

Community Engagement Summary

**Active Transportation
Plan**

September 2025





PREPARED FOR:

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TABLE OF CONTENTS

| | |
|---|----------|
| INTRODUCTION..... | 1 |
| PROJECT TIMELINE..... | 1 |
| RAISING AWARENESS | 1 |
| INPUT RECIEVED..... | 2 |
| INPUT RECIEVED: INTERACTIVE WEB MAP | 2 |
| INPUT RECIEVED: KEY AUDIENCE AND COMMUNITY PARTNER MEETINGS | 4 |
| INPUT RECIEVED: OFFICIAL COMMUNITY PLAN ENGAGEMENT | 7 |

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.

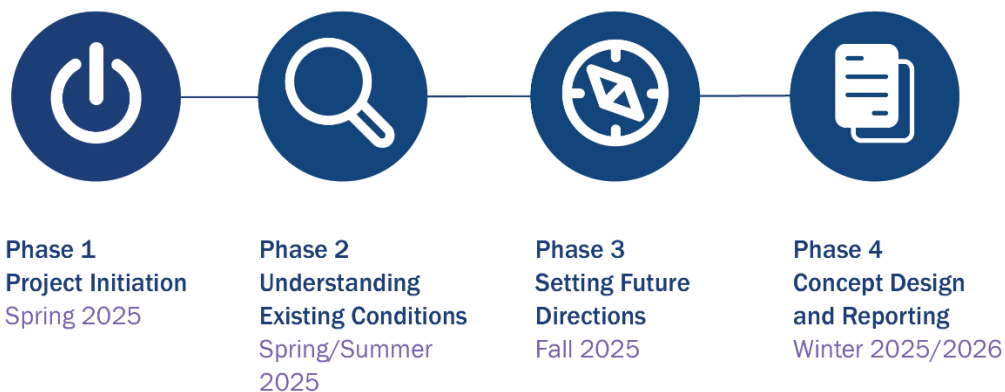
In July 2025, the City launched the first round of community engagement for the ATP. This round focused on understanding gaps and opportunities across the existing active transportation network, along with community interests and priorities.

This report is a summary of what was heard throughout the first round of engagement.

PROJECT TIMELINE

The ATP is being developed over an eight-month period and includes four phases, as described below. Engagement activities will take place in both Phase 2 and Phase 3.

Figure 1: Active Transportation Plan Timeline



RAISING AWARENESS

A variety of tools were used to raise awareness for the ATP and associated engagement opportunities, including:

Project Webpage

[A dedicated project webpage](#) was created on the City's Get Involved platform. The project webpage shared background information about the project and an interactive map where participants could leave location-specific feedback on active transportation facilities.

Social Media

The City promoted the project across their social media platforms. There were two posts on Facebook, Instagram, and LinkedIn on July 14, 2025, and July 28, 2025. Across all platforms, there were 15,211 social media impressions and 186 link clicks.

Press Release

A press release was distributed to local media outlets on July 8, 2025. The release announced the ATP and promoted the project website and upcoming engagement opportunities.

INPUT RECEIVED

The first round of engagement occurred from during July 2025 and was designed to raise awareness of the ATP, understand community interests and priorities, and identify gaps and opportunities across the existing active transportation network.

In addition to the ATP engagement activities held over the summer, the project team drew on key findings from the Prince George OCP process (September 2023–October 2024), where transportation was a major focus. A summary of transportation-related feedback from the OCP has been incorporated into this report.

INPUT RECEIVED: INTERACTIVE WEB MAP

An interactive map was available on the project webpage from July 3 to August 1, 2025. Location-specific comments gathered through this tool will be used in Phases 3 and 4 to inform the recommendations of the ATP. For this report, the comments have been summarized at a high-level using AI.

In total, 1019 comments were left under 10 categories. The top themes for each category are summarized below. Participants were allowed to leave multiple comments under multiple categories. The categories included:

- This is working well
- Cycling network gap
- Cycling (other)
- Rolling (other)
- Bicycle parking
- Walking network gap
- Walking (other)
- Accessibility issue
- Safety issue
- Winter maintenance
- Spring maintenance

As part of the analysis, all comments were spatially mapped to identify intersections and corridors receiving the greatest volume of feedback. These visualizations help illustrate community priorities and areas of focus for future planning. Detailed maps, including an overall heatmap of comment distribution, are provided in **Appendix A**. Below is a summary of the most common themes associated with the comments provided by each category. As seen below, there were similar themes for multiple categories.

This is working well

Map category: This is working well (55 comments)

- Support for general transportation infrastructure (new roundabouts, protected crossings, paved trails, Hudson's' Bay Slough trails, trails near Ospika Boulevard, etc.) (17)
- Support for existing bike routes (separated bike routes and lanes, commuter routes, etc.) (9)
- Support for current sidewalks and paths (Ginter's' Green, Ellison Street, etc.) (7)
- Support for new sidewalks (4)

Cycling

Map category: Cycling network gap (196 comments)

- Add more cycling connections to connect and build out the network (improving bike route connectivity with more designated routes) (48)
- Extend, upgrade, improve cycling infrastructure (separated bike lanes and more comfortable cycling routes) (36)
- Intersection improvements needed for cyclist safety, including safe highway crossings (24)
- Install cyclist-activated traffic signals (11)

Map category: Cycling (other) (75 comments)

- Add more cycling routes to encourage active transportation (18) / Build out a more connected network (14)
- Improve current bike lanes (better visibility, width, separation from vehicles, etc.) (11)
- Add protected or buffered bike lanes to separate cyclists from traffic (7)
- Redesign intersections to improve pedestrian and cyclist safety (6)

Map category: Bicycle parking (19 comments)

- More bike storage is needed in key areas (CN Centre, downtown, shopping plazas, hospital, Civic Centre, Lheidli T'enneh Memorial Park, etc.) (15)

Walking

Map category: Walking network gap (106 comments)

- More/improved sidewalks are needed across the community (69)
- Improve public transit frequency and reliability (9)/Relocate or redesign bus stop for better safety and accessibility (6)
- Redesign intersections for improved pedestrian and cyclist safety (11)
- Extend and upgrade cycling paths or multi-use trails to improve pedestrian safety (10)
- Add more crosswalks to improve pedestrian crossings (9)
- Implement traffic calming measures to address speeding (6)

Map category: Walking (other) (58 comments)

- More sidewalks needed to address pedestrian gaps (24)
- Add more crosswalks to improve pedestrian crossings (8)
- Implement traffic calming measures to address speeding (6)
- Install flashing pedestrian beacons for better visibility at crosswalks (4)
- More maintenance on trails needed (4)

Map category: Accessibility issue (137 comments)

- Add more sidewalks to increase accessibility (94)
- Resurface damaged roads to improve safety for all modes (17)
- Improve public transit frequency and reliability (16)
- Relocate or redesign bus stops for better safety and accessibility (13)
- Repair cracked or uneven sidewalks to remove tripping hazards (11)

Safety

Map category: Safety issue (340 comments)

- Add more sidewalks to improve safety for pedestrians (106)
- Implement traffic calming measures to address motor vehicle speeding (66)
- Improve cycling experience (better visibility, width, separation from vehicles, etc.) (51)
- Concerns with intersection safety (49)
- Add more, well-connected cycling routes to encourage active transportation (37)
- Add dedicated turn lanes or signals to reduce conflict between modes (28)
- Add more crosswalks to improve pedestrian crossings (28)

Map category: Winter maintenance (14 comments) / Spring maintenance (6 comments)

- Sidewalks are not properly cleared in the winter (11)
- Pathways and trails have overgrown greenery (4)
- Gravel is not cleared from bike lanes and paths (3)

INPUT RECEIVED: KEY AUDIENCE AND COMMUNITY PARTNER MEETINGS

At the launch of the project, the City reached out to Lheidli T'enneh First Nation via email, inviting the Nation to collaborate on co-creating an engagement process for the ATP. The City recognizes the importance of Lheidli T'enneh's perspectives and knowledge. The City will continue reaching out throughout the project to create meaningful opportunities for engagement.

On July 22 and 23 2025 the project team facilitated four meetings with multiple community groups representing:

- Indigenous organizations
- Community and agency partners
- Accessibility and age friendly groups
- Outdoor and recreation groups

The two-hour meetings began with a project introduction, followed by an overview of existing active transportation conditions. The discussion then moved to key transportation issues and opportunities and concluded with a review of network planning principles.

A summary of what was discussed at the online community and agency partners meeting is provided below.

Indigenous Organizations

Indigenous organizations met with the project team on July 22, 2025. There was representation from:

- Tano T'enneh Limited (Lheidli T'enneh Nation Economic Development Arm)
- Metis Nation BC
- PG Native Friendship Centre

Key themes that were discussed include:

- Prioritizing transportation access to health centres
- Desire to better connect reserve lands with active transportation infrastructure
- Concerns about pedestrian safety with unsafe driving (motor vehicle drivers speeding and using the shoulders as turning lanes)
- Desire for safer, separated cycling facilities in town
- Lack of bicycle parking at the Friendship Centre

Community and Agency Partners

Community and agency partners met with the project team on July 22, 2025. There was representation from:

- BC Transit
- College of New Caledonia
- Downtown Prince George Business Improvement Association
- Ministry of Transportation and Transit
- University of Northern British Columbia
- Tourism PG
- Insurance Corporation of British Columbia
- Northern Health
- Regional District of Fraser Fort George

Key themes that were discussed include:

- Desire for safer bicycle parking
- Concerns with motor vehicles parking in bike lanes and high-speed vehicles along main corridors (i.e., Carney Street)
- More recreational active transportation routes needed
- Enhanced wayfinding needed for key destinations such as the farmers market, downtown, and the passenger rail station
 - Safe routes between recreational sites, such as RV Parks and Campgrounds to Downtown would be beneficial for visitors
- Ensuring all schools have sidewalks
- Current active transportation facilities feeling disconnected or unsafe
- Opportunity to consider cross-country skiing as a form of active transportation
- Specific improvements including:
 - Tyner pathway intersection at UNBC
 - Cowart Road
 - Connection from the University to Downtown
 - Adding facilities on 15th Avenue
 - Connections the Spruce Land and Pince Centre Transit Exchanges

Accessibility and Age Friendly Groups

Accessibility and age friendly groups met with the project team on July 23, 2025. There was representation from the Advisory Committee on Accessibility and Inclusion and the YMCA.

Key themes that were discussed include:

- Inaccessible sidewalks (a lack of letdowns, poor conditions, or steep slopes)
- Desire for better wayfinding for residents and tourists
- Desire for higher density of bus stops downtown to support people with limited mobility
- Ensuring new and repaired infrastructure is always accessible
- Support for roll over curbs
- More public washrooms needed
- Desire for an accessibility tour for the Mayor, Council, and staff

Outdoor Recreation and Community Groups

Outdoor recreation and community groups met with the project team on July 23, 2025. There was representation from:

- Caledonia Nordic Ski club
- Cycle Logic Bike Shop
- PG Cycling Club
- Engage Sport North

Key themes that were discussed include:

- Increasing safety for youth using active transportation
- Promoting and developing a stronger active transportation culture across the city
- Concerns regarding the accessibility of roads, bike lanes and sidewalks because of snow during the winter months
- Safety concerns for cyclists (driver behaviour, poor road conditions, traffic slip lanes, overgrown vegetation, and parked cars)
- Bike parking needed downtown and at key destinations
- Desire for better active transportation access to College of New Caledonia, Spruce Land, the Nechako and Fraser River, and between Massey Drive and Ospika Boulevard

INPUT RECEIVED: OFFICIAL COMMUNITY PLAN ENGAGEMENT

As part of the development of the 2025 Draft OCP, the City's recent community engagement process captured high-level insights into the community's vision for active transportation. Phases 1–3 of the OCP engagement, held from September 2023 to April 2024, offered numerous opportunities for residents to provide feedback on their vision for Prince George. Engagement activities included two community surveys, three open houses, several pop-up events, and targeted discussions with key audiences.

This section highlights the key themes related to active transportation collected through the OCP.

OCP Feedback

Residents highlighted a range of strengths and challenges within the Prince George community, as outlined below. The ATP should seek to build on these strengths while exploring strategies to address the identified challenges.

Strengths:

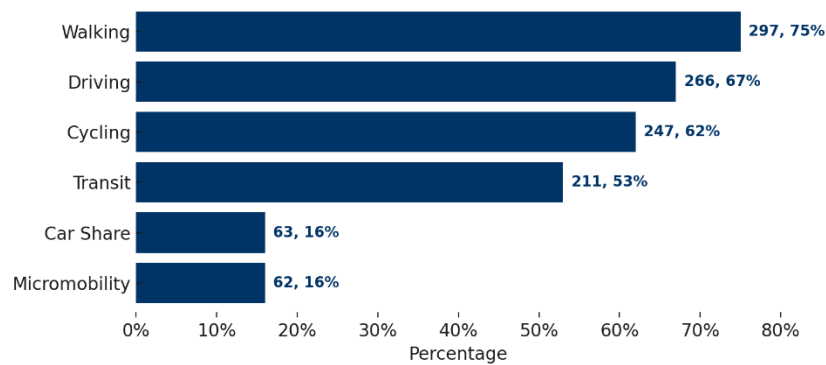
- Access to greenspace
- Access to outdoor recreation
- Small town feel but big city amenities
- Friendly people

Challenges:

- Lack of active transportation infrastructure
- Concerns with sprawl
- Socio-economic challenges
- Concerns with personal safety

In the community survey, participants were asked how they would like to move around Prince George in the future.

Figure 2: OCP Community Survey: How would you want to move around Prince George in the future?



Walking received the highest number of responses at 75%, followed by driving (67%) and cycling (62%). Transit accounted for 53% of comments, while car share (16%) and micromobility (16%) were mentioned less frequently.

Pedestrian-specific Feedback

The community identified improved walkability as a key priority for the City's future development. Feedback emphasized the need to expand the sidewalk network and enhance crossing infrastructure.

Sidewalk and trail network

- Connecting more areas with sidewalks:
 - Downtown
 - UNBC
 - Lheidli T'enneh Park
 - Cottonwood Park
 - Otway
 - The River Front
 - Foothills Boulevard
- Wider, more accessible sidewalks needed for wheelchairs, and other mobility aids
- Sidewalk repairs needed
- More pedestrian-only areas downtown
- More street trees and landscaping to buffer sidewalks from the street

Pedestrian crossing infrastructure

- Safer crossings with controlled lights needed:
 - Downtown
 - Queensway and Patricia Blvd
 - Otway Road and 15th Ave
 - Along Ospika Blvd

Cycling and Micromobility- specific Feedback

Through the OCP process, the community identified better connected and more comfortable cycling infrastructure as a priority.

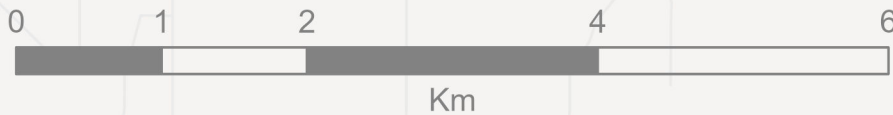
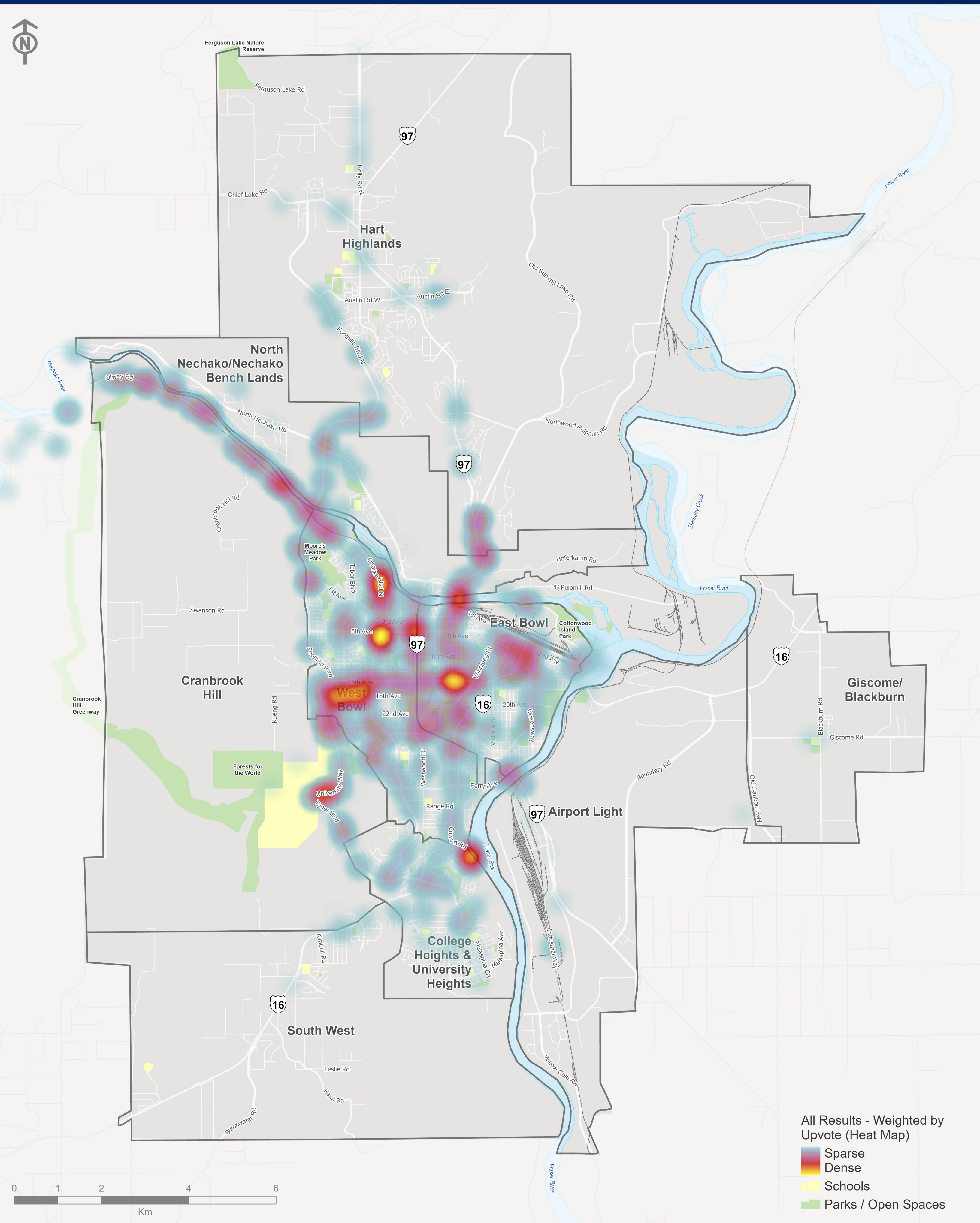
Cycling network connectivity

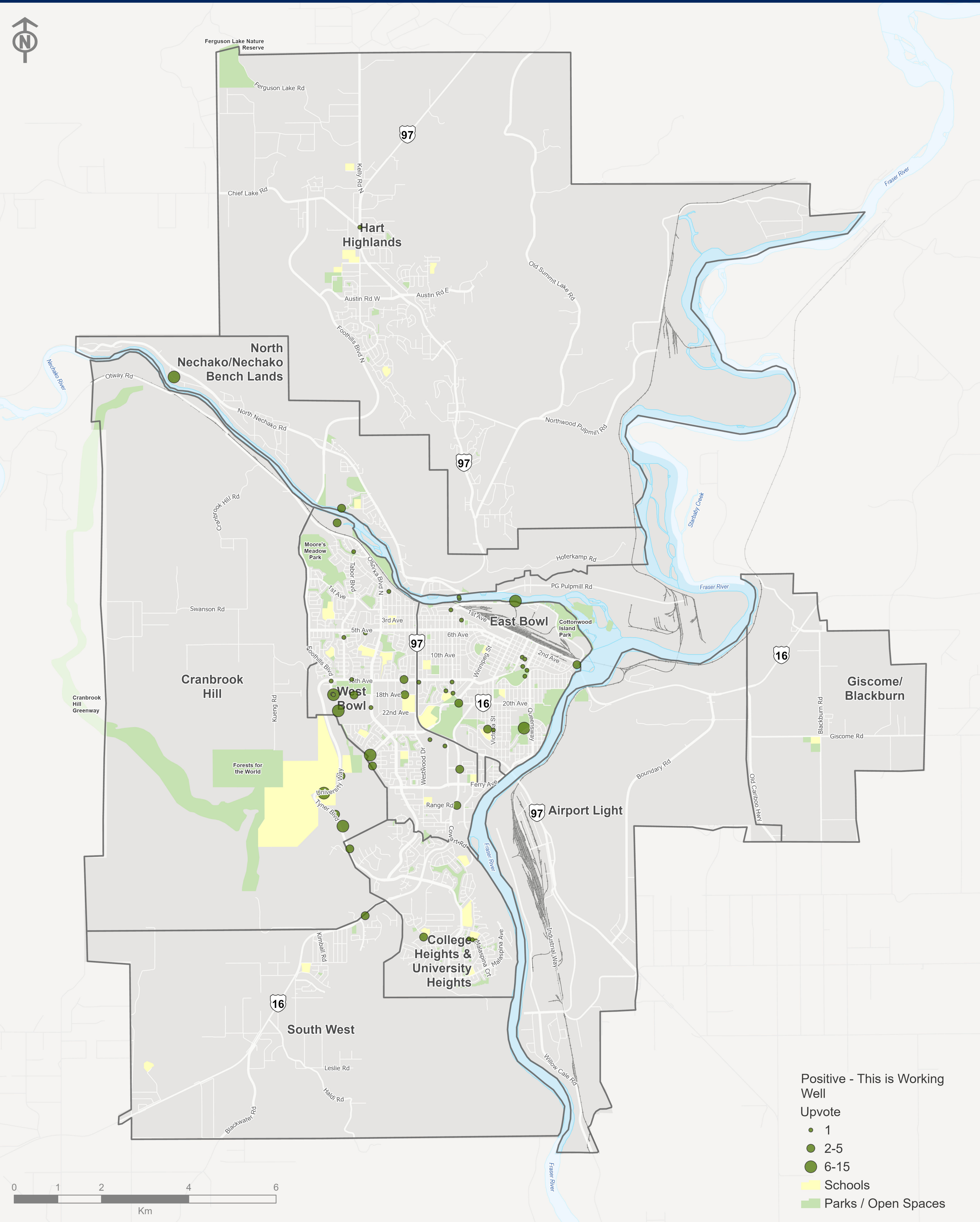
- More cycling infrastructure needed near schools
- Better connectivity between the Hart Highlands and the Bowl
- Enhanced facilities needed on Foothills Boulevard
- Enhanced connections needed between parks, recreation trails, and the river
- More street trees and landscaping needed to buffer cycling facilities
- Increase separation for cyclists along Highway 97

APPENDIX A:

INTERACTIVE WEB MAP

MAP OF COMMENTS





Positive - This is Working Well

Upvote

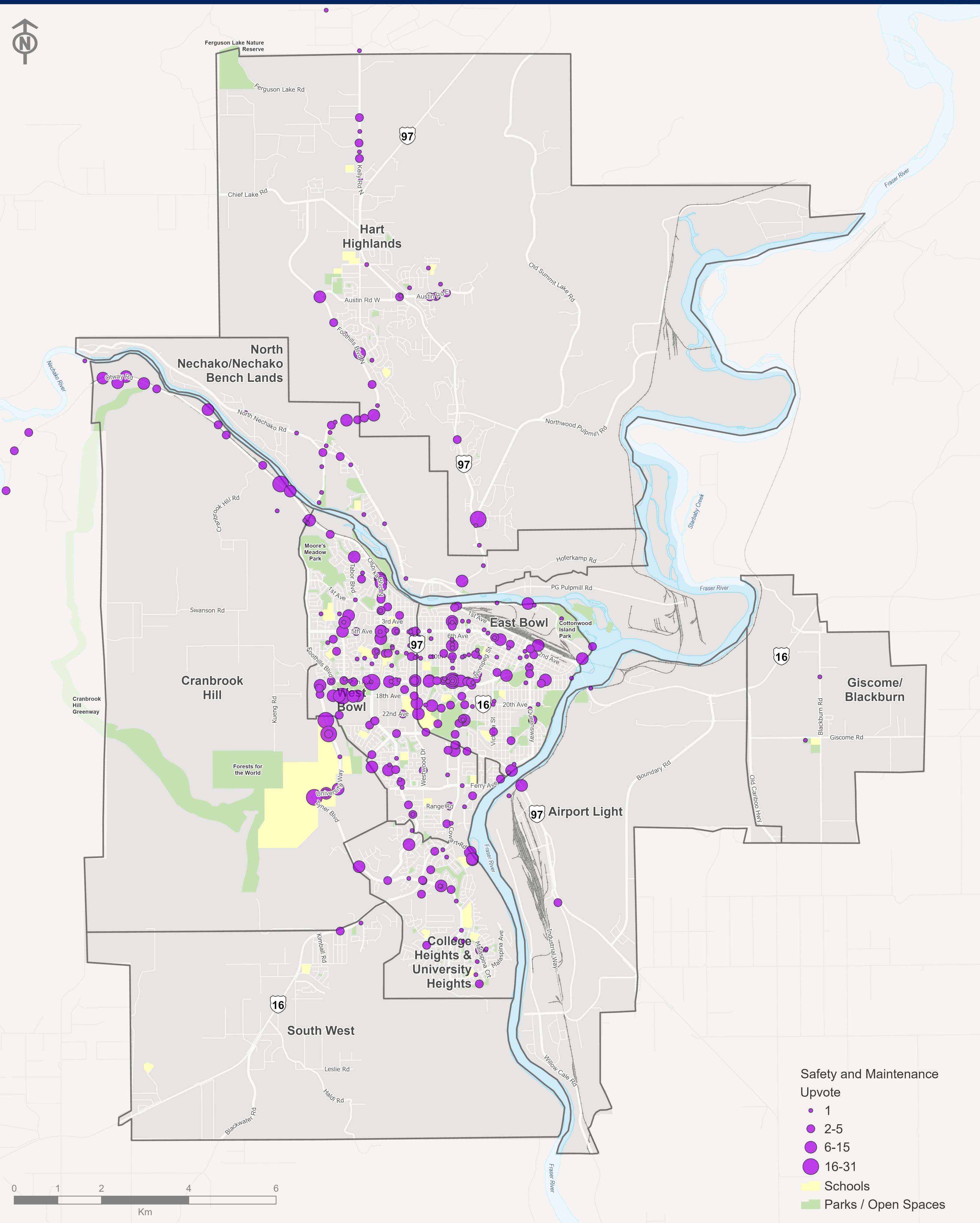
• 1

• 2-5

• 6-15

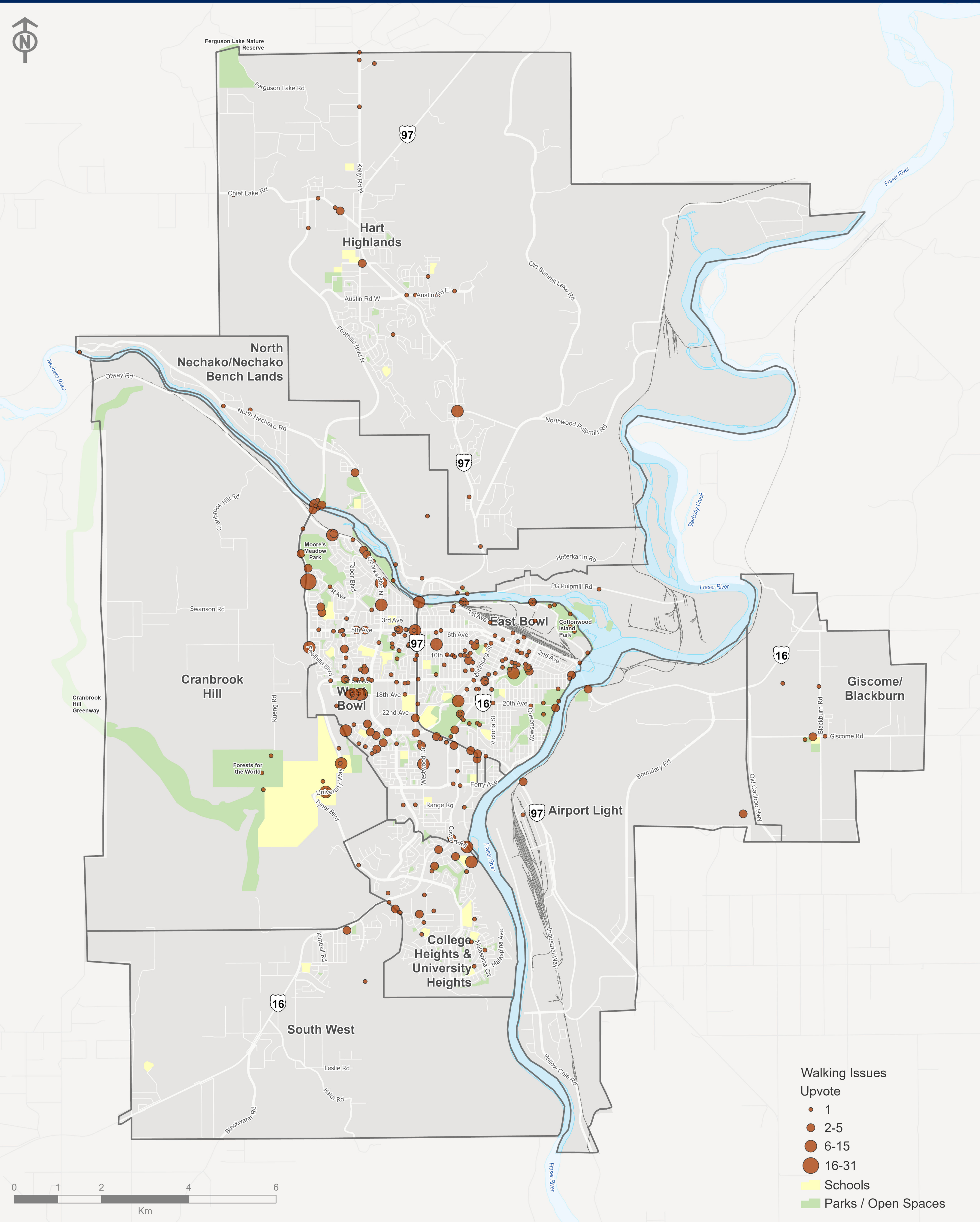
■ Schools

■ Parks / Open Spaces



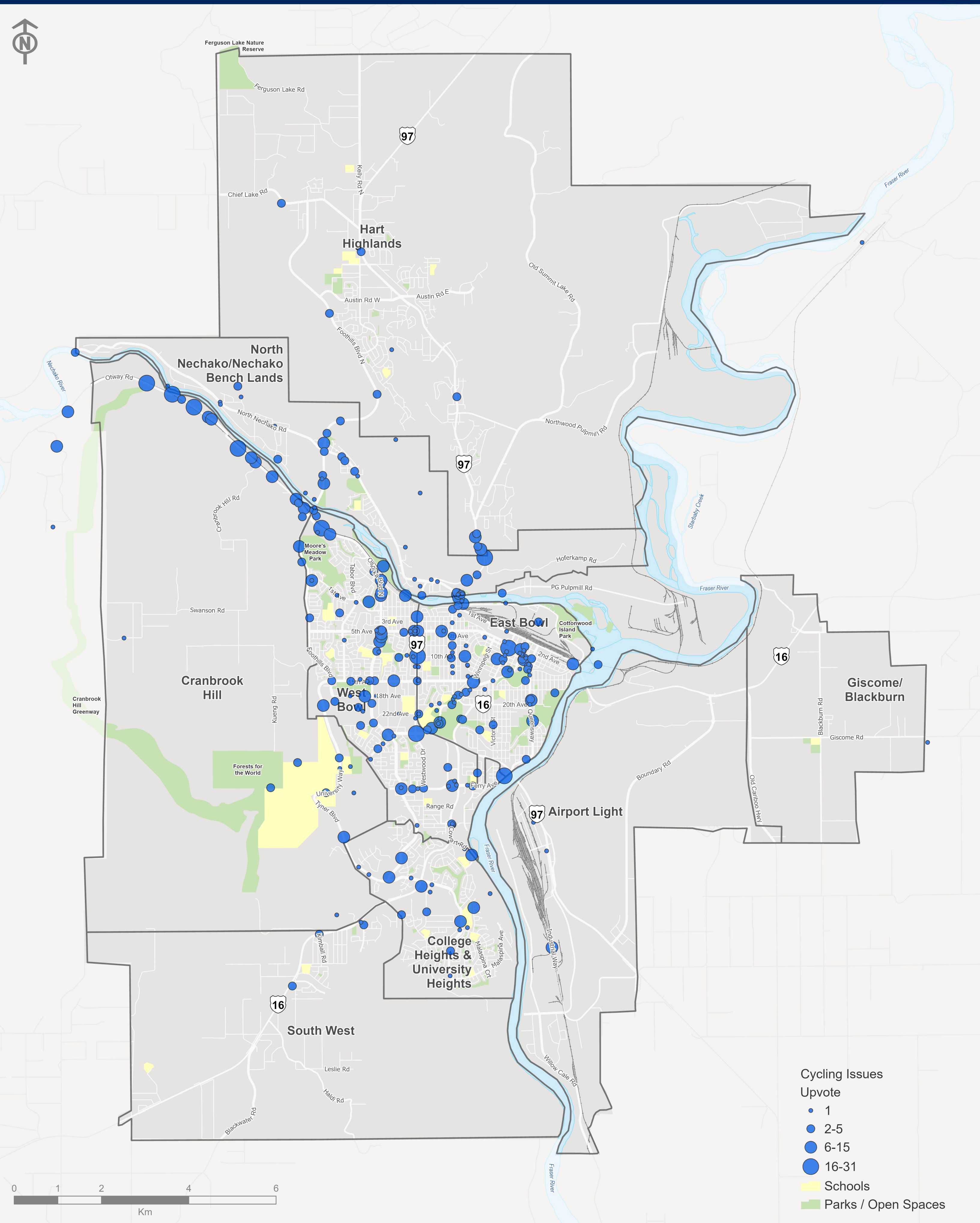
Safety and Maintenance
Upvote

- 1
- 2-5
- 6-15
- 16-31
- Schools
- Parks / Open Spaces



Walking Issues
Upvote

- 1
- 2-5
- 6-15
- 16-31
- Schools
- Parks / Open Spaces



Cycling Issues
Upvote

- 1
- 2-5
- 6-15
- 16-31

Yellow Schools

Green Parks / Open Spaces