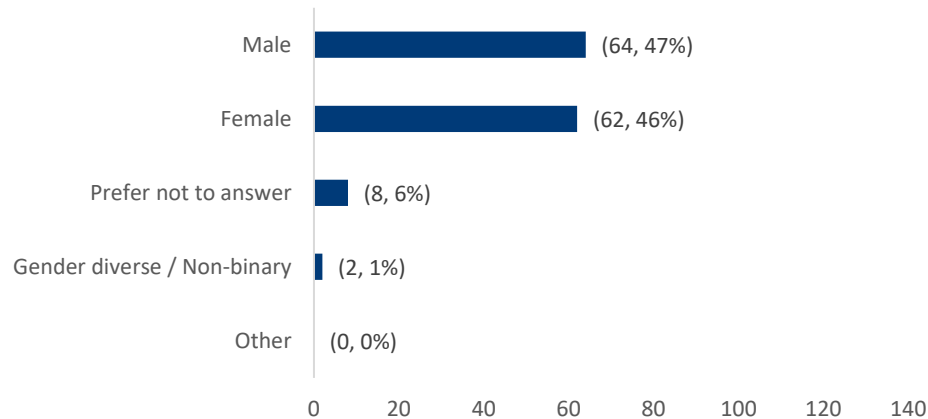
Question 2: What is your age?



Total respondents: 137

The highest number of survey respondents were between the ages of 25 to 35 (30%) and 35 to 44 (23%). However, there was also a significant response rate from those 18 years or younger (23%).

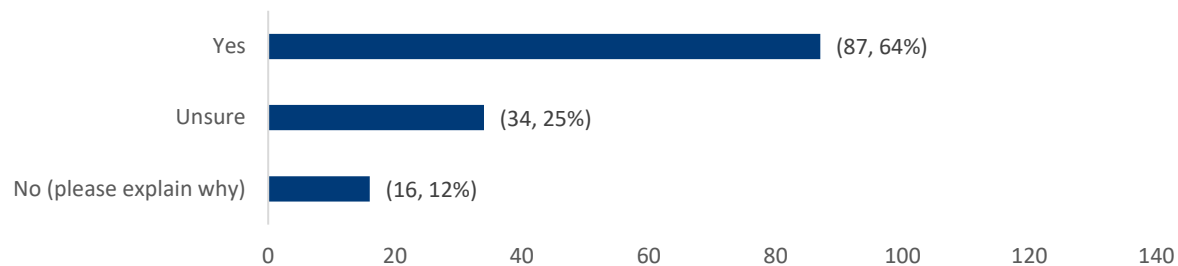
Question 3: What is your gender?



Total respondents: 136

Forty-seven percent (47%) of survey respondents were male, while 46% were female. Six percent (6%) preferred not to answer, and one percent (1%) identified as gender diverse or non-binary.

Question 4: Do you think the proposed pedestrian network will help connect people walking to key community destinations?

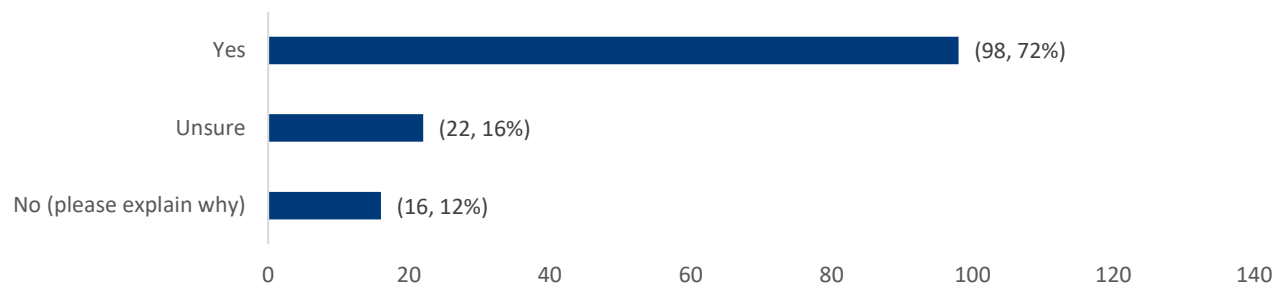


Total respondents: 137

Overall, almost two-thirds of respondents (64%) thought that the proposed pedestrian network would help people to walk to key destinations. One-quarter of respondents (25%) indicated that they were not sure, and the remaining 12 percent of respondents thought the proposed network will not help

If respondents selected “No”, they were invited to leave a comment. Several respondents (5) commented that the City should fill gaps in the existing sidewalk network first. Others commented that the City should add more to the proposed network, especially in high-traffic areas or near schools.

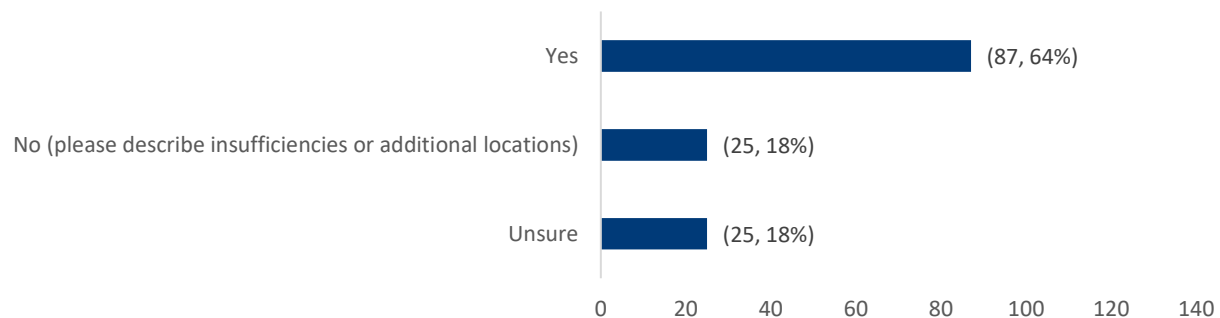
Question 5: Do you think the proposed cycling network will help connect people cycling to key community destinations?



Total respondents: 136

The majority of respondents (72%) thought that the proposed cycling network would help people cycle to key destinations. Sixteen percent (16%) of respondents indicated they were unsure, and 12 percent of respondents did not think the proposed network would help. Of those who left comments, there were suggestions for protected bike lanes and better east-west connectivity. Others pointed out barriers, including weather, driver behaviour, steep topography, and discomfort riding along highways.

Question 6: Do you think the proposed crossing improvements will improve connectivity and safety?



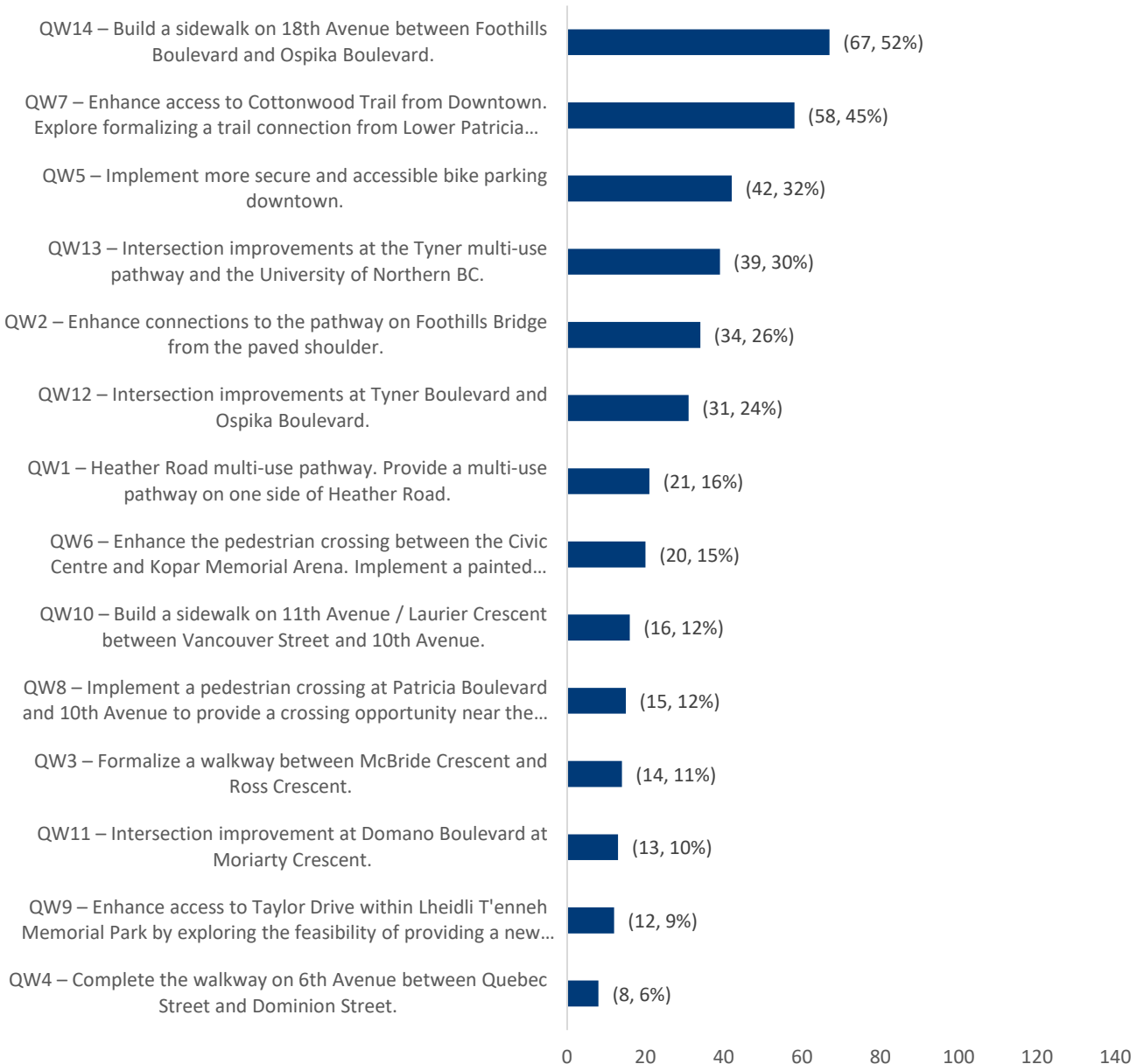
Total respondents: 137

Nearly two-thirds of respondents (64%) agreed that the proposed crossing improvements would help improve connectivity and safety. The remaining respondents were evenly split between being unsure (18%) and disagreeing (18%). Additional locations mentioned are summarized below:

- North Nechako Road at Foothills Boulevard (2), at Highway 97, and near the bus stop
- Massey Drive (more controlled intersections) (2)
- Massey Drive and Highway 97
- Carney Street at 5th Avenue, 10th Avenue, and 15th Avenue
- Ospika Boulevard at Davie Avenue and Range Road
- Tabor Boulevard at 15th Avenue
- Chief Lake Road across from the bus stop
- Queensway at 1st Avenue (crosswalk needed)
- 22nd Avenue at Highway 97

- The Hart (more crosswalks)
- Foothills at Vellencher Road
- College Heights
- Tyner Boulevard at Baker Road
- Westwood Drive (sidewalks)

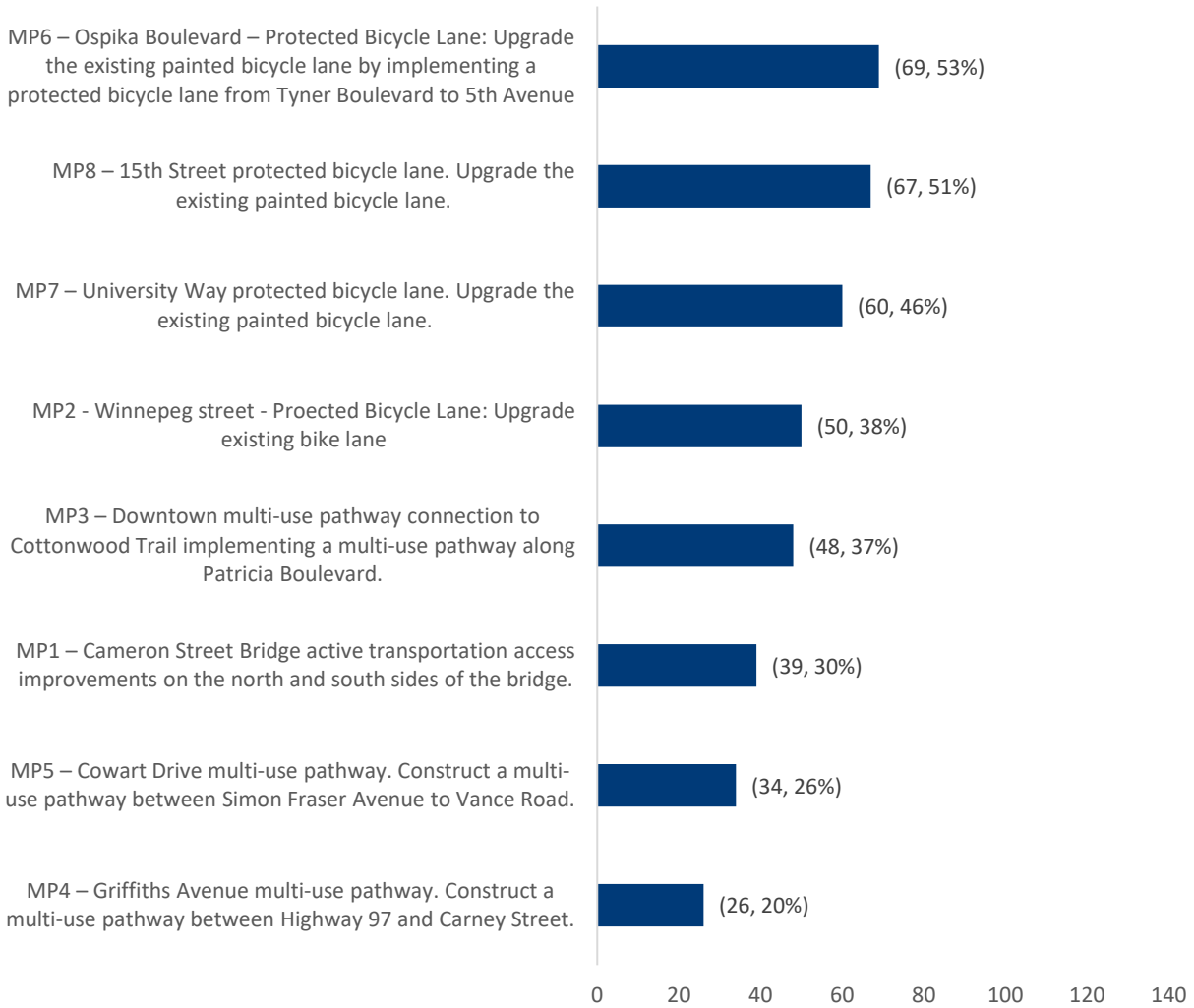
Question 7: Of all the quick win projects shown on the map, please identify which projects are most important to you. Please select up to 3 projects that you would like to see prioritized.



Total respondents: 130

Over half of respondents (52%) selected “Quick Win Project 14 – Build a sidewalk on 18th Avenue between Foothills Boulevard and Ospika Boulevard”.

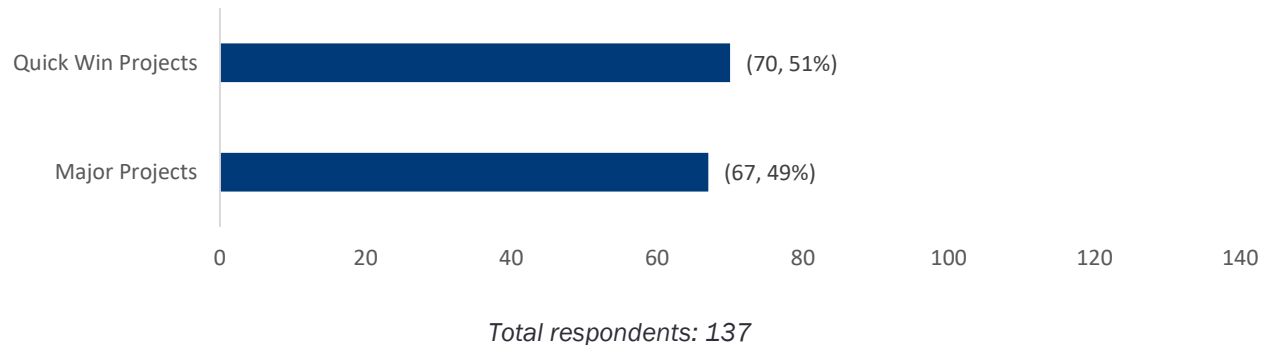
Question 8: Of all the major projects shown on the map, please identify which projects are most important to you. Please select up to 3 projects that you would like to see prioritized.



Total respondents: 131

The highest number of respondents (53%) indicated they would like the City to prioritize “Major Project 6 – Protected Bike Lane on Ospika Boulevard from Tyner Boulevard to 5th Avenue”.

Question 9: Knowing that the City has limited resources, are quick wins or major projects more important to you? Consider the following: based on the cost of the projects, it is expected that the City would be able to implement more quick win projects over a 5-year time period than major projects (i.e., 3 to 4 quick win projects to every 1 major project).



Survey respondents were almost evenly split between valuing “Quick Win Projects” (51%) and “Major Projects” (49%).

Question 10: Are there any projects that were not identified as a quick-win or major project that you think should be prioritized by the City?

Survey respondents were invited to leave a comment, In total, there were 62 comments left. The top locations have been summarized below.

Location	Feedback
North Nechako-cycling (8 comments)	- Bike lanes along the road (4) - Sidewalks (especially for school children) (3) - Improve lighting (1)
Otway Road (4 comments)	- Separated path out along Otway Road to Caledonia Nordic Centre (2) - Extended sidewalk from Otway Road to Ospika Boulevard (1) - Safety improvements from Otway Road to the LaFarge (Terus) plant (1)
Foothills (4 comments)	- The Foothills Boulevard bridge (2) - Improved cycling access from the Foothills bridge to Wilson Park and onto Ospika Boulevard (1) - Separated active transportation path along foothills North/South from 15th to North Nechako Road (1)
The Hart (4 comments)	- New sidewalks in the Hart (3) - Pedestrian-controlled crossings in the Hart, specifically along Highland Drive (1)
Carney Street (3 comments)	- Left turns from Carney Street onto 15th Avenue (1) - Improved north-east bound Carney Street to River Road connection for bikes connecting to the River Trail (1)

	Improved pedestrian safety along Carney Street at major intersections (mainly 15th Avenue, 10th Avenue, 5th Avenue) (1)
Cottonwood Trail (3 comments)	Revitalized trail along the river (3)
Ginters Green (3 comments)	- Circle route connecting Ginter's, down Massey to the baseball diamonds, connecting through the Heritage Trail (2) - Making trails less steep (1)
Specific intersection improvements (2 comments)	- Ahbau Street and 5th Avenue (1) - Near Spruceland Mall (1)

Additional, non-location specific comments were added that include:

- More street trees (1)
- Additional traffic calming and lower speeds (1)
- A desire to implement projects quickly (1)
- More curb cuts throughout the community (1)
- More safe bike parking (1)
- Improved paving (1)
- More greenways (1)
- Improved trail maintenance (1)

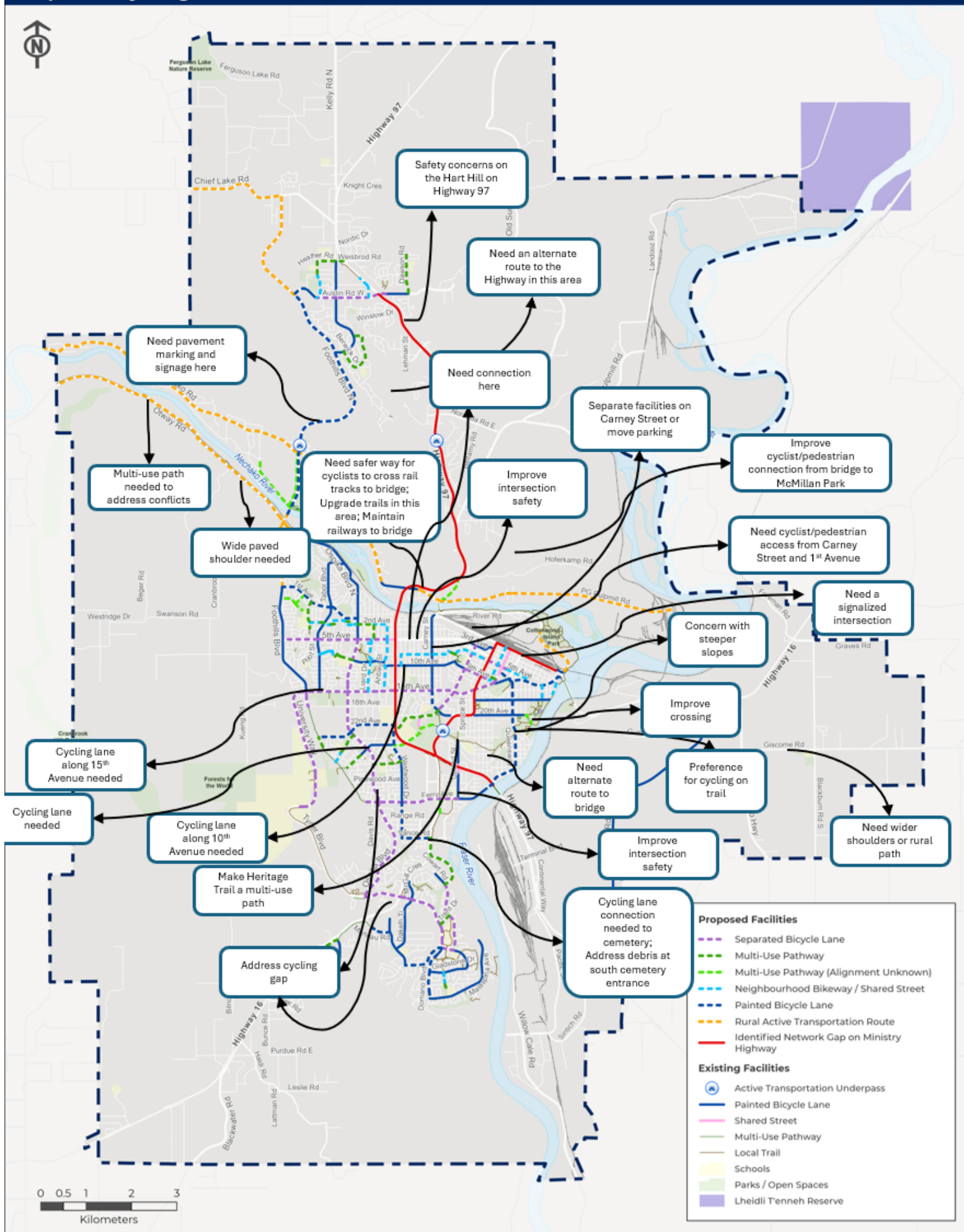
NEXT STEPS

Thank you to everyone who took the time to participate in the engagement process by attending the open house and completing the online surveys.

The input summarized in this What We Heard report will be used to refine the proposed plan themes, actions, and network and infrastructure improvements. City staff will review the feedback alongside technical analysis and policy considerations to finalize the ATP.

APPENDIX A: OPEN HOUSE MAP COMMENTS

Proposed Cycling Network



Proposed Pedestrian Network

