Active Transportation Plan (2026-2046)

Final Plan
August 2026

CITY OF PRINCE GEORGE

PREPARED FOR:

City of Prince George
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1.0 INTRODUCTION

The City of Prince George (the City) is located in British Columbia's Cariboo region at the confluence of the Nechako and Fraser Rivers within the traditional territory of the Lheidli T'enneh First Nation. The City is the Province's largest northern municipality and acts as a service centre for the broader region.

The City's Official Community Plan (OCP) projects that the City's population is expected to increase by 30%, or 25,620 people by 2050. A growing population can add pressure to a City's transportation network. The City of Prince George has developed an updated Active Transportation Plan (ATP) to ensure the City's transportation network provides residents and visitors with efficient access to amenities, services, employment, and a range of outdoor recreation opportunities by walking, cycling, and rolling. The ATP was developed in response to community input provided through the OCP and ATP planning process to make the City more welcoming for people walking, rolling, and cycling. The ATP is a long-term plan intended to provide planning direction for the next 20 years (2026 to 2046).

The ATP was developed with the support and input of community members, community organizations, agency partners, and interest groups. The City is grateful for the time and effort volunteered by all participants.

What is Active Transportation?

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).

When referenced in the ATP, the terms "walking" and "pedestrians" encompass all people travelling on foot or by personal mobility device, for a variety of purposes. This includes individuals using wheelchairs, walkers, and strollers.

What are micromobility devices?

Micromobility includes a variety of personal or shared mobility devices, including bicycles, e-bikes, skateboards, kick scooters (electric and manual), rollerblades, etc. Micromobility devices are permitted to use cycling infrastructure, including bicycle lanes and in some cases multi-use pathways.

PURPOSE OF THE ATP

The ATP provides the City of Prince George with long-term direction for enhancing and encouraging more trips made by walking, rolling, cycling, and other types of human-powered transportation and micromobility devices. This new ATP is intended to be a review and update of the existing Active Transportation Plan (2011 ATP). The 2026 ATP builds on current best practices and guidance in active transportation planning and design and community input. The ATP includes:

- A list of proposed policies, programs, and initiatives focused on improving the active transportation network and supporting users.
- A long-term active transportation network of infrastructure projects that builds on the City's existing network of sidewalks, multi-use pathways, and cycling facilities, filling gaps and creating safe and continuous routes for people walking, rolling, and cycling.
- An implementation plan for active transportation programs and infrastructure, ensuring the City is well-positioned to apply for funding opportunities to support the implementation of the ATP.

The ATP is intended to inform decision-making and guide municipal transportation investments over the next twenty years, while helping the City access funding programs and cost-share opportunities to expand and enhance active transportation throughout the community. A glossary of terms used in the ATP can be found in **Appendix A**.

Commuting Trips Compared to Recreational Trips

Active transportation includes all forms of human-powered transportation, including trips that are both commuting, errand, and destination-focused, as well as trips made solely for recreational purposes, such as running or road cycling. While there can be substantial overlap between these two trip types, the prioritization and implementation of infrastructure across the city-wide network can differ depending on which trip type is prioritized. The 2026 Prince George ATP focuses on connecting

people to key destinations in the City with an emphasis on commuter trips. This approach achieves spill-over benefits for exercise-focused trips, particularly in areas with high activity levels, such as near Downtown and within the Bowl.

The ATP focuses active transportation routes predominantly on or beside roadways. While network recommendations include connections to trails and other recreational facilities, the ATP is not a Trails or Parks Plan.

PLAN PROCESS

The ATP was developed over 12 months and included four phases, as illustrated in **Figure 1**. The ATP was developed through a combination of technical analysis, alignment with existing municipal, regional, and provincial policies and plans, and input from community members, interest groups, and agency partners through two rounds of engagement.



Figure 1: Active Transportation Plan Study Process



COMMUNITY ENGAGEMENT

In 2023 and 2024, the City undertook extensive engagement as part of the planning process for the OCP, where input was collected on the community's vision for active transportation. In addition to the OCP engagement, the ATP planning process included two rounds of community engagement. A summary of the community and agency engagement incorporated into the ATP is summarized below.

Official Community Plan Engagement

As part of the OCP, input on active transportation related issues and opportunities was received primarily through the following engagement activities:

- OCP Community survey – Open between September 18 to October 27 (2023)
- Roundtable discussions – October 16 and 17 (2023)
- Community open houses – April 9 and 10 (2024)

Active Transportation Plan – Engagement Round 1

The first round of engagement for the ATP was completed in July 2025 and consisted of targeted engagement with key audiences through roundtable discussions. Representatives from over 20 different agencies, organizations, and committees attended the roundtables. In total, there were four meetings, listed below:

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

In addition to the roundtables, an interactive mapping exercise was publicly available on the City's website for one month between July 3 to August 1 (2026).

Active Transportation Plan – Engagement Round 2

The second round of engagement for the ATP was completed in December 2025. The second round sought feedback from the wider community, as well as the community and agency partners, on the draft network and policy recommendations. Round 2 was crucial to ensure that the final ATP was supported by community members. Round 2 engagement included:

- Community open house – December 3 (2025)
- ATNP Community survey– Open between November 24 to December 14 (2025)

Awareness and Promotion

The City informed the community about the ATP and opportunities to engage through the following communication methods:

- **Project webpage:** A dedicated project webpage was created on the City of Prince George's website. The project webpage shared background information about the project and opportunities for engagement. It also hosted the interactive map and the community survey.
- **Social media:** The City promoted both rounds of engagement, including the survey and events on Facebook, Instagram, and LinkedIn.
- **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. A second press release was distributed on November 24, 2025. The release announced the second round of engagement of the ATP and promoted the project website.

Engagement by the Numbers

45+
Open House Attendees



22+ **Community + Agency Partners Engaged**



1,019
Comments on the virtual web map

243
responses

Survey 1: Plan Themes + Actions



137
responses

Survey 2: Proposed Network + Infrastructure Improvements

WHY IS ACTIVE TRANSPORTATION IMPORTANT?

Communities across Canada and internationally are increasingly investing in active transportation to enhance community health, the environment, and the economy. By developing an interconnected transportation network that provides safe and accessible transportation options for people taking transit, walking, biking, and rolling, people have the freedom to choose their preferred transportation mode. There are many benefits to supporting and encouraging active transportation.

Health and Wellbeing

Regular physical activity reduces the risk of numerous chronic diseases and fall-related injuries. It also supports mental health and well-being and promotes the healthy growth and social development of youth and children. As of 2021, approximately 90% of Prince George residents commute by car. Active transportation is one of the most affordable, accessible, and convenient ways to add exercise into daily routines.

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 transportation system, including children, youth, older adults, single parents, immigrants, equity-denied groups, and people with a disability. Affordable modes of transportation, walking, cycling, and the use of micromobility devices, or mobility aids can help build transportation equity. Increasing transportation equity requires building infrastructure that is equitably distributed and considers the diverse needs of all community members.

Climate Action

Transportation is a major contributor to greenhouse gas (GHG) emissions, with cars being the main culprit. In Prince George, vehicles account for 52% of emissions. The City's Climate Change Mitigation Plan targets an 80% reduction in GHG emissions by 2050. A cultural shift toward active transportation offers a significant opportunity to achieve these climate goals.

Social 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 play a key role in building a happy, resilient community, while supporting mental health. Naturally, social interactions increase when people walk, roll, or cycle compared to when they drive.

Safety

Research has shown that as communities increase active transportation mode share, transportation 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 more people walking and cycling. Well-designed active transportation infrastructure provides dedicated, often separated spaces for users and enhances their visibility on the street, thereby reducing the risk of collisions and increasing road safety.

Economy

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 potential drawbacks, as more sustainable trips generate higher revenue than car trips. Wider sidewalks and pedestrian-friendly streets can attract shoppers.

Additionally, the cost of investing in building and maintaining active transportation infrastructure is significantly lower than infrastructure dedicated to motorized traffic. Active modes require considerably less space and cause very little wear and damage to surfaces.

PLAN STRUCTURE

The ATP has been divided into six sections:

Section 1: Introduction introduces the ATP's purpose, process, and community engagement activities that occurred during the development of the ATP.

Section 2: Active Transportation in Prince George Today outlines the considerations that informed the ATP's policy and network recommendations. This includes understanding the community context and existing conditions for active transportation.

Section 3: Actions outlines the future direction for active transportation in Prince George. It introduces the themes and actions that will guide active transportation in the community.

Section 4: Network Recommendations presents the long-term active transportation network, introduces the network planning principles that informed its development, proposes facility types, outlines the network planning approach, and includes active transportation network maps.

Section 5: Implementation Plan summarizes the prioritization of policy actions and active transportation infrastructure projects in the ATP. It also provides an overview of funding strategies for implementing the ATP.

Section 6: Closing briefly summarizes the ATP and outlines next steps for implementation.





2.0 ACTIVE TRANSPORTATION IN PRINCE GEORGE TODAY

Understanding community context and demographics is important when planning for active transportation. This section sets the scene for the ATP by outlining land-use considerations, key demographics, and connections to relevant plans and policies in Prince George. It also includes a summary of existing active transportation infrastructure in Prince George today. All these components play an important role in informing the ATP recommendations.

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 is also the commerce, service, and cultural hub for the broader region's population of over 300,000. Within the region, Prince George is experiencing the most significant growth, accounting for over 90% of recent regional population growth, and this trend will likely continue as densification increases.

The community's geography and land-use structure offer 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 is still evident today. As the City grew, the street network in development areas was less dense, with reduced connectivity and fewer destinations and amenities within walking distance, such as services, commercial destinations, and parks.

The majority of the City's residential, employment, and recreational destinations are concentrated in three key neighbourhoods, including:

- **The Bowl**, which includes the Downtown core, and the other smaller neighbourhoods contained within the West and East Bowl neighbourhoods. The Bowl continues to experience growth with an increase in higher density multi-family developments. Currently, the predominant housing type remains lower density single family homes.
- **College and University Heights** is also seeing an increase in higher density developments in some areas. Currently, it is predominantly lower-density residential with schools and large-scale commercial destinations concentrated off Highway 16.
- **The Hart** is the City's northern node of activity and is experiencing the substantial growth of both residential and commercial uses in more recent years.

Figure 2 illustrates the City's neighbourhoods and key destinations, including community centres, schools, commercial areas, and parks and open spaces. An inset map of the Bowl neighbourhood, and all other maps including in the ATP can be found in **Appendix D**.

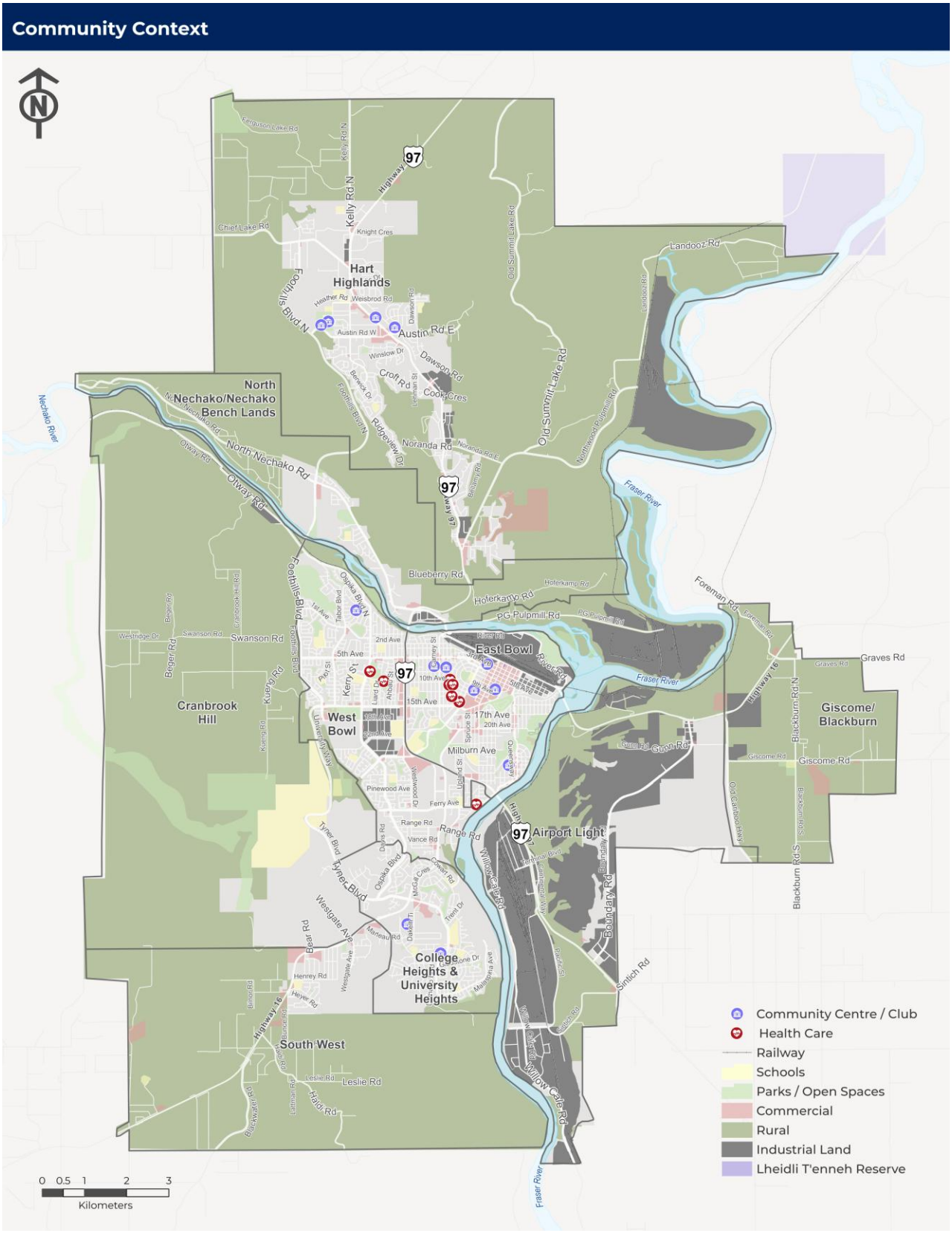
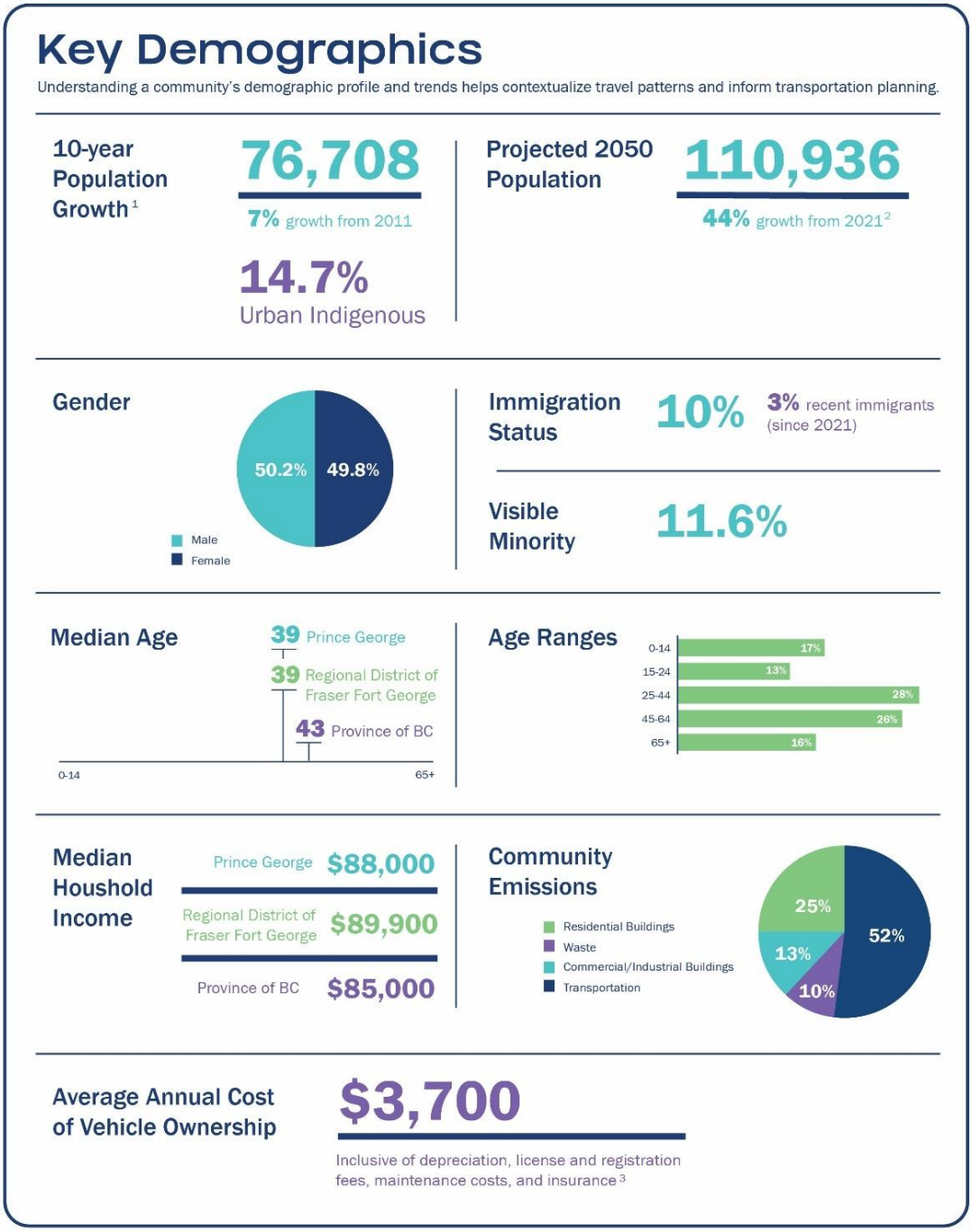


Figure 2: Community Context Map and Key Destinations

KEY DEMOGRAPHICS AND STATISTICS



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[1] All information other than projected population and vehicle ownership costs are sources from Statistics Canada Census Data (2021)
[2] Draft 2025 Official Community Plan – population projections
[3] BCAA Driving Cost Calculator – vehicle ownership costs

POLICY CONTEXT

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 Prince George. The following diagram (**Figure 3**) illustrates the key plans, studies, and bylaws that informed the ATP. Through the ATP planning process, the project team reviewed existing plans and documents and integrated and updated some of the recommendations in the ATP. Additionally, the ATP includes recommendations that will be incorporated into future versions of plans and bylaws.

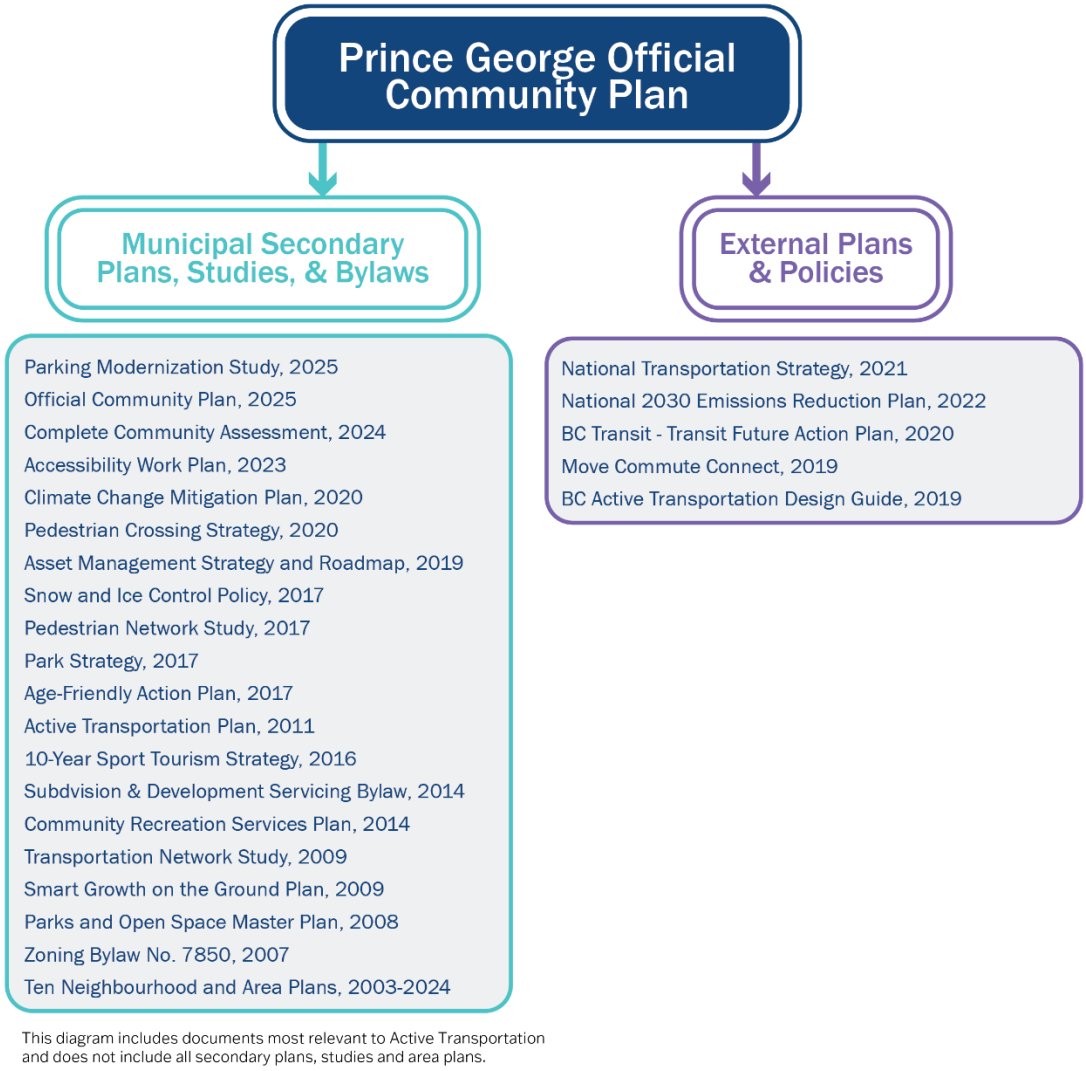


Figure 3: Relevant City and Higher Government Plans, Strategies, Studies, Bylaws, and Guidelines

2011 ACTIVE TRANSPORTATION PLAN STATUS UPDATE

The 2011 ATP was developed to better integrate the City's efforts across transportation, planning, and recreation services to support and expand walking and cycling. In 2011, active transportation planning was gaining momentum across British Columbia and Canada, supported by initiatives such as UBCM's Built Environment and Active Transportation (BEAT) program, which helped fund the development of the 2011 plan. The 2011 ATP represented the City's proactive response to this emerging and rapidly evolving approach to prioritizing active transportation planning and infrastructure.

The 2011 ATP included proposed networks for a range of pedestrian and cycling facilities, including sidewalks, multi-use pathways, on-road bike lanes, and paved shoulders among other facilities. The 2011 ATP also established municipal design standards and guidelines to support implementation. Since its adoption, the City has advanced network implementation through key projects including, but not limited to:

- New sidewalks on segments of North Ospika Boulevard, 3rd Avenue, and Marleau Road.
- Painted bike lanes on 15th Avenue and Winnipeg Avenue.
- Pedestrian intersection enhancements at Ospika Boulevard and Davis Road, Tyner Boulevard and Gannett Road, and Queensway and Connaught Drive.
- A multi-use pathway on Bear Road.
- Supporting programs such as a publicly available Bikeways Map, the Downtown Bike Valet, summer road closures for farmers markets and festivals, and new bike racks in the downtown core.

Since the 2011 ATP was developed, approaches to active transportation planning have continued to evolve at the global, national, and provincial levels. Key milestones include the Province's Move Commute Connect Strategy (2019) and the B.C. Active Transportation Design Guide (2019, updated in 2026) and the Federal National Active Transportation Strategy (2021), alongside several City-led initiatives such as the Pedestrian Crossing Strategy (2020), Age-Friendly Plan (2017), Pedestrian Network Study (2017), Complete Community Assessment (2024), and the 2025 OCP update. Current active transportation planning and design guidance now places greater emphasis on providing physical separation between people cycling and motor vehicles on arterial and collector roads, enhanced intersection treatments, and providing continuous and connected routes to neighbourhoods and destinations throughout the community.

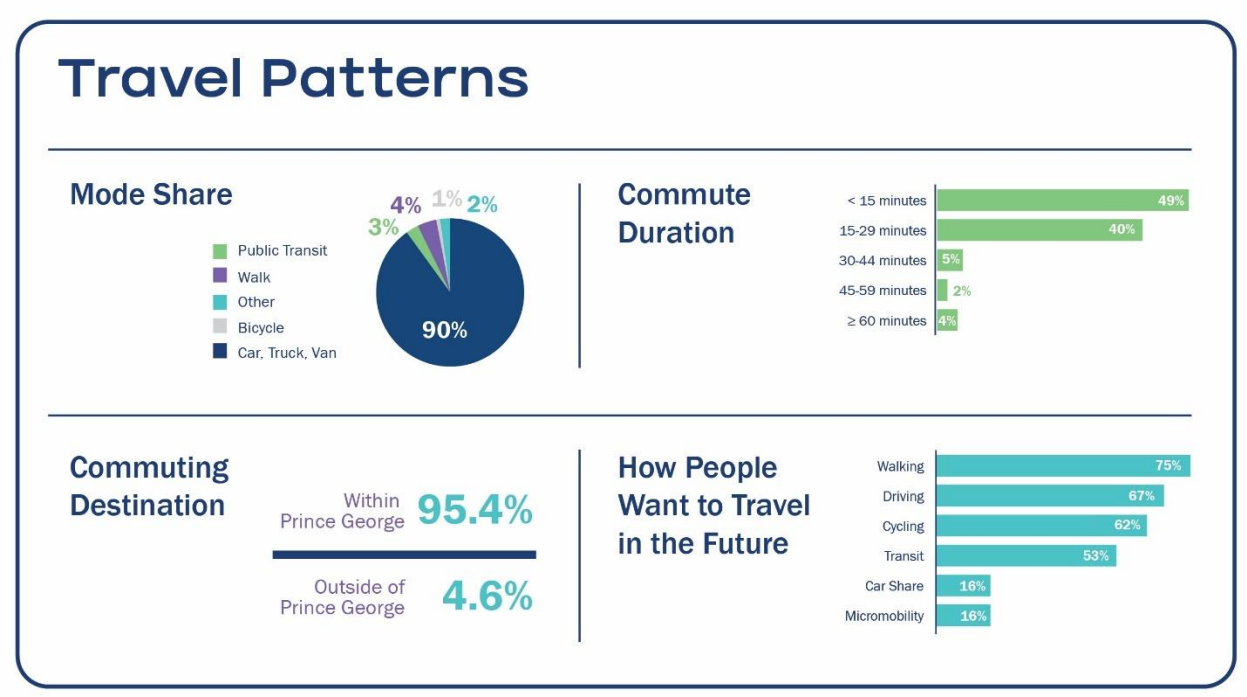
The 2026 ATP integrates the City's recent plans and strategies and reflects current best practices in active transportation planning and recent community engagement. It places greater emphasis on physically separated facilities, such as multi-use pathways and protected bike lanes, to improve safety and accessibility and encourage broader participation in walking and cycling. The 2026 ATP also expands its focus on supporting programs, including providing more secure bicycle parking and wayfinding, providing more information on funding mechanisms for implementation, and monitoring the implementation of the ATP through additional data collection.



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 OCP. 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 lasting less than 15 minutes, there may be an opportunity to convert some of those shorter trips to walking or cycling. It is important to note that Census Data records information on trips to work but does not collect information on how people are travelling to other non work destinations.

The available data indicates that travel patterns have not changed substantially over the past two decades. Census information since 2011 (the same year the 2011 ATP was completed) indicates that the percentage of trips by active transportation (based on Canada Census Journey to Work data) has remained steady with no change in the percentage of trips by active modes. It is important to note that 2021 Census Data was collected during the COVID-19 pandemic, when more people were working from home and there were fewer trips being taken. Additionally, a more robust household survey would allow for a better understanding of non work trips, demographic information, and how people are travelling between neighbourhoods, discussed more in Action 18. This will enable the City to better monitor the impact of transportation projects and the implementation of the actions identified in the ATP.



(Source: All information other than how people want to travel in the future are sourced from Statistics Canada Census Data (2021). Input received through Draft 2025 Official Community Plan engagement program. – future travel)

EXISTING ACTIVE TRANSPORTATION CONDITIONS

This section provides a summary of the existing condition of active transportation in Prince George today. An understanding of existing conditions helped to inform the recommendations of the 2026 ATP and identify priority recommendations for implementation.

This section summarizes the condition of the active transportation network (infrastructure and routes) and culture around active transportation in Prince George. The existing active transportation network is made up of roads, pedestrian facilities (sidewalks, walkways (pedestrian cut throughs typically between streets or within parks and school sites), and multi-use pathways) and cycling and micromobility facilities (painted bicycle lanes, multi-use pathways, paved shoulders, and shared lanes).

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 British Columbia, north to the Yukon (Highway 97), and east to Alberta, Saskatchewan, and Winnipeg (Highway 16). Both highways are under the jurisdiction of the province and the Ministry of Transportation and Transit (MOTT). At the time of the development of the ATP, design work was underway for the pathway between John Hart Bridge and Northwood Pulp Road (Hart Trail Connector).

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. The highways impact the connectivity of the municipal road network, limiting crossing opportunities for active transportation users, and creating safety concerns.

The highest density of active transportation infrastructure and community destinations (parks, community centres, commercial areas, seniors facilities, and schools) is concentrated within the Bowl, with the presence of active transportation infrastructure decreasing the further you travel from Downtown. For active transportation to appeal to a broader audience, including people who are interested but hesitant, improvements are needed to enhance the user experience by creating a network that is connected, comfortable, and safe.

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

Sidewalks make up the primary component of the City's pedestrian network with approximately 200 km of facilities. The presence of pedestrian facilities varies across the City. Overall, 75% of roads do not have a sidewalk or multi-use pathway on either side of the street, and 25% of roads have a sidewalk or multi-use path on at least one side of road.

In 2017, the City completed a Pedestrian Network Study assessing the state of pedestrian infrastructure (including sidewalks, walkways, and multi-use pathways) across approximately 205 km of the City's road network. The study found that most facilities are asphalt (61%) or concrete surfaces (36%), with approximately 56% of the network rated in "good" to "very good" condition. Park Paths were assessed and found to be in better condition, with approximately 85% rated in "good" to "very good" condition. The most common distress type identified was vegetation encroachment onto the trail.

Based on community survey input, community and agency partner meetings, site observations, and a review of existing conditions, the following key challenges and opportunities for active transportation in Prince George were identified.

What does AAA infrastructure mean?

The term All Ages and Abilities (AAA), also sometimes referred to as facilities that are comfortable for most people, 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 routes can include separated bicycle lanes, multi-use pathways, neighbourhood bikeways, and sidewalks.

Key Challenges for Active Transportation

- Limited commercial, recreational, and employment destinations within walking and cycling distance outside of the Bowl.
- Steep topography between neighbourhoods that can create barriers for active transportation.
- Discontinuous active transportation routes in some areas of the City, this includes gaps in the sidewalk and cycling network.
- Lack of AAA cycling routes, such as separated bicycle lanes.
- Limited cycling infrastructure in certain parts of the City, including Downtown.
- Winter conditions impact the safety, accessibility, and comfort of travelling by active modes (especially regarding the clearing and storage of snow).
- Limited recreational access to the Fraser and Nechako Rivers.
- Lack of secure bicycle parking.
- Safety and accessibility concerns at intersections and along streets within the City including (but not limited to), 15th Avenue, 5th Avenue, Otway Road, Ospika Boulevard, Massey Drive, Foothills Boulevard, and along the highways under the provincial (MOTT) jurisdiction.
- Reports of tensions and aggressive behaviour between different road users resulting in safety concerns. Lack of active transportation culture and promotion within the community.

Key Opportunities for Active Transportation

- Multiple existing City plans, policies, and reports provide support, guidance, and recommendations for enhancing and promoting active transportation.
- High walkability potential in Downtown and other areas of the Bowl and College Heights where there is a mix of land uses, a dense well-connected street network, and relatively higher densities.
- Progressive land use planning and infrastructure investment (operational and capital) prioritizing growth and development in Growth Priority Areas, Downtown, Neighbourhood Centres, and Corridors identified in the OCP and the recommendations of the Complete Communities Assessment.
- There are opportunities to use available data sets and newer technological solutions to help identify and align active transportation opportunities to prioritize investments. This can include crowdsourced data and data collected by agency partners and local organizations.
- Increased popularity of e-bikes, potentially increasing the number of people cycling in the City by helping to overcome steep slopes.
- Additionally, there are opportunities for the City to:
    - Prioritize smaller scale location specific improvements that can be implemented to provide safer and more accessible active transportation connections to bus stops.
    - Expand and enhance the City's existing network of on-street cycling routes, enhancing safety and filling in gaps.
    - Integrate on- and off-street active transportation networks to provide a more complete and connected network.
    - Provide and support active transportation educational opportunities.
    - Enhance public awareness and navigating the city with more wayfinding.
    - Continued alignment with private and public development to advance network connectivity.



3.0 ACTIONS

This section establishes the future direction for active transportation in Prince George. It introduces the ATP's themes and recommended actions to enhance active transportation across the community. By continually implementing the ATP's recommendations over the long term, the City can work towards achieving the community's vision of a healthy, highly walkable, bikeable, and accessible community with improved access to amenities and recreational opportunities.

THEMES

Plan Themes

Based on the input received from community members and partners, in addition to technical analysis, the recommendations of the ATP have been developed around four central themes:

Connect

5 ACTIONS

Focuses on enhancing and expanding the network of walking and cycling routes to ensure people are connected to community destinations and their daily needs.

Integrate

7 ACTIONS

Focuses on 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

Focuses on making active transportation easy to access, intuitive, and comfortable regardless of age or ability.

Encourage

3 ACTIONS

Focuses on promoting active transportation through education, community partnerships, and programs that build awareness.

Each theme includes several actions that will enhance active transportation in Prince George.

CONNECT

A well-connected network of on- and off-street active transportation routes can make it easier to get around the community, increase recreation opportunities, and make travelling by active transportation a safer and more practical transportation choice. The actions under the Connect theme focus on providing safe and comfortable connections between destinations.

Through community engagement, input was collected on the level of importance for the proposed actions related to this theme. Of the actions within this theme, the improvement of safety and accessibility at intersections and crossings received the highest level of support from participants during the second round of engagement.

The Connect theme includes five actions to build and expand the existing active transportation network, making it safer, more connected, and more convenient.

ACTION 1: Build new and enhance existing active transportation routes within the community.

The City has been making strides in providing more walking and cycling infrastructure throughout the community. However, many of the cycling improvements identified in 2011 Active Transportation Plan, and other neighbourhood plans, were recommended based on design guidelines in place at the time, before the B.C. Active Transportation Design Guide and the most recent update to the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. In some cases, these facilities may not be appropriate for the current road conditions.

Research shows that approximately half of potential active transportation users prefer either complete separation from vehicle traffic or low-traffic routes for walking, rolling, or cycling. The City is committed to enabling and encouraging those interested in walking, rolling, and cycling by implementing active transportation routes with infrastructure appropriate to each street's context. Infrastructure projects may include the implementation or upgrade of sidewalks, multi-use pathways, separated bicycle lanes, neighbourhood bikeways, painted bike lanes, and rural active transportation routes.

Please see **Section 4.0**, specifically, **Figure 6** and **Figure 7** for maps illustrating the potential active transportation network projects.

Through this action, the City will work to:

a. Implement new active transportation routes as identified in **Figure 6** and **Figure 7** to fill gaps in the active transportation network. When confirming priorities, consider whether the project is located within a Growth Priority Area, near community centres, commercial areas, seniors facilities, and schools.
b. Upgrade existing cycling facilities, identified in **Figure 7** to align with current design guidance. The recommended upgrades to existing facilities include providing separated cycling facilities (separating people cycling and motor vehicle traffic through a physical barrier). The separation and upgraded facility type is recommended based on the motor vehicle volumes and speed on the road, as identified in the B.C. Active Transportation Design Guide Bicycle Facility Selection Decision Support Tool.
c. Continue to review and implement active transportation infrastructure projects identified in the City's Neighbourhood and Area Plans. Review the recommendations of those plans in reference to the existing and potential active transportation network and current design guidance to confirm connectivity, preferred facility type, and design details.
d. Continue to implement and upgrade existing walkways to enhance accessibility and safety for active transportation users. A walkway is a path or route designed for pedestrian use, intended to allow people to walk safely and conveniently between places. This includes walkways between neighbourhoods from road to road and walkways from a road to a destination.
    - Continue to work with developers, using tools such as the Subdivision and Development Servicing Bylaw, to identify active transportation connections, including walkways that provide the most direct travel path between destinations.
    - Update the guidance for walkways in the Subdivision and Development Servicing Bylaw (**Action 6** and **Appendix B**).

- Ensure that street frontages and new walkways are accessible, include adequate lighting, and follow Crime Prevention Through Environmental Design (CPTED) principles and lighting standards published by the Illuminating Engineering Society (IES).
- Conduct a condition assessment of existing walkways to identify potential upgrades and how they should be prioritized.
- If new cycling routes connect to an existing walkway, prioritize widening the walkway (where feasible).
- Develop a criteria that can be reviewed when considering closing a walkway to determine reasons for closure and the role the walkway plays in the transportation network.

ACTION 2: Enhance and expand the City's trail network.

The core focus of the ATP is on commuter trips and active transportation routes on or beside roadways. Although the active transportation network recommendations in the ATP include connections to trails and other recreation facilities, the ATP is not intended to be a Trails or Parks Plan. To further enhance and expand the trail network, the City will:

a. Continue to review and implement trail projects identified in the City's Neighbourhood and Area Plans. Review the recommendations of these plans in reference to the existing and potential active transportation network to confirm connectivity and integration.
b. As identified in the OCP, update the existing Trail Master Plan. This update should include updating the inventory of the existing trail network, including trail classification, along with reviewing, confirming, and incorporating the recommendations outlined in the City's Neighbourhood and Area Plans into the Trail Master Plan.
c. Provide information about snow clearing timelines and practices for trails to provide clarification on which routes are winter maintained. Explore identifying a winter trail network, including identifying trails where no snow clearing occurs to allow for winter-based active transportation (i.e. skiing, snowshoeing, etc.)
d. Explore opportunities along the existing and future trail network to implement potential viewpoints and gathering areas.



ACTION 3: Improve safety and accessibility at intersections and crossings.

Intersections are typically where most conflict between user groups occurs. Even if active transportation facilities have been provided up to or through intersections, the facilities may still feel uncomfortable, unsafe, or inconvenient for users. For this reason, the ATP has identified several intersections through engagement and technical analysis that present safety concerns, with a primary focus on upgrades at signalized intersections.



Prince George has previously implemented a variety of intersection control and treatments, including fully signalized intersections with and without pedestrian-activated buttons, overhead flashing beacons, rapid rectangular flashing beacons, ground-mounted pedestrian crossing signs, and standalone crosswalks. Many of the recent enhancements have been implemented through the Pedestrian Crossing Strategy (2020), which focused on upgrades at existing unsignalized intersections.

Figure 8 and **Table 2** detail potential intersection and crossing locations where safety and accessibility can be improved, along with the responsible jurisdiction, intersection location, and potential enhancements. As the improvements in **Figure 8** and **Table 2** have not already been identified in the 2020 Pedestrian Crossing Strategy, the City will continue to build on this study through Action 3 and the following policies. Note that additional planning and design will be needed to determine appropriate treatments at these locations. Through this action, the City will work to:



a. Enhance safety, accessibility, and network connectivity at intersections. Potential enhancements can include:
   - Review the recommendations and work to implement the transportation improvements as identified in the Age-Friendly Action Plan.
   - Review the recommendations of the 2020 Pedestrian Crossing Strategy and implement recommendations based on current design guidelines.
   - Review and work towards implementation of the intersection crossing improvements at signalized intersections identified in **Figure 8** and **Table 2** of the 2026 ATP.
   - Ensuring that letdown transitions (curb ramps) from sidewalks, multi-use pathways, trails, stairs, and ramps to the road are smooth and accessible.
   - Upgrading surface materials to provide a smooth surface and a comfortable and accessible experience.
   - Shortening pedestrian crossing distances by providing curb extensions and/or pedestrian refuge islands, which can enhance pedestrian visibility.
   - Reviewing signal phasing (i.e. sequencing of light intervals, types of traffic movements, and light timing) at signalized intersections in high-pedestrian areas and near key destinations (parks, community centres, commercial areas, seniors facilities, and schools) to explore opportunities for the implementation of leading pedestrian intervals to provide pedestrians a head start in the intersection.
   - Reviewing ICBC, Health Authority, and RCMP data to monitor pedestrian and cycling collisions, near misses, and other safety concerns.

b. Implement intersection enhancements along cycling routes to increase awareness of cycling facilities, reduce instances of vehicles encroaching on cycling facilities, and increase protection near intersections. Potential improvements can include:
   - Installing signage and considering conflict zone markings, such as thermoplastic green paint and cross-rides, to raise awareness of active transportation routes and people crossing at intersections.
   - Exploring for opportunities to install (or extend) physical separation/barriers near intersections to ensure vehicles take appropriate turning movements and do not use cycling facilities as turning lanes.

- As new cycling infrastructure is implemented, consider time separated bike signals as per guidance in the B.C. Active Transportation Guide.

ACTION 4: Work with the Ministry of Transportation and Transit and advocate for addressing safety concerns and active transportation facility gaps on infrastructure under their jurisdiction.

Prince George includes two major highways, Highway 97 and Highway 16, which cut through some of the City's busiest and densest areas. These highways act as the primary inter-city and regional transportation routes for vehicle and goods movement but are typically less welcoming and safe for active transportation users. For this reason, the two corridors create significant gaps and barriers in the active transportation network.

Both highways are owned and operated by the province's Ministry of Transportation and Transit (MOTT). Other major infrastructure within the City is owned and operated by MOTT, include the Simon Fraser Bridge, the Yellowhead Highway Bridge, and the John Hart Bridge, among others. Over the years, MOTT has implemented several active transportation facilities and enhancements within the provincial rights-of-way, including sidewalks, multi-use pathways along land and bridge segments of the highway, and intersection upgrades, among others. However, many segments of the highways still create network gaps and require improvements to continue working towards MOTT's goal of increasing the number of trips made by active modes.[4]

The added layer of provincial jurisdiction creates complexity when implementing active transportation enhancements on or next to roads under provincial authority. For this reason, the City will continue to work with MOTT to advocate for safer active transportation infrastructure on highways and roads under the province's jurisdiction. Through this action, the City will work to:

a. Explore the feasibility of providing new dedicated active transportation routes on and beside MOTT roads (within the road right-of-way) and upgrading intersection crossings (of MOTT roads), as illustrated in **Figure 6**, **Figure 7**, and **Figure 8**.
b. Continue to work with MOTT to plan, design, and implement the Highway 97 Hart Trail Connector, including providing active transportation network connections on City streets.
c. Share community member input on safety and accessibility concerns on MOTT infrastructure.
d. Advocate for ongoing and regular maintenance of MOTT infrastructure to ensure that roads (particularly road shoulders and spaces used by people walking, cycling, and rolling) are free of debris and vegetation. This may require reviewing and updating existing transportation maintenance agreements.
e. Explore opportunities to enhance existing underpasses to make them feel more inviting and comfortable.
    - Incorporate public art to help reduce vandalism, provide more lighting, and ensure more frequent maintenance to keep them free of debris.
    - If, due to increasing development activity near the highway, MOTT explores the feasibility of additional active transportation underpasses, the City will advocate for the use of current design guidance and principles be considered in the design process. This includes guidance regarding the approach visibility, beautification, accessible grades and approach angles, and maintainability and drainage and advocate for an overpass to be considered.





[4] Ministry of Transportation and Transit, Move. Commute. Connect., 2019.

ACTION 5: Improve walking and cycling connections to transit and school bus stops.

Most transit trips start and end with walking, rolling, or cycling. Bus stop accessibility across the City is variable, with not all stops having connecting sidewalks or pathways. Additionally, the presence of bus stop amenities, such as lighting, seating, weather protection, bike parking, and others, is inconsistent which can reduce the appeal of transit to current or potential users. By improving the consistency and availability of infrastructure connections and amenities at bus stops, the City can enhance the transit user experience, encouraging more multi-modal trips. Multi-modal trips are trips made by more than one mode of transportation. For example, one portion of the trip is made by bike, and another portion is made by transit. The Transit Future Action Plan (2020) includes some recommendations related to the implementation of amenities at bus stops. Through this action, the City will continue to reference the Transit Future Action Plan and work to:

a. Develop an inventory of existing bus stops and amenities. This will require building on the City's existing GIS inventory of bus stop locations and may include but is not limited to additional attributes such as bus stop amenities, ownership, and amenity conditions.
b. Work with BC Transit, using the inventory of existing bus stops, to provide direct and accessible pedestrian and cycling connections to bus stops.
c. Prioritize the installation of amenities at transit exchanges and bus stops with the highest boardings and expected transit ridership and based on the recommendations of the Transit Future Action Plan (Section 8.1 and 8.2). When identifying additional locations, consider prioritizing stops located within Growth Priority Areas, Neighbourhood Centres, and Corridors identified by the OCP.
d. The City will continue to leverage BC Transit's bus shelter program to secure grant funding to implement new bus shelters.
e. Share input received regarding transit service routing and frequency with BC Transit and the Regional District of Fraser Fort George.



INTEGRATE

The Integrate theme includes seven actions focused on ensuring active transportation principles are considered and implemented across all aspects of community planning, operations, and maintenance. This includes integration with existing municipal planning and policy documents, City departments, and programs and guidelines from other jurisdictions, ensuring active transportation is considered in all City plans, designs, projects, and programs.

ACTION 6: Integrate the recommendations of the ATP into City plans and projects.

The City has developed a successful policy framework guiding development and community growth, with many of these plans, reports, and studies shown in **Figure 3**. It is important that the ATP's recommendations and findings be included in existing and new planning documents, connecting active transportation planning, policies, and infrastructure to other City plans and projects. This will ensure the effective implementation of the ATP and the efficient use of City resources. Through this action, the City will work to:

a. Review and update where required the following Bylaws and planning documents to include the ATP recommendations and design guidance:
    - Official Community Plan
    - Subdivision and Development Servicing Bylaw (see **Appendix B** for current active transportation design guidance and Bylaw update recommendations)
    - Neighbourhood plans and studies
    - City's Age Friendly Action Plan
    - Parks Strategy
    - Pedestrian Network Study
    - Snow and Ice Control Policy (see Action 8)
    - Zoning Bylaw (see Action 14)

b. Consider developing a Traffic Calming Policy to manage speeds on Prince George roads and provide additional guidance for adding traffic calming when implementing new infrastructure projects. The policy can also include guidance on standards and design considerations.

c. Implement new active transportation infrastructure and improvements in combination with other infrastructure projects (i.e., road rehab projects, parkland acquisition, recreational facilities, among others) and through new commercial and residential developments.

What is Traffic Calming?

Traffic calming treatments consist of devices that reduce motor vehicle speeds closer to the speeds of people cycling and other active transportation users. In addition to reduced speeds, traffic calming can reduce overall traffic volumes making neighbourhood streets safer and more comfortable for active transportation.

The types of traffic calming treatments for active transportation routes, particularly suitable for neighbourhood bikeways, are generally categorized as vertical and horizontal deflections.

- Vertical deflection measures cause a vertical upward movement of the motor vehicle. Drivers slow down to navigate the infrastructure, resulting in reduced motor vehicle speeds. They can also deter neighbourhood short-cutting traffic and reduce traffic. Speed humps, speed tables, raised intersections, and raised crosswalks are examples of vertical deflection traffic calming treatments.
- Horizontal deflection measures create a lateral shift in the travel pattern. Drivers slow down in response to seeing a visually narrow street or when navigating a curving travel lane. Curb extensions, traffic circles, chicanes, and raised median islands are examples of horizontal deflection traffic calming treatments.

Beyond the traffic calming treatments listed above, pavement markings, street narrowing, surface treatments, and access restrictions (traffic diversion) can help reduce motor vehicle speeds and reduce traffic.

ACTION 7: Support and monitor the implementation and regulation of micromobility devices.

Micromobility includes a variety of personal or shared mobility devices, including skateboards, scooters, rollerblades, and electric micromobility devices, also referred to as e-micromobility devices. E-micromobility devices include electric kick scooters (e-scooters) and electric bicycles (e-bikes). These electric micromobility devices are increasingly being used across North America, Canada, and Prince George.

The City will undertake the following actions to plan for and regulate micromobility devices:

a. Support potential shared micromobility service providers in exploring the feasibility of implementing a shared (preferably docked) e-scooter service. The City can also consider exploring bike share (conventional and e-bike). This service would likely begin with a smaller service area (e.g., within the Bowl near Downtown) with potential expansion as demand grows.
b. Consider new mobility and micromobility devices in infrastructure design, including facility type, facility width, and intersection treatments. Infrastructure should be designed to consider comfortable passing and side-by-side riding as e-micromobility devices vary in size and speed.
c. Partner with Northern Health, the RCMP, and MOTT to support broader micromobility data collection and evaluation, with a focus on e-micromobility devices related to safety and enforcement.
d. Engage with partners to explore opportunities to support e-micromobility education campaigns and activities.
e. Continue to work with MOTT to support legislative changes to accommodate the safe use of e-micromobility devices.

Provincial Electric-Scooter Pilot Program

From 2021 to 2024, the B.C. government ran a pilot project to test the use of electric kick scooters in participating pilot communities. Starting April 5, 2024, a new pilot project is underway to continue testing the use of electric kick scooters in participating B.C. communities.

The Electric Kick Scooter Pilot Project Regulation sets rules for the pilot project. Each participating community can also set rules specifying where you may use an electric kick scooter (e.g., on multi-use pathways). The province is using the results of these pilot projects to determine whether electric kick scooters should be authorized for permanent use in the province.

The province has additional information about the pilot program and resources on their website.

In 2025, the City of Prince George enrolled in MOTT's 's e-scooter pilot program. The pilot is intended to test the limited use of e-scooters and gather information on their impact on the community, the mobility system, and on users.



ACTION 8: Review and update maintenance practices and procedures for active transportation routes to ensure they are in good condition and can be used year-round.

As Prince George experiences significant snowfall and long-lasting durations of freezing temperatures, regular maintenance of active transportation infrastructure is important to ensure year-round use of the network. As with other winter cities around the world, year-round use of the active transportation network can be made possible through intentional prioritization of maintenance strategies which enables and encourages community members to walk, cycle, and spend time outdoors during the winter. Through this action, the City will work to:

a. Refresh pavement markings with paint annually, or twice a year, as needed. Typically, pavement markings using thermoplastic last longer and may not need to be refreshed as often, though this depends on local context. Reapplication of pavement markings also varies depending on the location of the marking. The City will continue to test out different types of pavement marking treatments to determine which are most appropriate for the Prince George context.
b. Ensure signage is clearly visible and in good condition. This may include regular inspection and landscaping to maintain and enhance the visibility of signage and facility users.

Pavement Marking Considerations

The choice of material for pavement markings typically depends on the users. For example, markings under motor vehicle traffic tend to wear out faster than other markings. It is also dependent on winter maintenance practices and treatments.

The pavement marking material used should be durable, highly visible, should provide adequate traction in all road conditions, and consider environmental impacts. Coloured pavement along bicycle facilities can either be in the form of an overlay on the existing pavement or it can be embedded into the pavement itself by mixing coloured pigment into asphalt. Glass beads can also be mixed into the pavement markings to increase retro reflectivity.

Overlay treatments include paint, epoxy (including Durable Liquid Pavement Markings (DLPM)), thermoplastic, tape, and Methyl Methacrylate (MMA). Each varies in cost, anticipated life span, and retroreflectivity. Typically, paint tends to be the least expensive initially but also has one of the short lifespans. MMA and tape tend to be more expensive initially but have longer life spans.

c. Review and update the City's Snow and Ice Control Policy to include the presence of cycling facilities in the prioritization criteria of road maintenance and snow removal on City streets. This also includes the preventative and reactive salting and/or sanding of active transportation facilities.
d. Update snow clearing and storage techniques to ensure that pedestrian and cycling facilities remain usable during the winter. This may include:
    - Ensuring space for snow storage is incorporated into the design of future active transportation infrastructure.
    - Ensuring intersections and crossings remain accessible for active transportation users, including clearing windrows at intersections and mid-block crossings.
    - Ensure appropriate cross slopes are provided to accommodate drainage.
e. Design new active transportation facilities to accommodate snow removal, snow storage, and drainage. This includes considerations about facility type, buffer space for snow storage, and proper drainage. Additional information can be found in **Appendix B**.
f. Ensure adequate resources are in place to maintain the active transportation network as new infrastructure is implemented (i.e., operational funding, maintenance vehicles).

g. Work with construction crews and developers to provide accessible detours for people walking and bicycling during construction and maintenance. This involves reviewing current construction detour policies and developing new guidelines for contractors and City departments to ensure that they represent best practice for accommodating all active transportation users during construction and maintenance.
h. Update the inventory of active transportation routes and amenities (including bicycle parking) as a part of the City's asset management program and through the use of Cityworks software. This will enable the City to accurately budget for and prioritize the maintenance of the active transportation network.

ACTION 9: Follow active transportation design best practices.

Existing active transportation infrastructure currently implemented within the City includes sidewalks, walkways, bicycle lanes, and multi-use pathways. As the active transportation network is built out, the City will work to implement projects based on current active transportation design guidance to ensure appropriate facilities are implemented on the potential active transportation route. Through this action, the City will work to:

a. Ensure that the implementation of new active transportation infrastructure follows current design guidance from the B.C. Active Transportation Design Guide and the TAC manuals. **Section 4.0** provides more information about the potential active transportation facility types for the network.
b. Apply a universal accessibility lens when planning and implementing projects to ensure the built environment is safe and accessible for all, regardless of age, language, background, or any type of physical or cognitive disability. When considering, planning, and implementing new infrastructure or infrastructure upgrades, the City will strive to identify and understand the:
    - Impact the project may have on persons with disabilities.
    - Potential barriers created through the planning process.
    - Steps that can be taken to address or remove barriers.
c. Monitor active transportation planning and design approaches as they evolve, as well as practices in other cities provincially, nationally, and internationally to stay up to date on similar case studies and best practices that can be applied to the Prince George context.



ACTION 10: Incorporate street trees, landscaping, and other green infrastructure into active transportation projects.

Streets, including the entire rights-of-way, are considered public spaces which may not solely serve the purpose of mobility. Streets and off-street pathways, if designed appropriately, can also create a welcoming community that strengthens civic pride and tourism. Through the incorporation of green infrastructure and landscape design as part of active transportation projects, the City can better achieve environmental, social, and economic benefits.

Green infrastructure includes natural vegetation, soils, and bioengineered solutions that mimic natural systems. In the context of active transportation, green infrastructure refers to the integration of natural elements and sustainable design, such as providing adequate tree canopy coverage along active transportation corridors and the use of green buffers or bioswales to capture, filter, and reduce stormwater.

Incorporating green infrastructure can help support climate change mitigation and resilience, create more inviting and attractive environments, and reduce stormwater management costs. Through this action, the City will work to:

a. Seek opportunities to incorporate green infrastructure, retain existing trees, and plant new trees during the planning and design of active transportation projects.
b. Seek opportunities to provide shade along active transportation routes and at rest/seating locations while considering long-term maintenance of these pathways. Species and planting practices can be considered to manage root growth that may cause deterioration of infrastructure and create tripping hazards.

Urban Forestry

Green infrastructure is increasingly used to address climate change and enhance urban design. Trees and forests form an essential component of Prince George's green infrastructure, resulting in several benefits:

- Shade streets, buildings, and plazas during heat waves
- Intercept rainfall before it enters drainage systems
- Filter air pollutants
- Reduce noise pollution
- Support biodiversity
- Create great streets through placemaking
- Connect residents to nature and boost wellbeing





ACTION 11: Establish funding support for active transportation through capital projects and the development of a Municipal Active Transportation Fund.

Establishing clear funding mechanisms for implementing active transportation projects is essential to the ongoing and long-term realization of the recommended ATP networks and programs. The City may allocate funding for active transportation infrastructure and programs in various ways, including through annual municipal budgets, dedicated municipal funds, the development approval process, and planned roadway projects. There are more details regarding funding approaches outlined in **Section 5.0**. Through this action, the City will:

a. Develop a capital program for implementing the ATP and explore opportunities to levy funds from developers through a variety of means such as Development Cost Charges, density bonuses, or parking through the Local Government Act. By designating this funding to an Alternative Transportation Infrastructure Reserve Fund, it can be used specifically for active transportation infrastructure. Monitor and report back to Council on the impact of the program every 3 years.
b. Using the Subdivision and Development Servicing Bylaw, ensure future developments include high quality active transportation infrastructure as part of frontage requirements (including new sidewalks, bicycle lanes, walkways, multi-use pathways, and amenities).
c. Ensure that all municipal roadway projects, both new and retrofit projects, incorporate best practices in active transportation and accessible design.

ACTION 12: Develop an Active Transportation Working Group.

Building on the momentum of the ATP planning process and the strong interest from community groups and organizations, the City will establish an Active Transportation Working Group or Committee that can support the City in an advisory manner on projects and programs related to active transportation. As part of the development of this group the City will:

a. Explore different delivery models for an active transportation working group.
    - Confirm the purpose, role, and time commitment for the group.
    - Create a Terms of Reference for the working group to define the group's scope and activities.
b. When appropriate, consult with the working group as part of active transportation planning and design decisions for short-term projects.



ENABLE

There are opportunities to enhance the active transportation network by providing supportive amenities that make getting around by active transportation more pleasant. The Enable theme includes three actions that focus on making active transportation easy to access, intuitive, and comfortable for daily travel regardless of age or ability.

ACTION 13: Create great spaces to walk, bike, and roll.

Land use and transportation are interconnected, shaping how people access services, engage with their community, and interact with the environment. Many transportation challenges can be addressed through coordination with land use planning and decision-making. The Growth Priority Areas, as identified in the OCP, are the city's largest activity centres and corridors. They are characterized by the largest concentration of commercial and employment uses in the city, arts and cultural services, and offer a mix of residential densities and building forms. They offer the most walkable environments, have the best transit service and the greatest access to active transportation and daily needs amenities. As people will typically choose the most convenient and enjoyable mode of transportation available to them, creating welcoming, comfortable, and attractive spaces for users to walk, bike, and roll can help to encourage more active transportation trips. Through this action, the City will:

a. Continue to implement the recommendations of the Complete Community Assessment (completed in combination with the 2025 OCP), as complete and compact communities enable residents to use active transportation to access their daily needs more frequently.
b. Develop guidelines for the installation of public amenities through capital projects and development, with a focus on enhancing public space activation and community safety (i.e., lighting, seating, banner, etc.) This includes identifying opportunities to incorporate public seating and gathering areas into the planning and design of active transportation projects.
c. Prioritize streetscape design elements and programming that animate streets and sidewalks in the Downtown, Neighbourhood Centres, and Corridors.
d. Conduct a GIS inventory to identify the location of existing lighting around the community. Through the inventory, review lighting locations and consider where additional lighting may be warranted. Identify priority areas of where these locations should be such as Downtown, at bus stops, underpasses, and crosswalks.
e. Explore opportunities with businesses and community partners to create pedestrian-only streets, temporarily, seasonally, or permanently (such as pop-up outdoor farmers markets).
f. Provide safe and continuous active transportation connections within and between Growth Priority Areas and community destinations.
g. Explore private development contributions and opportunities to allocate a percentage of capital project budgets (active transportation, parks development, and redevelopment projects) for the installation and maintenance of public amenities.



What is a Complete Community

As outlined in the 2025 OCP, Complete communities provide diverse housing to meet identified community needs and accommodate people at all stages of life. They provide a wide range of employment opportunities, amenities and services within a 15–20-minute walk.

The City of Prince George undertook a Complete Community Assessment in parallel to the development of the 2025 OCP. The Complete Community Assessment offering more detailed data and analysis to support policy development.

ACTION 14: Provide more bicycle parking and end-of-trip facilities.

End-of-trip facilities, such as secure bicycle parking, showers, and change rooms, often used at the end of a cycling trip, are essential to making cycling a convenient and seamless transportation option. Access to secure bicycle parking is the most important end-of-trip facility as it reduces the fear of bicycle theft and vandalism, which encourages community members to choose cycling as a mode of transportation. Additional information about bike parking, including design considerations, can be found in **Appendix C**.

Community input collected during the development of the ATP identified a gap between community needs and the existing bicycle parking infrastructure across the City, especially within the Downtown. Through this action, the City will work to:

a. Ensure that the inventory of active transportation infrastructure, identified under **Action 8**, includes existing City-owned bicycle parking. The inventory should include information about:
    - Bicycle parking type
    - Condition of bicycle rack
    - Aspects of bicycle parking that do not meet best practices
    - Whether the bicycle parking is accessible from the sides or is blocked
b. Enhance the bicycle parking requirements in the Zoning Bylaw.
    - Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand.
    - Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking. This includes requiring bicycle parking to be in visible locations, close to the destination, and located within an open view to allow for passive surveillance opportunities.
    - Include requirements for non-standard bicycle parking.
    - Update the Zoning Bylaw as needed to stay up to date on bicycle parking best practices.
c. Provide more secure bicycle parking at city-owned properties, such as recreation facilities, civic facilities, and parks.
d. Install more bicycle parking within municipal rights-of-way, particularly Downtown, including adjacent to the sidewalk and within parking stalls when appropriate.
    - Explore all types of bicycle parking including bike lockers or parkades to provide more secure bicycle parking options.
    - Support the implementation of secure bicycle parking and end-of-trip facilities on private property, such as commercial businesses, by creating a Bicycle Racks for Businesses Program. This can also include working with businesses to relocate existing bicycle racks to a more secure location.
    - Work with community partners such as the Downtown Business Improvement Association and PG Tourism, among others, to partner on the implementation of bicycle parking.
e. Work with the School District to develop a process to procure more bicycle and micromobility device parking at schools.
f. Continue to support the community bike valet, currently operated by the Downtown Prince George Business Improvement Association. Explore providing dedicated municipal land through a lease agreement to the bike valet service, ideally in a centrally located downtown location.

Types of Bicycle Parking

Short-term bicycle parking is generally intended for people stopping for two hours or less, such as shoppers, people running errands, or visitors. Short-term bicycle parking is often found adjacent to sidewalks, at commercial destinations, schools, and civic facilities. This includes bicycle racks such as Inverted U and Post-and-Ring racks, as well as bicycle corrals.

Long-term bicycle parking is generally intended for people stopping for two hours or more, such as commuters, employees, and residents in multi-family housing. They are typically inside or near workplaces, civic facilities, schools, transit hubs, or multifamily residential buildings. They may be in the form of bike lockers or indoor bike rooms (parkades).

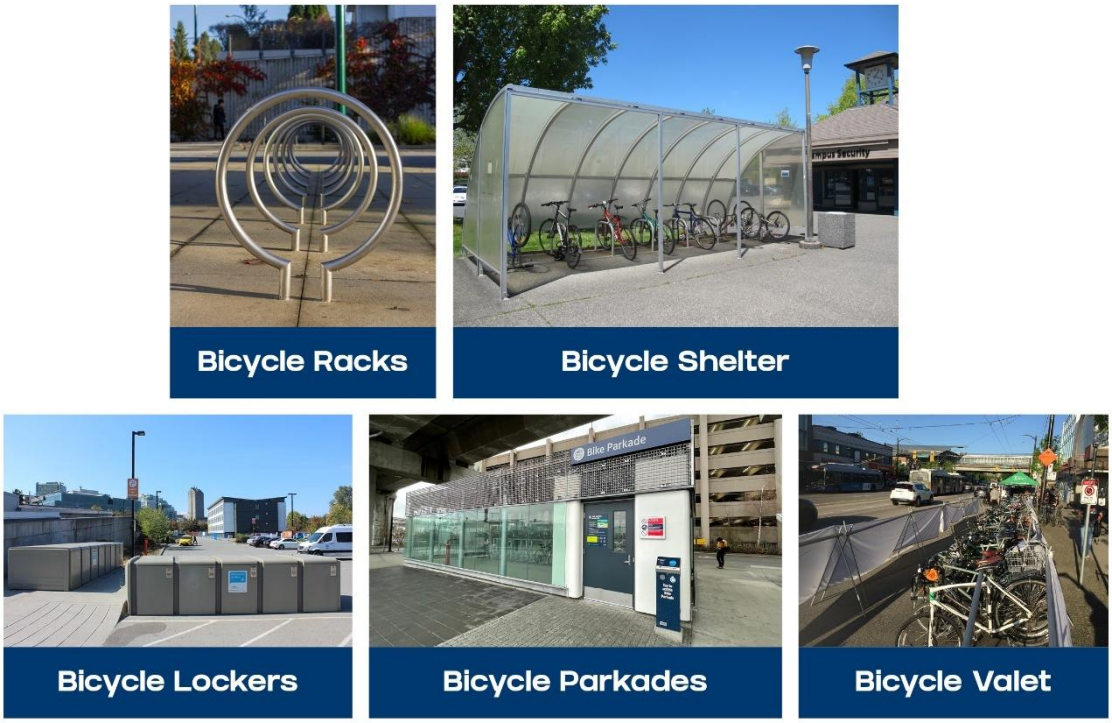


Figure 4: Examples of Bicycle Parking Types

ACTION 15: Provide wayfinding and signage to make it easier to get around.

Wayfinding consists of signs and pavement markings that help people navigate and travel through a community. Wayfinding typically provides key information about distances, features, amenities, and route options. Therefore, by providing clear and consistent wayfinding, community members and visitors are able to make decisions about how to navigate the community. Through community feedback and an analysis of existing wayfinding in Prince George, there are opportunities to provide a more consistent approach. Through this action the City will work to:

a. Develop a Wayfinding Strategy to update and implement new wayfinding as the active transportation network is implemented. As part of the strategy, an existing inventory of wayfinding will be completed. Partnerships with community and agency groups, as well as regional coordination should be considered when developing the strategy. The wayfinding strategy should consider incorporating the wayfinding elements described in **Figure 5**.
b. Explore creating an outdoor central hub for active transportation. The central hub may include features such as: bicycle parking, e-bike charging options, maps, information about the cycling and trail network, and additional information about community and active transportation destinations within the City and region. The central hub could be located Downtown, at one or more community centres, or other popular cycling destinations.
c. Work with community and agency partners to update and share the City's Bikeway Map (digital and hard copies) as new routes and secure bicycle parking facilities are added. Additionally, explore the opportunities to ensure accurate bicycle routing information is available online and through open-source mapping platforms.

Wayfinding Elements for Active Transportation Network

Orientation Signs / Info Kiosks

Traditional signposts with one more panel indicate the direction to important destinations and travel time by mode. Larger signs can be full display graphic network maps. These are best located at busier junctions, bicycle parking areas, and popular destinations. These signs are typically intended for pedestrian wayfinding.



Decision and Confirmation Signage

On the approach of a decision point (typically an intersection), decision signage provides direction to select destinations using directional arrows.

Confirmation signage is placed after decision points to reassure people that they are travelling in the right direction and to highlight additional destinations along the route



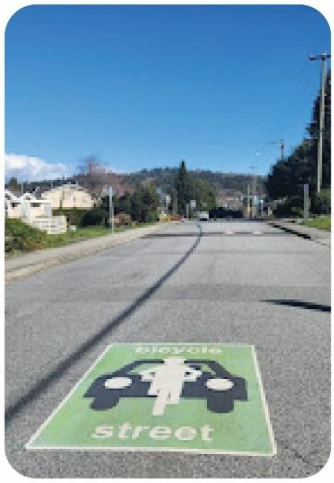
Confirmation Markers

Colourful pictograms painted on road and pathway surfaces indicate directions.



Bicycle Street Stamps

Brightly painted symbols on road surfaces tell drivers and cyclists they are on a designated neighbourhood bikeway.



Trail Signage

Trail signs are similar to orientation signs but typically feature distinct branding and are located along off-street pathways through parks. Destinations highlighted on trail signs primarily focus on viewpoints, connecting trails, and other recreational points of interest.



Figure 5: Wayfinding Elements for Active Transportation Network

ENCOURAGE

The Encourage theme includes three actions that focus on promoting active transportation through education, community partnerships, and programs that build awareness and supports active transportation by encouraging people to try walking and cycling within Prince George.

ACTION 16: Support school-based active transportation programs and initiatives.

Teaching children and youth at a young age that cycling and walking are convenient, fun, and healthy ways to travel can go a long way toward fostering an active transportation culture. There are many ways to educate and empower children and youth to walk and cycle more. Supporting school-based active transportation programs and initiatives can create meaningful behaviour change among students who will be better equipped to safely and confidently navigate their communities by walking and cycling. The City will work with School District No. 57 and other community partners to:

a. Explore programs such as walking school bus and bike bus initiatives that encourage students to travel to school using active transportation methods.
b. Increase awareness of people walking, cycling, and rolling near schools and playgrounds through the use of signage.
c. Consider engineering treatments that can be implemented within neighbourhoods around schools to enhance safety and lower motor vehicle speeds to create an inviting environment for people walking, cycling, and rolling to school.
d. Work with schools to organize events and initiatives that promote and encourage active travel to school. This can include school-led School Streets initiatives (temporarily close off streets directly in front of schools during morning drop off and afternoon pick up times).
e. Continue to support participation in the Provincial Everyone Rides 4/5 program that offers cycling education in schools.
f. Advocate to the School District and Ministry of Education and Child Care to integrate active and sustainable transportation topics into the school curriculum.



Case Study: Walking School Bus – Gibsons, B.C.

As a part of a larger Go Active Travel campaign in the fall and spring led by School District 46, Gibsons Elementary offers a walking school bus program for trips to school led by teacher and parent walk leader volunteers. This initiative was organized by a group of parents at the school who used the previous School Active Travel Planning Best Routes to School Maps to outline the route.

ACTION 17: Continue to support programs and community initiatives that promote active transportation.

Changing the way a community chooses to travel and the culture around it goes beyond the implementation of new active transportation routes and infrastructure. It also includes investing in and supporting both City-led and community-led programs and initiatives that empower people of all ages, abilities and backgrounds to walk, bicycle, and roll more. This is critical to foster a shift in the existing culture toward active transportation.

This includes changing the transportation culture in Prince George away from a perspective where walking and cycling are primarily for recreation to one in which walking and cycling are seen as common place and a convenient, safe, and fun choice to travel. The City will work towards this goal by supporting various initiatives that act to educate community members on the benefits of active transportation, encourage safe transportation practices for all users, and celebrate active transportation more broadly. Through this action the City will work to:

a. Support and raise awareness of local community active transportation initiatives led by other organizations, including local bike shops, outdoor recreation groups, and non-profits that help people stay active.
b. Partner with agencies, such as ICBC, Northern Health, and the Regional District, to support the development of road safety awareness and education campaigns for all road users. Focus on normalizing active transportation options and humanizing people who walk and bike around the community.
c. When constructing active transportation infrastructure, allocate a portion (recommended 5%) of the capital cost to the communications of the project that builds education. Funding for education and awareness initiatives can come from a wide variety of sources including grants, community partners, the business community, and others.
d. Celebrate active transportation successes, including the implementation of new infrastructure projects, through social media, events, and activations to build momentum for the ATP.
e. Actively engage with partners and researchers to educate residents on the benefits of active transportation.
f. Look for opportunities to promote walking and bicycling to the grocery store, dining, or running errands and appointments through various campaigns such as Bike or Walk to Work Week, Bike to Shop Week, and Go by Bike Week.
g. Coordinate with Tourism Prince George and Destination BC to explore potential initiatives, including bicycle tourism, and other tourism opportunities that promote active transportation, such as the development of an active transportation tourism initiative.

ACTION 18: Develop an active transportation data collection and monitoring program.

Monitoring active transportation trips, investments, and initiatives can help to tell the story of walking and bicycling within a community. It can help promote walking and cycling, justify future investments, and maintain momentum for implementing the ATP. Monitoring also helps the City appropriately allocate monetary and staff resources to implement prioritized initiatives, as well as support future decision making and adjustments to ATP implementation as needed. Through this action the City will work to:

a. Collect, monitor, and analyze metrics to evaluate ATP implementation on an annual basis. A sample of potential metrics can be seen in **Table 1**.
b. Implement bicycle and/or pedestrian counters as a part of any new infrastructure project to monitor the impact of investments and ridership levels over time.
c. Provide an update every three years to Council that includes trends and recommendations to enhance implementation of the ATP.
d. Consider surveying residents through a household travel survey or equivalent to the improve dataset on travel modal split, as identified in the 2020 Climate Change Mitigation Plan and administration workplan the Climate Forward Action Plan. The household travel survey will allow the City to collect more comprehensive data specific to how, who, when, and where people are travelling.
e. Complete a comprehensive review of the ATP and update the recommendations every five to ten years.

A successful monitoring framework is:

- **Manageable** – considers resource constraints and prioritizes efforts based on the most important data.
- **Measurable** – the data collected is clear, repeatable, and reasonably accessible.
- **Meaningful** – provides meaningful results which can be used to showcase success and support future decision making.

Table 1: Potential Active Transportation Plan Key Performance Indicators

Key Performance Indicator	Metric	Data
Number of people walking and cycling	• Percentage of people walking and cycling based on trip purpose • Volume of walking and cycling on key corridors ○ A counter may be installed on a temporary or permanent basis as part of new projects.	Statistics Canada or Household Travel Survey Counter Data
Road Safety	• Number of collisions involving people walking and cycling • Number of fatal collisions involving people walking and cycling • Proportion of all collisions that involve people walking and cycling • Proportion of all fatal collisions involving people walking and cycling	ICBC, RCMP
Network Connectivity and Accessibility	• Total length of the active transportation network (total km) • Total length of new and upgraded active transportation infrastructure implemented • Total number of intersection and crossing improvements implemented • Percentage of total active transportation network implemented to date • Total length of active transportation facilities implemented on MOTT right-of-way	Municipal Data (distinguishing between municipal led and development projects), MOTT
Bicycle Parking	• Total number of bicycle parking spots implemented by neighbourhood • Total number of bicycle parking spots implemented by bicycle parking type • Number of people using the Bike Valet	Municipal Data
Streetscape Elements and the Public Realm	• Number of annual street closure events • Number of public realm improvement projects • Number of wayfinding elements installed • Number of street trees installed on new active transportation corridors	Municipal Data, Downtown BIA
Active Transportation Integration	• Total monetary value accumulated through the proposed Active Transportation Fund • Number of municipal policies, plans, or studies developed or updated with a specific active transportation component	Municipal Data

4.0 NETWORK RECOMMENDATIONS

This section of the ATP provides an overview of the potential active transportation network, including the network planning principles that informed its creation, the suggested infrastructure types, and the potential active transportation network maps.

NETWORK PLANNING PRINCIPLES

The following planning principles were applied in the development of the long-term active transportation network. The planning principles focus on developing a network that is:

Connected Connecting key destinations for all community members and visitors with walking and cycling routes ensuring people can travel within and between neighbourhoods and community destinations.

Convenient Providing a network of facilities that most residents in the City's urban areas can access a connected and continuous route near their home.

Comfortable Focusing on the development of a network with routes that are comfortable for most people regardless of age and ability. This includes following current design guidance on the recommended infrastructure facility type based on local context (including motor vehicle volumes and speeds, along with the number of potential active transportation users).

Context-Sensitive Considering Prince George's local winter-city environment, role as a regional service hub, financial implications, maintenance considerations, and topography.

Approach to Identifying Projects

The identification of the ATP's potential network did not occur in silo – the development of the ATP included a review of the City's existing policy framework (**Figure 3**), including the previous 2011 ATP, the OCP, City's catalogue of neighbourhood plans, and recent transportation studies, including the 2017 Pedestrian Network Study, Pedestrian Crossing Strategy, and the Parking Modernization Study.

Additionally, the City has been making strides towards providing more active transportation infrastructure. The existing infrastructure network was used as a starting point. However, much of the existing cycling network were built based on the design guidance in place at the time, before the development of the B.C. Active Transportation Design Guidelines and the most recent update to the TAC Geometric Design Guide for Canadian Roads. In some cases, these existing facilities may not have been appropriately designed for the current road conditions (vehicle volumes and speeds). As a result, the ATP recommends upgrades to some of the existing active transportation routes.

INFRASTRUCTURE TYPES

This section provides an overview of the potential active transportation infrastructure facility types illustrated on the potential long-term network maps (**Figure 6**, **Figure 7**, and **Figure 8**).

Not all infrastructure facilities are created equal in terms of safety and comfort for people of different ages and abilities. Facility type selection is dependant on several factors including land use, anticipated pedestrian and cyclist volumes, motor vehicle speeds and volumes, topography, transit routes, the presence of trucks and heavy vehicles, space available, etc. Additional design work and study will be required to confirm the recommended facility types.

All Ages and Abilities (AAA) Facilities

Facilities typically considered AAA or comfortable for most are characterised as being safe, comfortable, and accessible for most people, regardless of age, ability, or experience level. Additionally, 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 selection.

The ATP recommends implementing sidewalks for pedestrians and AAA cycling facilities (multi-use pathways, separated bicycle lanes, and neighbourhood bikeways) wherever feasible. While most of the network, particularly in urban areas of the City and along major roads will be AAA facilities, there may be some locations where supporting facilities are more appropriate based on the current context. These facilities include painted bicycle lanes and paved shoulders on rural routes.

The following section provides a summary of the different types of active transportation facilities:



Sidewalks are the most common type of pedestrian facility. They provide space for walking and for those using a mobility aid to travel on a dedicated grade-separated facility. The City's SDSB provides direction to construct sidewalks at a minimum of 3.0 metres within the Downtown and 1.8 metres elsewhere in the City. It is important to remember that this guidance is a minimum, and sidewalk width should be decided on a case-by-case basis, depending on pedestrian volume, adjacent use, and feasibility.



Multi-use Pathways are physically separated from motor vehicles and are used by people cycling and walking. They are paved and located adjacent to a street, through a green space, or along a utility right-of-way.

Multi-use pathways are a bidirectional facility shared by a variety of active transportation users. These conditions can create conflict between different user groups, particularly when volumes are high, driveways and intersections are present, and along steep hills where people moving uphill and downhill are travelling at different speeds.

Separated Bicycle Lanes (sometimes also referred to as protected bicycle lanes and cycle tracks) are physically separated from motor vehicles and pedestrians, providing space exclusively for bicycles and other micromobility devices. Separated bicycle lanes can be found on one or both sides of the street and can be designed for one- or two-way bicycle travel. Separated bicycle lanes have various treatments that can be used to provide separation. Examples of different types of separation include flexible delineator posts, planter boxes, raised or landscaped medians, concrete barriers, and wheel stops.



Neighbourhood Bikeways are shared cycling routes located on streets with lower motor vehicle speeds and volumes. Best practice guidance from the B.C. Active Transportation Design Guide and TAC suggests that streets with less than 1,000 motor vehicles per day and motor vehicle speeds of 30 km/hour are suitable for neighbourhood bikeways.

Neighbourhood bikeways typically include signage, intersection treatments, pavement markings, and traffic diversion to indicate the street as a bicycle route. There may be traffic calming treatments such as curb extensions, speed humps, or traffic circles, to slow down motor vehicles.



Painted Bicycle Lanes are dedicated cycling facilities marked by a painted line. The desired width of painted bicycle lanes is 1.8 metres, or in constrained situations, a minimum of 1.5 metres wide. It is recommended that a facility wider than 1.8 metres include a buffer to prevent the bicycle lane from being mistaken for or used for other purposes, such as a turning or parking lane. Painted bicycle lanes can be found on corridors that have more spatial constraints and/or corridors with lower motor vehicle volumes and speeds.



Rural Active Transportation Routes are active transportation desire lines in rural areas of Prince George. The City will explore opportunities along these routes to implement new, or widen existing paved shoulders or ideally, implement multi-use pathways along these routes. In the short-term the City may consider installing signage, pavement markings, and lighting to raise awareness of people walking and cycling along the route.



Identified Gaps on Provincial Roadways are active transportation network gaps on routes under MOTT's jurisdiction. The City will continue to work with MOTT and advocate for higher-quality active transportation facilities on corridors under their jurisdiction.

POTENTIAL ACTIVE TRANSPORTATION NETWORKS

This section includes the following maps that provide an overview of the network planning approach and show the potential long-term active transportation network.

- Potential long-term pedestrian network (**Figure 6)**
- Potential long-term cycling network by facility type (**Figure 7**)
- Potential long-term intersection and crossing improvements (**Figure 8** and **Table 2**)

For details about proposed active transportation and trail projects in new development areas, continue to refer to existing Neighbourhood and Area Plans.

Network Planning Approach

The following list of criteria was considered when developing the potential active transportation networks:

- The volume and speed of motor vehicles
- Route directness (preference for direct routes between key destinations)
- The proximity to key destinations and daily needs:
    - Proximity to bus stops
    - Connections to schools
    - Proximity to commercial, retail, and employment areas
    - Connections to community facilities (parks, library, seniors centres, community centres, etc.)
- Whether the route connects to a trail and/or an existing sidewalk and bicycle route
- The existing policy framework (if active transportation facilities have been identified on existing roadways through existing neighbourhood plans and studies)
- The presence of reported collisions or safety issues

The potential long-term active transportation network was developed through technical analysis, considering the feasibility of the suggested facility types on an identified route. This analysis was done by reviewing the space available within the street's right-of-way, existing road/cross section elements, drainage, types of intersection crossings, road classification, and the presence of transit routes.

Some of these potential active transportation routes may require reallocating street space. This may include removing or restricting on-street parking and/or reducing the width of motor vehicle lanes.

The potential networks and intersection enhancements are a first step in outlining the active transportation vision in Prince George. Additional studies and engineering design will be required to assess feasibility, design specifications, and treatments prior to implementing each potential project.

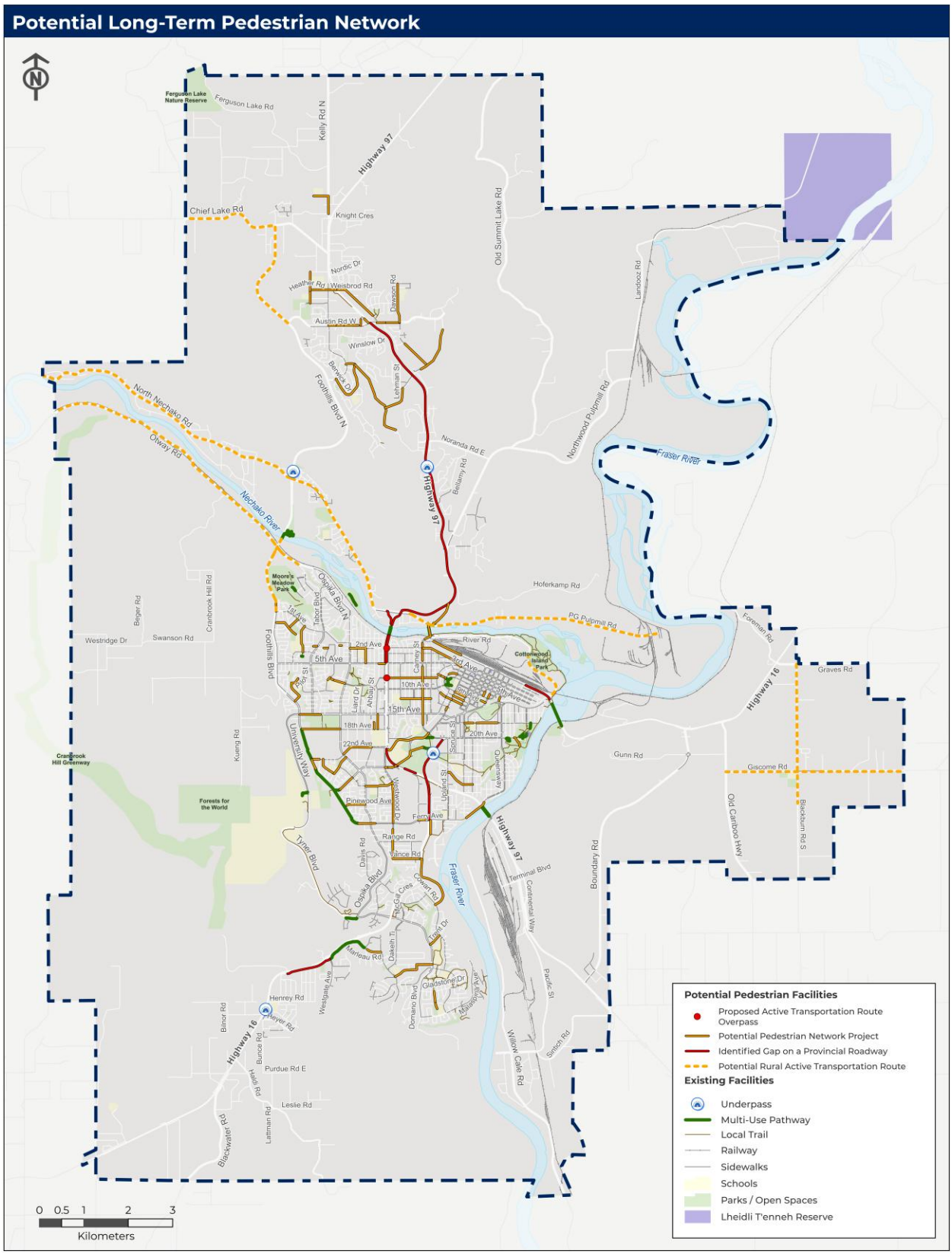


Figure 6: Potential Long-Term Pedestrian Network

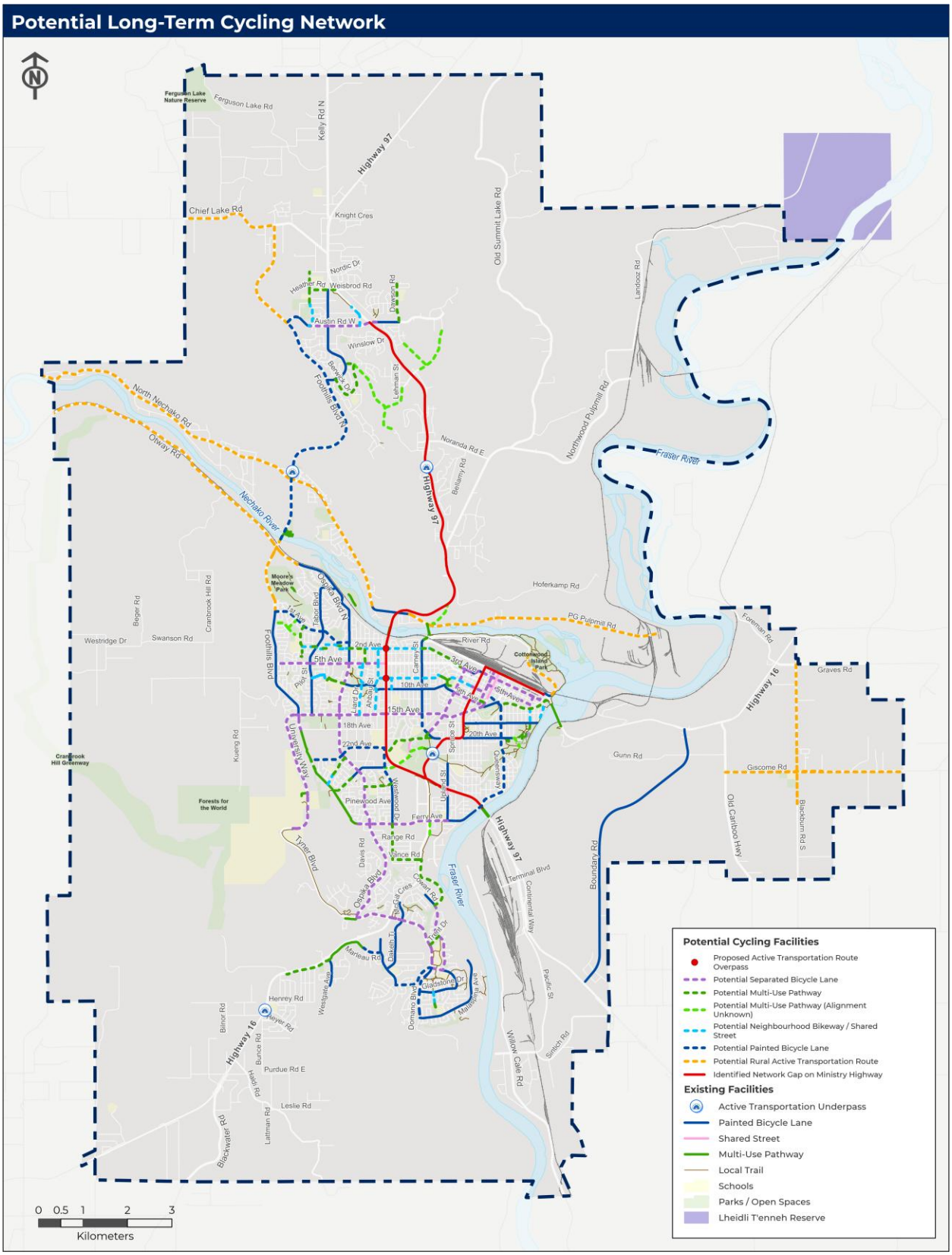


Figure 7: Potential Long-Term Cycling Network

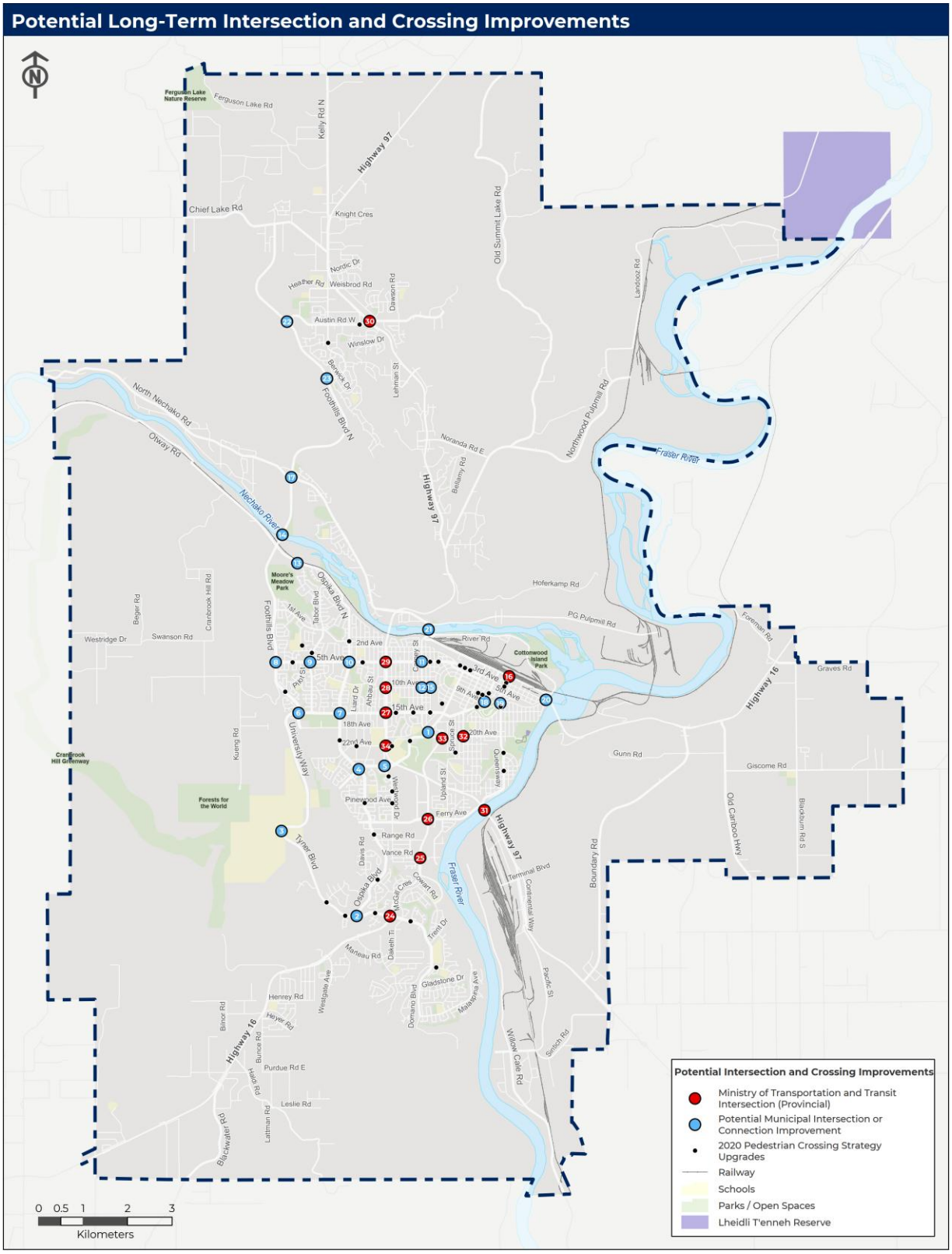


Figure 8: Potential Long-Term Intersection and Crossing Improvements

Figure 8 shows the potential intersection and crossing map. Some initial suggestions to explore intersection and crossing locations are summarized in **Table 2**. This figure and table identify where safety and accessibility improvements are suggested at new locations, not already identified through the 2020 Pedestrian Crossing Strategy. It also identifies projects included in the 2017 Pedestrian Network Study that have not been implemented. Additional planning and design work will be needed to determine feasible treatments at these locations.

Table 2: Recommended Potential Intersections and Crossing Enhancements

ID#	New or Upgrade	Jurisdiction	Location	Potential Enhancements
1	Upgrade	City	Massey Drive at Carney Street / 20th Avenue	• Review signal timing and explore opportunities to lengthen the pedestrian crossing time. • Explore opportunities to re-orient curb ramps and provide additional waiting space at the north-east corner of the intersection. • Review the intersection geometry and explore opportunities to enhance visibility of pedestrians at the channelized right turns or explore the removal of the channelized right turn lanes.
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. • Add lighting along trails, particularly at the approach to the intersection.
3	Upgrade	City / University	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 the intersection geometry, ensure vegetation located near 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 interval. • 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/explore opportunities to continue the bicycle lane through the intersection.
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 interval. • Review motor vehicle volumes and operations at the intersection exploring 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 and replacing it with a designated bicycle lane. • 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	

ID#	New or Upgrade	Jurisdiction	Location	Potential Enhancements
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 segment of the bicycle lanes where motor vehicles share the lane with cyclists and replacing it with a dedicated bicycle lane. 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 crosswalk in the desired direction of travel. • Ensure median refuge islands are accessible and are not an obstruction. • Ensure ramps and sidewalks are maintained with smooth surfaces and are 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 at 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	Carney Street at 5th Avenue	• Review detailed collision descriptions to better understand safety issues and develop mitigation measures. • Review signal timing and explore opportunities to lengthen the pedestrian crossing time. Consider the feasibility of implementing a leading pedestrian interval.
12	Upgrade	City	Carney Street at 10th Avenue	• Review current pedestrian crossing control to determine if a change in traffic control is warranted.
13	Upgrade	City	Ospika Boulevard at Otway Road	• Review intersection geometry and traffic patterns to review traffic control and intersection geometry to determine if a roundabout is feasible or a change is traffic control is warranted. • Review the existing corner radii and sightlines to enhance safety at this location.
14	Upgrade	City	Foothills Boulevard 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 vice 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.
16	New	MOTT	Queensway at 1st Avenue	• Work with the MOTT to: • Explore opportunities to provide a designated pedestrian crossing at this location if warranted.
17	Upgrade	City	Foothills Boulevard at N Nechako Road	• Review intersection geometry and explore the feasibility of implementing a smart channel. • Provide curb ramps at the channelized right turn islands.
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.

ID#	New or Upgrade	Jurisdiction	Location	Potential Enhancements
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 Boulevard at Cottonwood Trail (adjacent to Highway 16)	• Explore formalizing the connection from Lower Patricia Boulevard to the Cottonwood Trail and Patricia Boulevard within the municipal right-of-way (i.e., constructing a pathway connection) with wayfinding. There is also an opportunity to work with MOTT 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 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 / Domano Boulevard	• Work with MOTT to: • Review detailed collision descriptions to better understand safety issues and develop mitigation measures. • Review intersection geometry, sightlines, and channelized right turn lanes to address safety and accessibility concerns 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. • Prioritize discussions with the MOTT and present ideas to enhance intersections for people walking, cycling, and rolling.
25	Upgrade	MOTT	Highway 16 at Vance Road / Cowart Road	
26	Upgrade	MOTT	Highway 16 at Ferry Avenue	
27	Upgrade	MOTT	Highway 97 at 15th Avenue	
28	Upgrade	MOTT	Highway 97 at 10th Avenue	
29	Upgrade	MOTT	Highway 97 at 5th Avenue	
30	Upgrade	MOTT	Highway 97 at Austin Road E.	

ID#	New or Upgrade	Jurisdiction	Location	Potential Enhancements
31	Upgrade	MOTT	Highway 97 at Simon Fraser Bridge	• Work with MOTT to: • Review pedestrian and cyclist access to and from the pathway on the bridge for pedestrians and cyclists travelling in both directions.
32	Upgrade	MOTT	Highway 16 / Victoria Street at 20th Avenue	• Work with MOTT to: • Review intersection geometry and operations to explore opportunities to enhance connections (providing more pedestrian crossing locations) and address accessibility and safety concerns for active transportation users, particularly pedestrians. This includes improvements to both the main intersection and the channelized right turn.
33	Upgrade	MOTT	Highway 16 at Carney Street and Upland Street	• Work with MOTT to: • Review intersection geometry and operations to explore opportunities to enhance connections (providing more pedestrian crossing locations) and address accessibility and safety concerns for active transportation users, particularly pedestrians.
34	Upgrade	MOTT	Highway 97 at 22nd Avenue / Griffiths Avenue	• Work with MOTT to: • Review detailed collision descriptions to better understand safety issues and develop mitigation measures. • Review intersection geometry and operations with consideration for active transportation users, particularly cyclists travelling through the intersection.

5.0 IMPLEMENTATION PLAN

The actions and infrastructure projects included in the ATP will be implemented by the City over the next 20 years and beyond. To implement these actions as described, the City will need to increase funding for active transportation related projects and secure new sources of funding through local, provincial, and federal partnerships. It is also anticipated that the City may need to increase staff resources to manage and implement the ATP.

This section outlines implementation plan for the ATP. This includes a phasing strategy for advancing specific transportation infrastructure improvements and actions. Implementing the recommendations of a long-range planning document can take time. The phasing strategy identifies recommended improvements over the short term (0 to 5 years) and medium term (5 to 10 years). All other projects would be considered long-term, likely to be implemented after 10 years and beyond.

IMPLEMENTATION PRINCIPLES

The implementation plan was developed based on the following guiding principles:

- **The development of the ATP is the first step in implementing the complete active transportation network.** The actions and recommendations identified in the ATP are intended to lay the foundation for implementation over the long term. It is important to recognize that implementation will require increased investment in all modes of transportation, as well as increased resources, and ongoing support from City departments and municipal partners.
- **The ATP is a flexible document.** For the network recommendations there is some level of flexibility regarding the specific locations that are recommended. The ATP presents recommendations based on community input and technical analysis; however, as this ATP is a long-term, strategic document, it is anticipated that the recommendations outlined in the ATP will be refined through follow-up planning and design studies. As such, it is expected that additional projects will emerge over time to reflect changing priorities and trends. The City will further review the feasibility and desirability of each infrastructure project as they come up.
- **The City will engage in further public consultation to implement the recommendations included in the ATP**. Many of the initiatives require more detailed input and technical work. The City will work closely with partners, community members, and interest groups to move forward with priorities.
- **The City will confirm the short-term investments and incorporate them into the five-year Financial Plan.** Upon endorsement of the ATP, City staff will present a report to Council seeking approval of the resources and funding required to advance short-term actions, beginning with the 2027 budget cycle. Implementation will be subject to an annual review through the financial planning and municipal budgeting process, with a comprehensive review of the ATP recommended every five to ten years. Additional details regarding monitoring the implementation of the ATP are outlined in Action 18.

PRIORITIZING ACTIONS

An approach for implementing each of the actions identified in the ATP is outlined in **Table 3**. This table provides guidance on:

Implementation Timeline: Each action has been prioritized through the following timelines:

- Short-term: 0 to 5 years
- Medium-term: 5 to 10 years
- Ongoing: There are several actions that will be implemented on an ongoing basis throughout all timeframes. Work to implement these actions should begin immediately.

The timeline for implementation was determined based on several factors, such as community member support, ease of implementation, and partnership opportunities.

Who is Involved: This column identifies potential collaborators that the City can or must work with to implement the actions.



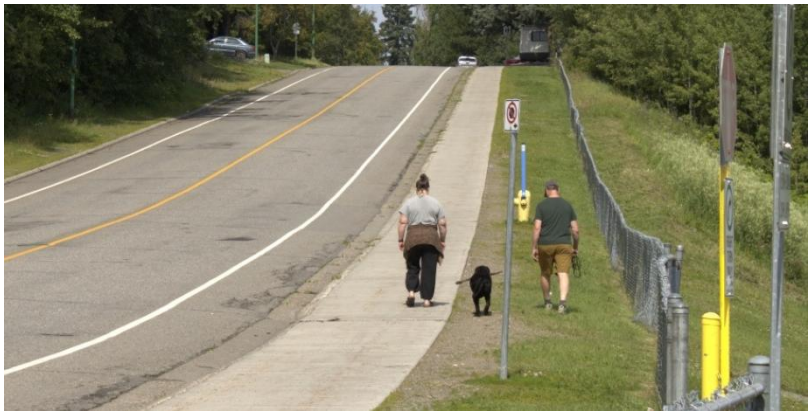




Table 3: Active Transportation Plan Action Prioritization

Implementation Timeline				Who is Involved
Theme	Action #	Description	Implementation Timeline	Collaborators
Connect	Action 1	Build new and enhance existing active transportation routes within the community.	**Ongoing:** Implementation will start the immediate term; it will take multiple years to implement and build out the network.	MOTT
	Action 2	Enhance and expand the City's trail network,	**Ongoing**: Implementation can begin in the short term with conducting a trail inventory, continuing to implement trail projects identified in Neighbourhood and Area Plans, and updating the existing Trail Master Plan .	
	Action 3	Improve safety and accessibility at intersections and crossings.	**Ongoing:** Implementation will start the immediate term; it will take multiple years to implement and build out the network. Continue to upgrade surface materials, review of signal phasing, and implement accessibility improvements.	MOTT
	Action 4	Work with MOTT and advocate for addressing safety concerns and active transportation facility gaps on infrastructure under their jurisdiction.	**Ongoing**: The City's role will be to continue conversations with MOTT, share input collected through the ATP planning process, and reference the recommendations of the ATP in future conversations with MOTT.	MOTT
	Action 5	Improve walking and cycling connections to transit and school bus stops.	**Medium term:** The City will begin with conducting an inventory of bus stops and prioritize stop locations for enhancement.	BC Transit, School District No. 57

Implementation Timeline				Who is Involved
Theme	Action #	Description	Implementation Timeline	Collaborators
Integrate	Action 6	Integrate the recommendations of the ATP into City plans and projects.	**Short-term:** This can be achieved through the development of new planning documents and amendments as they occur.	
	Action 7	Support and monitor the implementation and regulation of micromobility devices.	**Short-term:** The City will continue to monitor the impact of micromobility devices (particularly electric devices) and support shared micromobility providers in exploring the feasibility of implementing services in Prince George.	MOTT
	Action 8	Review and update maintenance practices and procedures for active transportation routes to ensure they are in good condition and can be used year-round.	**Ongoing:** In the short term the City will review current maintenance practices and revaluate as new infrastructure is implemented.	
	Action 9	Follow active transportation design best practices.	**Ongoing:** This will require continuing to review active transportation design guidance before implementing projects and staying up to date with active transportation best practices.	
	Action 10	Incorporate street trees, landscaping, and other green infrastructure into active transportation projects.	**Ongoing:** Incorporating green infrastructure should be considered at the start of any City-led transportation and active transportation infrastructure projects.	

Implementation Timeline				Who is Involved
Theme	Action #	Description	Implementation Timeline	Collaborators
Integrate	Action 11	Establish funding support for active transportation through capital projects and the development of a Municipal Active Transportation Fund.	**Short-term:** The City will explore opportunities to establish a Municipal Active Transportation Fund and continue to utilize mechanisms available to fund and implement active transportation infrastructure.	
	Action 12	Develop an Active Transportation Working Group.	**Short-term:** The City will explore opportunities to develop an Active Transportation Working Group.	
Enable	Action 13	Create great spaces to walk, bike, and roll.	**Ongoing:** This action will require long-term integration of land use and transportation planning.	Downtown BIA, Tourism PG
	Action 14	Provide more bicycle parking and end-of-trip facilities.	**Short-term**: The City will explore opportunities to provide more secure bicycle parking within the City, particularly Downtown.	BC Transit, PG Tourism, Downtown BIA
	Action 15	Provide wayfinding and signage to make it easier to get around.	**Medium-term**: The City will develop a Wayfinding Strategy for active transportation.	Tourism PG, Destination BC, Downtown BIA

Implementation Timeline				Who is Involved
Theme	Action #	Description	Implementation Timeline	Collaborators
Encourage	**Action 16**	Support school-based active transportation programs and initiatives.	**Medium-term:** The City's role will be to start conversations with the School District on school-based active transportation programs and initiatives.	School District No. 57, Local community partners
	Action 17	Continue to support programs and initiatives that promote active transportation.	**Ongoing:** This is an ongoing investment for the City that may vary as new programs and initiatives are considered.	ICBC, MOTT, Engage North, Northern Health, Local Community Partners
	Action 18	Develop an active transportation data collection and monitoring program.	**Ongoing**: The City can begin tracking new active transportation projects and initiatives as they are implemented and initiate a household travel survey.	ICBC, MOTT, PG Tourism.

PRIORITIZING INFRASTRUCTURE

The recommendations included in the 2026 ATP will be implemented by the City over the next 20 years and beyond. Implementing the various infrastructure projects will require significant capital investment and allocation of resources. This will include capital funding provided by the City, through additional funding sources including local, provincial, and federal partnership and grant opportunities. The City will also partner with the private sector, leveraging the development process to ensure the active transportation network supports the City's growing population and employment needs.

PRIORITY PROJECTS

This section of the implementation plan outlines how the ATP has prioritized infrastructure projects for implementation over the next 5 years (high priority) and 10 years (medium priority). The ultimate active transportation networks are illustrated in:

- **Figure 6:** Potential Pedestrian Network
- **Figure 7:** Potential Cycling Network
- **Figure 8**: Potential Intersection and Crossing Improvements

While high and medium priority infrastructure projects have been identified this does not mean that projects must be implemented in that order. Where an opportunity arises through a capital project or redevelopment, the City can utilize that opportunity to advance lower-priority projects sooner.

Project Prioritization Criteria

Potential high and medium priority projects were identified using the criteria outlined below. The City will continue to apply these criteria to inform active transportation project prioritization and decision-making over the long term. Criteria include:

Access to Key Destinations: does the project connect people to a key community destination (parks, community centre, commercial area, senior facility, etc.) Is the project located in a Growth Priority Area.

Access to Schools: does the project provide a connection to a school.

Access to Transit: does the project provide a connection to an existing or future bus stop or exchange.

Gaps in the Network: does the project fill a gap in the transportation network.

Safety and Reliability: does the project address a known safety or congestion issue.

Feasibility: is the project feasible within the proposed timeline for implementation. For example, does the City have enough right-of-way (space) to make the improvement.

Piggyback Potential: is there an opportunity to align the implementation of the project with other planned projects and developments.

The maps and tables on the following pages outline the implementation approach for the potential high and medium priority projects.

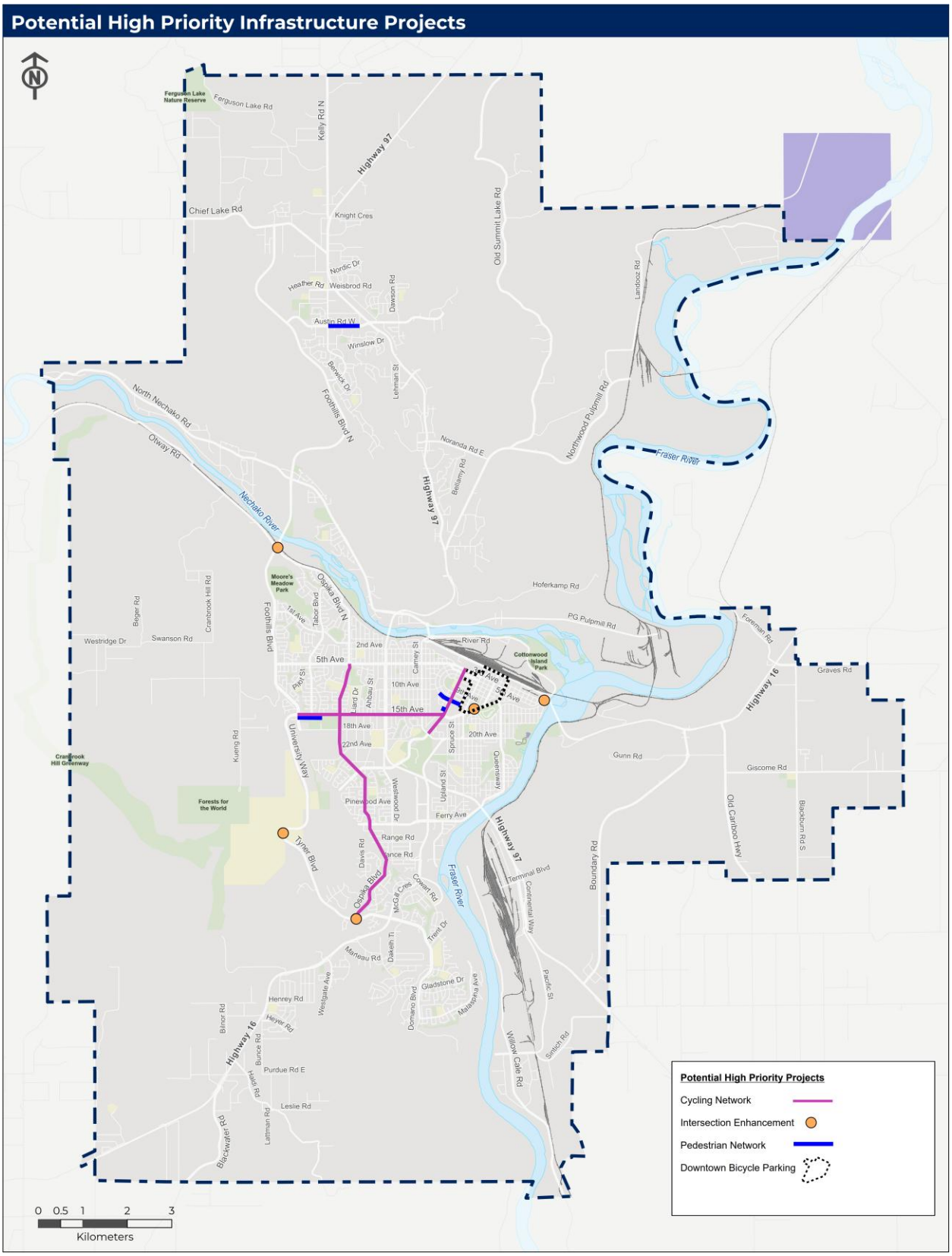


Figure 9: Potential High Priority Infrastructure Projects

The potential high priority projects that are illustrated in **Figure 9** are described below.

Table 4: Potential High Priority Corridor and Area Projects

Location	Description of Potential High Priority Corridor and Area Projects
Downtown	Implement more secure and accessible bike parking within the Downtown.
18th Avenue	Build a sidewalk on 18th Avenue between Foothills Boulevard and Ospika Boulevard.
Winnipeg Street	Improve the sidewalk connection along the east side of Winnipeg St and remove the sidewalk on the west side between Carney Street and 13th Avenue due to topography.
Winnipeg Street – Cycling Infrastructure	Upgrade the existing painted bicycle lane by implementing a separated bicycle lane along Winnipeg Street from 20th Avenue to 3rd Avenue. This will include adding physical separation between the bicycle lane and motor vehicle lane. Upgrade intersections as required as part of the corridor project.
15th Avenue – Cycling Infrastructure	Upgrade the existing painted bicycle lane by implementing a separated bicycle lane between Foothills Boulevard and Dominion Street. This will include adding physical separation between the bicycle lane and motor vehicle lane. Upgrade intersections as part of the corridor project.
15th Avenue – Sidewalk	Build a sidewalk on the south side of 15th Avenue between Foothills Boulevard and Jarvis Street.
Ospika Boulevard	Upgrade the existing painted bicycle lane by implementing a separated bicycle lane from Tyner Boulevard to 5th Avenue. This will include adding physical separation between the bicycle lane and motor vehicle lane. Upgrade intersections as part of the corridor project.
11th Avenue	Construct a sidewalk on one side of 11th Avenue / Laurier Crescent from Vancouver Street to 10th Avenue to enhance accessibility and safety.
Austin Road	Build a sidewalk on the north side of Austin Road from Kelly Road to Madill Road.

Table 5: Potential High Priority Intersection and Crossing Projects

Location	Description of Potential High Priority Intersection and Crossing Projects
Lower Patricia Boulevard at Cottonwood Trail (adjacent to Highway 16)	Enhance access to Cottonwood Trail from Downtown. Explore formalizing a trail connection from Lower Patricia Boulevard to the Cottonwood Trail/Patricia Boulevard.
Foothills Boulevard Bridge	Improve access to and from the pathways located on Foothills bridge from the paved shoulder.
Tyner Boulevard at University of Northern British Columbia	Review intersection crossing volumes and determine if an upgraded control is warranted. Enhance accessibility by providing a curb ramp at the existing crosswalk.
Patricia Boulevard and 10th Avenue	Implement a pedestrian crossing across Patricia Boulevard to 10th Avenue to provide a crossing opportunity near the Connaught Drive staircase.
Tyner Boulevard at Ospika Boulevard	Intersection improvements at Tyner Boulevard and Ospika Boulevard.

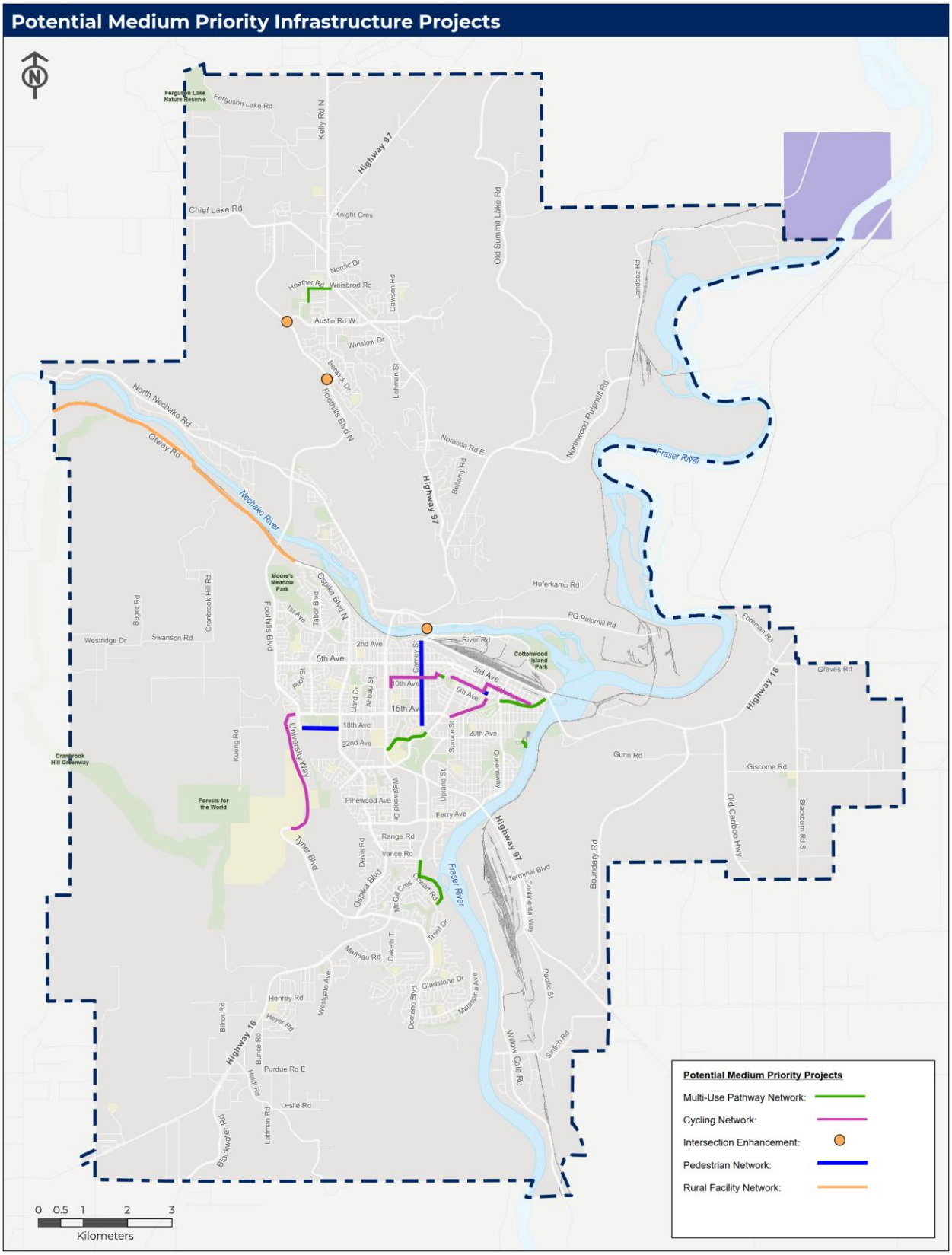


Figure 10: Potential Medium Priority Infrastructure Projects

The potential medium priority improvements that are illustrated in **Figure 10** are described below.

Table 6: Potential Medium Priority Corridor and Area Projects

Location	Description of Potential Medium Priority Corridor and Area Projects
McBride Crescent to Ross Crescent	Formalize a walkway between McBride Crescent and Ross Crescent at the end of 7th Avenue.
Lheidli T'enneh Memorial Park	Enhance access to Taylor Drive within Lheidli T'enneh Memorial Park by exploring the feasibility of providing a new trail connection.
6th Avenue	Complete the walkway on 6th Avenue between Quebec Street and Dominion Street.
Heather Park Road and Handlen Road	Provide a multi-use pathway on one side of Heather Road and Handlen Road to provide a shared walking and cycling route to the recreational facilities and school in the neighbourhood.
8th Avenue	Formalize 8th Avenue as neighbourhood bikeway by implementing signage and traffic calming measures.
University Way	Upgrade the existing painted bicycle lane by implementing a separated bicycle lane along University Way between the University of Northern BC and Foothills Boulevard. This will include adding physical separation between the bicycle lane and motor vehicle lane.
Patricia Boulevard	Continue the 15th Avenue separated bicycle lane along Patricia Boulevard to 7th Avenue. Upgrade the existing painted bicycle lane.
Patricia Boulevard to the Cottonwood Trail	Construct a multi-use pathway along Patricia Boulevard from the intersection of Patricia Boulevard and Queensway to Cottonwood trail near the Yellowhead (Highway 16) Bridge.
Cowart Road	Construct a multi-use pathway between Simon Fraser Avenue to Vance Road. This project will provide a connection between the Bowl and College and University Heights.
Griffiths Avenue	Construct a multi-use pathway between Highway 97 and Carney Street. This project will provide an east-west connection between the East Bowl and West Bowl and create an all ages and abilities alternative to Massey Drive.
Carney Street	Build a sidewalk on the east side of Carney Street from Ellison Drive to the Cameron Street Bridge filling in gaps in the pedestrian network.
6th Avenue / Quebec Street / 4th Avenue	Implement a separated bicycle lane on 6th Avenue between Melville Avenue and Quebec Street. Provide a facility on Quebec Street for two blocks and then jog the facility on 4th Avenue to London Street.
Otway Road	Formalize Otway Road as a rural active transportation route exploring the feasibility of providing a multi-use pathway or wider shoulders. In the short-term (as a higher priority) provide additional signage and pavement marking to raise awareness of the cycling route.
18th Avenue	Construct a sidewalk on the north side of 18th Avenue to enhance safety and accessibility adjacent to the civic recreational fields.

Table 7: Potential Medium Priority Intersection and Crossing Projects

Location	Description of Potential Medium Priority Intersection and Crossing Projects
Foothills Boulevard at Austin Road	Review intersection geometry and explore the feasibility of reducing the corner radii to slow vehicles making turning movements and improve sightlines.
Foothills Boulevard at Highland Drive	
Cameron Street Bridge	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.



IMPLEMENTATION STRATEGIES

To implement the ATP, a variety of strategies are recommended. The City will review each project and engage community partners to determine the most appropriate implementation approach. The following strategies support cost-effective delivery of the long-term recommendations.

Consider quick build / rapid implementation treatments. To provide walking and cycling facilities in Prince George in the short term, the City may consider using a "quick-build" or "rapid implementation" process using low-cost, temporary materials. The City will consider the project impact, accessibility, and whether longer-term infrastructure projects (development, internal or third-party capital projects) are expected at the location when determining whether to consider quick-build or permanent treatments.

Coordinate implementation with other capital infrastructure projects. The City will look for opportunities to implement the recommendations of the ATP as part of other infrastructure projects (piggyback potential), such as sewer and water line upgrades or road repaving that are being completed by either the City or other government entities to achieve economies of scale.

Coordinate projects with land developments. Where proposed projects front known or anticipated redevelopment sites, the City will request that applicable infrastructure improvements be completed as part of a development applicant's off-site improvements, as required through the City's Subdivision and Development Servicing Bylaw.

Collaborate with partners. The City will need to work with the MOTT, BC Transit, Tourism PG, the Downtown BIA, School District No. 57, and others to implement improvements identified in the ATP. Through this collaboration and partnership, there may be opportunities for these organizations to cost-share or fund the implementation of projects identified in this ATP.

Pursue funding. There are opportunities to implement projects and actions identified through a variety of funding sources. Funding is available through the federal and provincial governments and other agencies. In addition to currently known programs, the City will actively be attuned to new funding sources for which transportation projects would qualify.

INVESTMENT IN RESOURCES

The ATP outlines numerous planning, project, and programming initiatives. Implementing these initiatives will require not only significant capital investments but also appropriate resources. These resources include the staffing, equipment, and technology required to perform a wide range of activities, from planning and engineering through to project delivery, ongoing operations, and maintenance of the active transportation network.

Beyond City-led initiatives, there is the potential that a growing number of projects and programs are being led by external agencies at the regional and provincial levels

Rapid Implementation and Pilot Projects

Investing immediately in long-term, permanent active transportation infrastructure can often be cost-prohibitive. For this reason, communities across Canada and internationally are increasingly exploring more cost-effective approaches, such as rapid implementation/quick build, and tactical urbanism.

Rapid Implementation

Rapid implementation (or quick build) approaches typically focus on the rapid, low-cost implementation of walking and cycling facilities. They focus on the use of semi-permanent treatments such as flexible delineator posts, curbs, planters, quick-build surfaces, and pavement markings. Over time, projects implemented with these semi-permanent treatments may be converted to more permanent solutions, while others may only require maintenance and upkeep, enabling investment in additional corridors. There are three key elements of using a rapid implementation approach:



Projects can be completed in a short timeframe, ranging from days to weeks. Due to less extensive construction requirements, they can avoid lengthy design and tendering processes. Projects can typically be managed by the City, reducing costs.



Rapid implementation projects use lower-cost materials such as flexible delineator posts, curbs, landscaped planters, or concrete barriers. These projects also generally occur within the available curb space and require minimal capital construction.



Materials are flexible and adjustable. This approach recognizes that design professionals do not always have all the answers. This provides the opportunity to pilot, monitor, and adjust designs as needed, based on user experience.

There are several types of infrastructure projects that are generally considered for rapid implementation projects, including separated bicycle lanes, multi-use pathways, sidewalks, intersection improvements, and pilot projects. Although these options may be lower cost, adequate maintenance resources are essential as poorly maintained routes deter users and can undermine support for future projects.

Pilot Projects through Tactical Urbanism

Tactical urbanism describes a way of building temporary projects quickly to test how they work for the community. These projects are an excellent way to confirm how new concepts can work before making more significant investments. Tactical urbanism projects typically arise from a community's need for safe streets or more parks and gathering spaces. Tactical urbanism projects typically involve non-permanent solutions such as traffic cones, planters, water barrels, tables and chairs, paint, and signage.

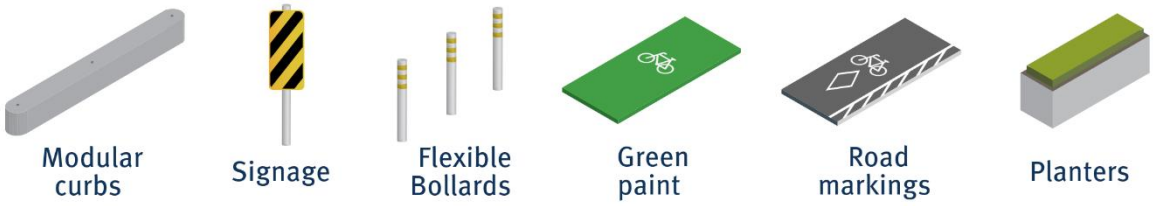


Figure 11: Components of Rapid Implementation
(Source: TransLink – Visualizing Rapid Implementation Bikeways in Metro Vancouver)

For detailed best practices for the implementation of Tactical urbanism and rapid implementation, please refer to the following documents:

- Tactical Urbanism Toolkit (TransLink, 2020)
- Rapid Implementation Design Guide for Bikeways in Metro Vancouver (TransLink, 2023)
- The B.C. Active Transportation Design Guide (2019)

ESTIMATED GREENHOUSE GAS REDUCTIONS

Transportation currently accounts for 52% of all greenhouse gas emissions (GHG) across the City (Climate Change Mitigation Plan, 2020). This presents an exciting opportunity for increasing active transportation mode share to make a meaningful environmental impact in Prince George. The Climate Change and Mitigation Plan (CCMP) set targets of reducing GHG emissions by 50% by 2040, and 80% by 2050.

To estimate the environmental impact of the ATP, GHG reductions associated with potential shifts in active transportation mode share were analyzed. This analysis demonstrates the potential benefits of investing in active transportation infrastructure and programs that support a shift towards sustainable transportation.

A tool provided by the Federation of Canadian Municipalities (FCM) was used to estimate the emissions reductions associated with shifts in commuting patterns within Prince George. The tool provides estimates that consider the city-wide impacts of shifting from the current transportation mode share (see **Section 2**) to a more sustainable split for commuting trips. The tool uses available data from the 2016 and 2021 Census program, US EPA, and BC Climate Action Toolkit. Based on 2021 Census data, 4.7% of Prince George residents either walk, roll, or cycle to work and 3.2% take transit. **Table 8** shows several scenarios that outline the net environmental impacts of different modal shifts by 2050.

Mode Shift Scenarios

- Low Shift – Active Transportation 7.5%, Transit: 5%
- Moderate Shift - Active Transportation 10%, Transit: 7.5%
- High Shift - Active Transportation 15%, Transit: 12.5%
- CCMP Target (80% GHG Reduction) – Active Transportation 50%, Transit 28%
    - This scenario is highly unlikely but is included to highlight that to achieve the City's 2050 GHG reduction target the City will have to substantially invest in emission reduction initiatives in additional sectors such as Waste and Commercial and Residential Building Efficiency.

Table 8: Environmental Benefit Analysis (Estimated GHG Reductions)

Scenario	Net Environmental Benefits				
	Daily Vehicle Trips Eliminated	Annual Vehicle Trips Eliminated	Annual Vehicle KM Travelled Reduced	Annual Fuel Reduction	**Annual GHG Reduction (kg)**
Existing (2016/2021)	55,024	14,306,204	92,990,326	8,927,071	19,639,557
Low Shift	789	205,109	1,339,634	128,605	**282,931**
Moderate Shift	4,076	1,059,729	6,921,445	664,459	**1,461,806**
High Shift	10,650	2,768,969	18,085,065	1,736,166	**3,819,566**
CCMP Target	43,783	11,383,538	74,349,712	7,137,572	**15,702,659**

Assumptions & Considerations:

- Data on average trip distance in kilometres is only available through the 2016 Census program. However, statistics regarding transportation mode share, commuting duration in minutes, and commuting destination, did not significantly change between 2016 and 2021. Thus, for the purposes of this analysis the average commute distance in kilometres from 2016 is used to supplement the 2021 data gap.
- It has been assumed that the share of people commuting via being a passenger in a vehicle remains at 5%.
- Although, the 2021 Census did not reveal significant changes in commuting habits in Prince George, across Canada commuting travel patterns have been evolving to accommodate for flexible workplaces, including an increase in people working from home. When the 2026 Census program's transportation statistics are released (likely in 2027 or 2028) the City may update this analysis.
- The FCM tool does account for projected population growth.
- The analysis is focused on commute to work trips only. Other trip types are not considered

FUNDING OPPORTUNITIES

This section identifies potential funding strategies and sources that the City may consider pursuing to support the implementation of the active transportation network, amenities (pedestrians, cyclists, bus stops), and policy and development improvements. The City has been successful in receiving funding through several of these funding opportunities in the past. As funding opportunities become available, the suitability of the various priority projects will be considered. Note that as funding opportunities change regularly, the information in this section is subject to change with some grants and funding opportunities ending or pausing and new funding streams becoming available.

The City has a strong track record of securing grant funding to support infrastructure improvements. Building on this success, the City will continue to actively pursue provincial, federal, and other external funding opportunities to help advance priority projects and maximize the value of municipal investment.

FEDERAL GOVERNMENT

Green Municipal Funds

Green Municipal Funds are managed by the Federation of Canadian Municipalities, with a total allocation of $550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions, and improve the quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.

Safe and Active School Routes

The Safe and Active School Routes grant supports Canadian municipalities in building or improving active transportation infrastructure around schools. The grant provides up to $125,000, covering 50-80% of eligible costs. The City of Prince George is eligible for up to 80% of eligible costs since it is categorized as a northern community. Eligible projects must consist of capital investment and may include policy measures and educational strategies for active transportation. All successful grant recipients join a two-year capacity-building cohort that offers expert training, peer learning, and support with community engagement, policy navigation, and project planning.

National Active Transportation Fund

Housing, Infrastructure and Communities Canada manages several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well. In 2022, the Federal Government announced the National Active Transportation Fund program, which will fund $400 million in active transportation across Canada over the next five years. There have been no updates if this program will be renewed.

PROVINCIAL GOVERNMENT

Active Transportation Infrastructure Grant

MOTT administers the Active Transportation Infrastructure Grant program (previously known as BikeBC) through cost-sharing with local governments. Funded projects promote active transportation to work, school, or errands. Funded projects can also generate tourism-related traffic based on their proximity to destinations and points of interest for tourists and through linkages to other communities. To ensure maximum success at obtaining grant funding, the City should have grant-ready concepts pre-developed for application.

MOTT provides cost-share funding of up to $500,000 per project. Funding is offered based on the applicant's community profile. Indigenous governments or partnerships between local government(s) and Indigenous governments may apply for up to 80% of total project costs. Municipal or regional governments may apply up to 70% of total eligible project costs, depending on the community's population size. **This funding program is currently on hold.**

Transit Minor Betterment Program

MOTT administers the Transit Minor Betterments Program on a continued basis to fund minor transit-supportive projects that enhance the transit experience, such as bus stop shelters and lighting, accessibility improvements, and signage or wayfinding support. Projects that support other passenger transportation services, such as community shuttles or long-distance ground transportation, are also eligible. Each project can receive a maximum of $100,000 in funding. Local governments and indigenous communities are eligible for this funding.

OTHER AGENCY FUNDING

BC Vision Zero in Road Safety Grant Program

The BC Injury Research and Prevention Unit provides two streams of funding for local governments, Indigenous governments, and non-governmental organizations to fund projects that align with the Vision Zero goal of eliminating traffic fatalities and serious injuries. Funding is available to cover up to $20,000.

Canada Community-Building Fund (Formerly the Community Works Fund)

The Union of BC Municipalities' Community Works Fund is one of three funding streams from the Renewed Gas Tax Agreement between Canada, British Columbia, and the Union of BC Municipalities. The fund provides predictable, long-term, and stable funding to local governments for investment in infrastructure and capacity-building projects. Project examples include public transit, active transportation, parks, trails, bicycle infrastructure, cultural, infrastructure, and long-term infrastructure plans. Funding is delivered twice annually to local governments, with the amount of funding determined by a per capita formula.

Age-friendly Communities Program

BC Healthy Communities has an Age-friendly Communities Program that assists communities in B.C. to support aging populations by developing and implementing policies and plans, undertaking projects that enable seniors and Elders to age in place, and facilitating the creation of age-friendly communities. Project examples include active transportation planning, increased community accessibility, and some minor capital expenditures. Funding is available annually, and the grant covers up to 100% of eligible costs to a maximum of $15,000 for an action or project identified in an existing age-friendly assessment or plan.

ICBC

ICBC provides funding for road improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claim costs to ICBC. Funding is available through ICBC's Road Improvement Program. Other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose and Road Sense Speaker Program for Schools. Funding is available annually, with the application deadline typically in February.

Northern Development Funding Programs

Northern Development offers various funding programs in central and northern B.C. Prince George falls within the Northern Development's service region. The Northern Development Fund, as part of the community development program, provides several active transportation related funding opportunities, as detailed below:

- **Community Places**: This funding opportunity supports the creation and enhancement of community spaces. Project examples include public washrooms and local government-managed trails and walkways. Funding is available on a tri-annual basis.
- **Fabulous Festivals and Events**: This funding opportunity provides grant funding for non-profit organizations to support festivals and events that contribute to the local service sector and promote northern B.C. as a tourist destination. Funding is available on an annual basis, and the grant covers up to $2,500 for festivals or events with a total project budget of less than $50,000 and $5,000 for festivals or events with a total project budget of $50,000 or greater.
- **Main Street Revitalization Planning**: This funding provides funding for local governments to complete downtown revitalization planning. Funding is available on a tri-annual basis, and the grant covers up to $20,000 to a maximum of 50% of the eligible project budget.
- **Main Street Revitalization Capital**: This funding opportunity provides funding for above-ground public infrastructure within main street areas that are aligned and integrated with a downtown revitalization plan or other planning documents. Project examples include streetscape improvements, installation of wayfinding signage, lighting improvements, pedestrian and cycling enhancements, street furniture, and the construction of covered walkways. Funding is available on a tri-annual basis, and the grant covers up to $200,000 to a maximum of 70% of the eligible project budget. There is a $500,000 maximum lifetime contribution for this grant.
- **Marketing Initiatives**: This funding opportunity can support new campaigns or projects promoting a community. Project examples may include visitor attraction initiatives. Funding is available on a tri-annual basis, and the grant covers up to $20,000 in grant funding to a maximum of 50% of the eligible project budget.



6.0 CLOSING

This ATP provides a comprehensive approach to active transportation planning across the City of Prince George. The ATP identifies key actions for the City to take to improve transportation-related policies, bylaws, infrastructure, and programs over the short-, medium-, and long-term. The ATP will support increased transportation options by improving the accessibility, comfort, convenience, and safety of active transportation.

The ATP is just one step towards implementing the vision for walking, rolling, and cycling in Prince Geroge, and it is not the last. The themes and actions identified in the ATP are intended to lay the groundwork for long-term implementation. However, it is important to recognize that implementation will require investment and resources. This includes investments in new infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for development of new standards and policies, funding for new programming and public education, and staff resources. It will also require ongoing coordination across local planning processes and among various levels of government and key community and agency partners, particularly when implementing inter-jurisdictional projects.

The ATP has been developed based on technical work and engagement with the Prince George community. Community engagement was integral to the development of the ATP, with thousands of contributions received across multiple phases. The City thanks all community members for their participation and valuable input throughout this process.



Appendix A

Appendix A: Glossary

The following terms have been defined below as they are referenced in the Active Transportation Network Plan and may not be readily understood by all readers.

Active Transportation	Active transportation includes all forms of human-powered transportation, including walking, cycling, or rolling (using a skateboard, in-line skates, scooter, mobility aids such as a wheelchair, and other modes. It may also include winter-based active modes (e.g., cross-country skiing and snowshoeing), water-based active modes (e.g., canoe, kayak, and stand-up paddle boarding), and horseback riding.
Active Transportation Corridor	A corridor that is prioritized for safe and convenient use by human-powered (active) modes of transportation, such as walking and biking. Active Transportation Corridors can consist of independent pathways, or protected paths integrated into roads.
Active Transportation Infrastructure	Features such as sidewalks, bicycle lanes, multi-use pathways, and neighbourhood bikeways that both promote and enhance active transportation. This may also be referred to as active transportation facilities.
All Ages and Abilities	Active transportation infrastructure that is comfortable, convenient, safe, and attractive for everyone regardless of age or ability.
Complete Community	Communities, or areas within a community, that provide a diversity of housing to meet identified community needs, accommodate people at all stages of life, and provide a wider range of employment opportunities, amenities, and services within a 15–20-minute walk.
Crime Prevention Through Environmental Design (CPTED)	The physical aspects of urban and architectural design used to manage the built and natural environments to reduce crime (i.e. street lighting, building orientation).
Daily Needs	Essential services and amenities that residents require daily, such as grocery stores, healthcare facilities, and community parks.
Micromobility	Micromobility is an umbrella term encompassing a variety of small, lightweight, and low-speed devices that facilitate human transportation. This includes devices such as bicycles, e-bikes, cargo bikes, e-scooters, skateboards, and more.
Mode Share	The percentage of all trips made by a particular mode.
Rapid Implementation	Rapid implementation refers to an approach to deliver safe and comfortable active transportation infrastructure at a lower cost than traditional methods in a shorter timeline. This may also be referred to as quick build approaches.
Right-of-way	A right-of-way is a type of easement granted or reserved over the land for transportation purposes, such as a highway, street, footpath, or bicycle path.
Sidewalks	A sidewalk is a paved pedestrian pathway located alongside a road or street, designed specifically for people walking rather than vehicles.
Trails	A trail is a designated route for walking or other non-motorized travel, typically located in natural, rural, recreational, or semi-natural park settings.
Traffic Signal Phasing	Traffic signal phasing represents the method by which a traffic signal divides the overall signal cycle to accommodate the turning movements of various users at an

	intersection. The signal phasing establishes the movements and users that are allowed to operate together at intersections. A phase consists of the necessary intervals of green, yellow, red, Walk, and Don't Walk assigned to a particular traffic movement or combination of movements (i.e. pedestrian crossing, left turn movement, combined left turn and through movements). The decision to provide a separate bicycle phase should be based on a need to eliminate conflicts and improve safety at an intersection.
Traffic Calming	The combination of mainly physical measures that encourage reduced motor vehicle speeds, alter driver behaviour, and improve conditions for non-motorized street users.
Walkway	A walkway is a path or route designed for pedestrian use, intended to allow people to walk safely and conveniently between places. This includes walkways between neighbourhoods from road to road and walkways from a road to a destination. It does not include sidewalks.

Appendix B

Appendix B: Subdivision and Development Servicing Bylaw Update Recommendations

Updating the Subdivision and Development Servicing Bylaw (SDSB) can help ensure new and existing active transportation infrastructure is built to best practice design guidance. There are several key updates to the bylaw which would provide more guidance to developers and support active transportation.

The City will work towards updating the SDSB to align with current active transportation design guidance:

Pedestrian Facilities

- Current Guidance: The City's current SDSB requires the construction of sidewalks for subdivisions and developments located within specific land use designations and if an institution or major recreation facility is fronting the road. The typical minimum sidewalk width (city-wide) is 1.8 metres within the downtown the typical width is 3.0 metres. There is no guidance on where it may be appropriate to implement a multi-use pathway instead of sidewalks.
- Recommendations:
  - Best practice states that where possible, it is desirable to require sidewalks on both sides of all streets within the urban land use context. The City's guidance on the location of pedestrian facilities in the SDSB is based on land use designations and the presence of community destinations. Requiring a pedestrian facility on both sides of all streets in all urban areas and along arterial, collector, and local streets with a community destination located on it in rural areas is desirable. However, ongoing maintenance requirements and capital costs must be considered before amending the requirements. This is something the City will consider updating in future iterations of the Bylaw once the impacts to long-term maintenance, asset management, current budget priorities and allocations are assessed and understood.
  - Provide additional information regarding boulevard requirements for pedestrian facilities in the to align with current best practice design guidance in **Table A1**. Boulevard space can provide additional separation between motor vehicle lanes, and the space people are walking. The boulevard space can also be used for snow storage during winter months.

    The cross slope of the sidewalk facility should be considered to ensure proper drainage and prevent pooling water. The BC Active Transportation Design Guide notes that the desired cross slope along a pedestrian facility is 1.0 to 2.0%, draining towards the gutter line or ditch. The lower end of this range is more comfortable for people using mobility devices, with 2.0% being the maximum slope recommended for universal accessibility. In constrained circumstances, a cross slope up to 5.0% is acceptable.

Table A1: Pedestrian Through Zone Recommended Width (Source: B.C. Active Transportation Design Guide)

Land Use Context	Road Type	Separation/ boulevard	Desirable (m)	Constrained Limit
Single-Family Residential	Local	Separated	1.8	1.8
	Collector/Arterial	Non-Separated or Separated	1.8	1.8
Multi-Family Residential	Local	Separated	2.1	1.8
	Collector	Separated	2.4	1.8
Industrial	Any	Separated	2.1	21
Commercial	Any	Separated	2.4 – 3.0	2.1
Area of High Pedestrian Activity (including temporary, special event or seasonal)	Any	Separated	3.0 – 4.0	2.4

Multi-Use Pathways

- Current Guidance: The City's current SDSB includes a cross section for a multi-use pathways with a desired width of 3.0 metres with a minimum of 2.5 metres. There is limited guidance on where multi-use trails or pathways could be implemented adjacent to roads as a pedestrian and cycling facility.
- Recommendations:

        - The desirable width of a multi-use pathway is typically 3.0 to 4.0 metres – the width is often dependent on land use context and the number of users.
        - A multi-use pathway may be an appropriate active transportation facility on routes identified as part of the cycling network in a residential or more rural context which could be illustrated on the cross sections. In urban contexts, separated bicycle and pedestrian infrastructure is preferable.

Walkways

- Current Guidance: The SDSB 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 City's current SDSB includes a cross section for an urban walkway with a 3.0 metre clear zone. The City may require a 3-metre paved or unpaved trail to be provided in any rural or semi-urban areas.
- Recommendations
    - If walkways are planned to be used as part of the cycling network, to provide a connection between streets, a 3.0 to 4.0 metre paved clear zone is desirable. The location and length of the pathway may influence preferred width.

Shoulders

- Current Guidance: A 1.5 metre paved shoulder is included on the rural/suburban cross sections, which generally aligns with current design guidance.
- Recommendation:
    - Based on the B.C. Active Transportation Design Guide, walkable shoulders should provide a Pedestrian Through Zone that is a minimum of 1.5 metres wide. In locations where a higher volume of pedestrians is expected, a Pedestrian Through Zone of 1.8 metres is recommended.

Bicycle Facilities

- Current Guidance: The SDSB notes locations where painted bicycle lanes may be considered on several different road classifications. The width of the bicycle lane ranges from 1.5 metres to 2.0 metres depending on the road classification. There is no specific guidance regarding where a separate facility would be preferred based on vehicle volumes and speeds (i.e. arterial roadways).
- Recommendation:
    - Desirable Width: The desired width for bicycle lanes (painted, buffered, and separated) is between 1.8 metres to 2.1 metres regardless of road classification.
        - A buffer (or physical separation) between the bicycle lane and the parking lane and/or the motor vehicle lane is strongly recommended.
            - If located next to a parking lane, the buffer should be 0.9 metres.
            - If located next to a motor vehicle lane, the buffer should be 0.6 meters.
    - Location: Buffered/separated bicycle lanes are recommended on arterial streets and could be optional on collector.
    - Adding neighbourhood bikeway options for local roads, that includes requirements for traffic calming treatments, signage, and pavement markings is also an option.

Motor Vehicle Lanes

- Motor vehicle lane widths vary based on several factors, including the classification of the street, whether it is a designated truck route, bus route, number of lanes, slope, etc. There are examples of communities throughout British Columbia that have been reducing their required motor vehicle lane widths for various reasons, including encouraging lower motor vehicle travel speeds and creating more space for active modes. Motor vehicle lane widths of 3.0 to 3.3 metres on local streets and collector streets and 3.3 to 3.5 metres on arterial streets are not uncommon. The width of a parking lane is generally 2.4 metres.

The City will continue to update the Subdivision and Development Servicing Bylaw as design guidance is updated over time.

Appendix C

Appendix C: Bicycle Parking Information

Effective bicycle parking infrastructure is tailored to local context to best meet the needs of the users. Typically, bicycle parking can be categorized into two key types: short-term and long-term.

- **Short-term bicycle parking** is generally intended for people stopping for two hours or less, such as shoppers, people running errands, or visitors. Short-term bicycle parking is often found adjacent to sidewalks, at commercial destinations, schools, and civic facilities. This includes bicycle racks such as Inverted U and Post-and-Ring racks, as well as bicycle corrals.
- **Long-term bicycle parking** is generally intended for people stopping for two hours or more, such as commuters, employees, and residents in multi-family housing. They are typically inside or near workplaces, civic facilities, schools, transit hubs, or multifamily residential buildings. They may be in the form of bike lockers or indoor bike rooms (parkades).

As part of the ATP planning process community members were asked through a community survey what types of bicycle parking would help address security concerns. The top response was more long-term bicycle parking options including bike lockers (69%) and bike parkades (56%).

It is especially important to ensure the level of security offered by the bicycle parking type is suitable for the given context. This can be achieved through following the site planning considerations below, as well as using higher-order bicycle parking types typically used for longer-term parking, as described in **Table A2**.

Table A2: Bicycle Rack Performance Criteria (Adapted from the B.C. Active Transportation Design Guide)

Criteria	Detail
Supportive	Supports a bicycle in the upright position, providing two points of contact with the frame.
Lockable	Allows the frame and at least one wheel to be securely locked to the rack using a U-lock.
Flexible	Accommodates a variety of bicycles and attachments.
Intuitive	Easy to recognize and use. Does not require lifting the bicycle.
Secure	Made from durable materials and installed with tamperproof bolts.

Typically, most Inverted U and Post-and-Ring bicycle racks meet the bicycle rack performance criteria. More information about recommended bicycle racks can be found in the B.C. Active Transportation Design Guide, Chapter H.2. and the Figures below.

Bicycle Parking Site Planning Considerations

Location: Visible locations, close to the destination, located within an open view to allow for passive surveillance opportunities.

Placement and Installation: Easily accessible from all sides, located with weather protection or under weather protection, installed on flat surfaces and not obstructing pedestrian movements or creating tripping hazards.

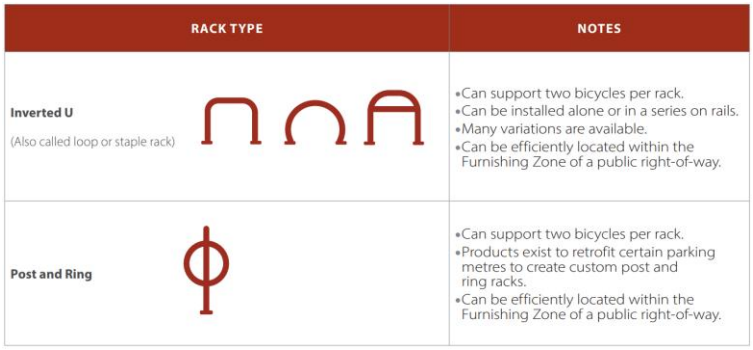


Figure A1: Bicycle Racks for All Applications *Source : BC Active Transportation Design Guide*

CLEAR SPACE REQUIRED BETWEEN:	DESIRABLE WIDTH (M)	CONSTRAINED LIMIT WIDTH (M)
Bicycle racks in series (parallel to curb)	1.8	1.8
Bicycle racks in series (perpendicular to curb)	1.2	0.9
Bicycle racks in series (angled)	0.7	0.7
Bicycle rack and face of curb	0.9	0.6
Bicycle rack and street furniture and utilities*	1.2	0.9
Bicycle rack and multi-modal conflicts (curb ramps, driveways, crosswalks, loading zone, bus stops)*	1.2	1.2

*1.5 metres required from fire hydrants and bus stops. 1.5 metres recommended for crosswalks.

Figure A2: Bicycle Rack Placement Dimensions
Source : BC Active Transportation Design Guide

Bicycle Corrals (Short-term Bike Parking)

As outlined in the BC Active Transportation Design Guide, bicycle corrals (also known as in-road bicycle parking) consist of bicycle racks grouped together in a common area on-street within the public right-of-way traditionally used for motor vehicle parking, providing relatively inexpensive high-volume bicycle parking.

Typically, one or two on-street motor vehicle parking spaces are converted into bicycle corrals, with each motor vehicle parking space providing capacity for approximately six to 10 bicycle parking spaces. Both parallel and angle parking spaces can be converted. This treatment is beneficial as it moves bicycle storage off the sidewalk, leaving more space for pedestrians and sidewalk furniture. It may be possible to locate bicycle corrals in 'no parking' zones close to intersections or crosswalks. However, when selecting a bicycle corral location, safety of all road users must be considered.

Covered Bicycle Parking (Short-term Bike Parking)

As outlined in the BC Active Transportation Design Guide, where space permits, providing covered short-term bicycle parking can improve the experience for bicycle users and encourage all-weather cycling by providing shelter from rain, snow, and sun. Covered bicycle parking is warranted anywhere that bicycle racks may be located, but is most appropriate in a variety of locations, including major commercial centres, areas with sufficient space on the sidewalk or in plazas, and where there is demand for longer-term bicycle parking, such as at schools, universities, recreation centres, community centres, and heavily used transit stops or stations.

Bike Lockers (Longer-term Bike Parking)

As outlined in the BC Active Transportation Design Guide, bicycle lockers are large metal or plastic stand-alone boxes that offer high-security, weather-protected bicycle parking. They are suitable for daily and overnight long-term bicycle parking at locations such as universities and transit stations. In addition to providing secure bicycle parking, bicycle lockers can also securely store gear and other accessories along with the bicycle, giving people cycling more flexibility in their travel

arrangements. A flat, level surface is required for installation. They should be installed close to building entrances or on the first level of a parking garage.

Bicycle Rooms, Cages, and Parkades

As outlined in the BC Active Transportation Design Guide, unlike bicycle lockers, which only accommodate one or two bicycles, there are several options for secure, high capacity bicycle parking. Bicycle rooms, cages, and parkades are types of off-road, long-term, higher capacity bicycle parking designed for increased security, weather protection, and capacity. They can be built as standalone structures or added to existing buildings or motor vehicle parkades. These facilities are suitable at post-secondary educational institutions, transit stations, and dense commercial or residential buildings. Each of these facilities consist of enclosed structures containing bicycle racks and secured with a locked door. These facilities vary by enclosure type, capacity, level of security, means of access, and other features. Some bicycle rooms and parkades also include other end-of-trip amenities.

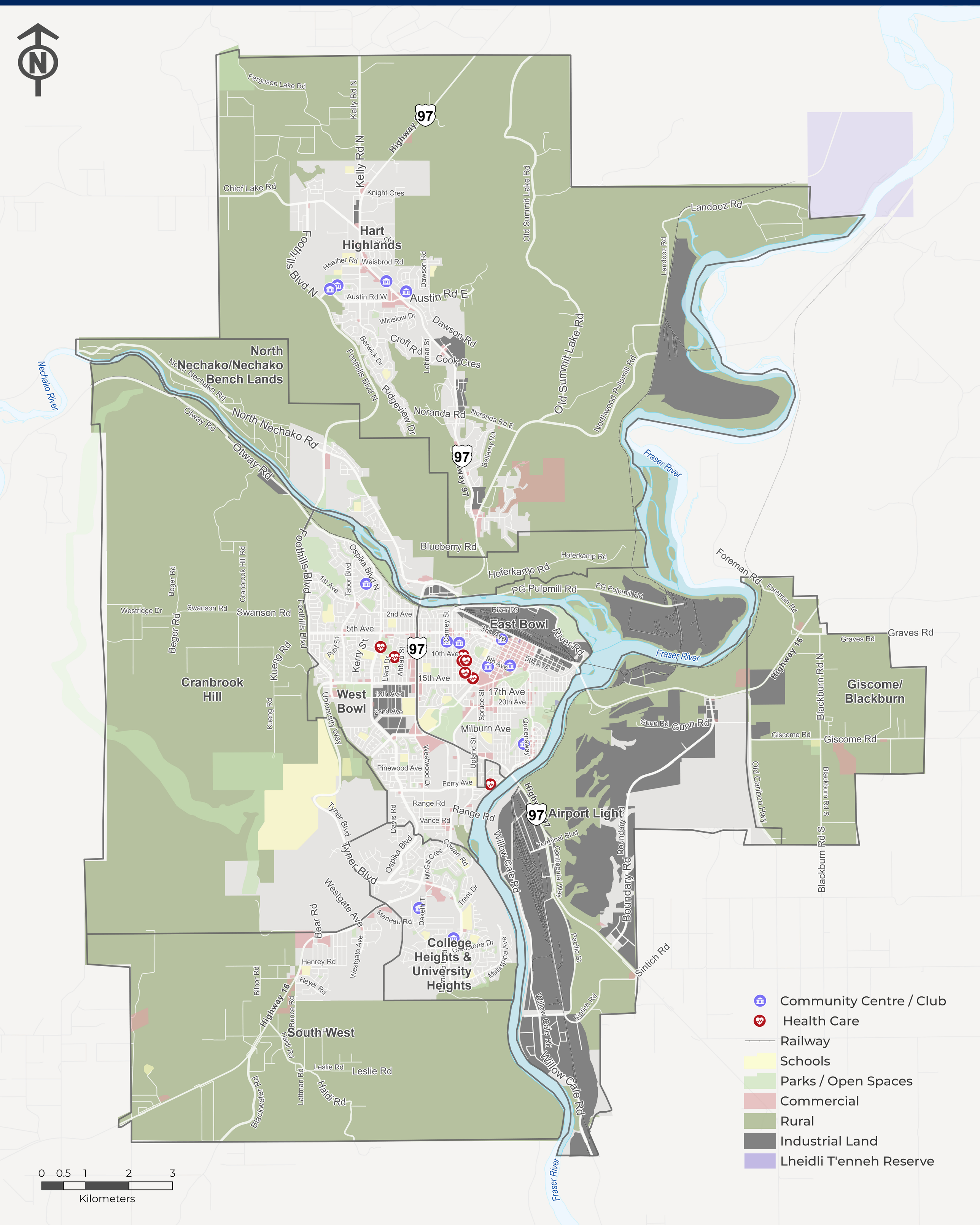
Additional Guidance

The following documents provide more guidance on bicycle parking best practices:

- B.C. Active Transportation Design Guide, Chapter H.2.
- Association of Pedestrians and Bicycle Professionals Essentials of Bike Parking

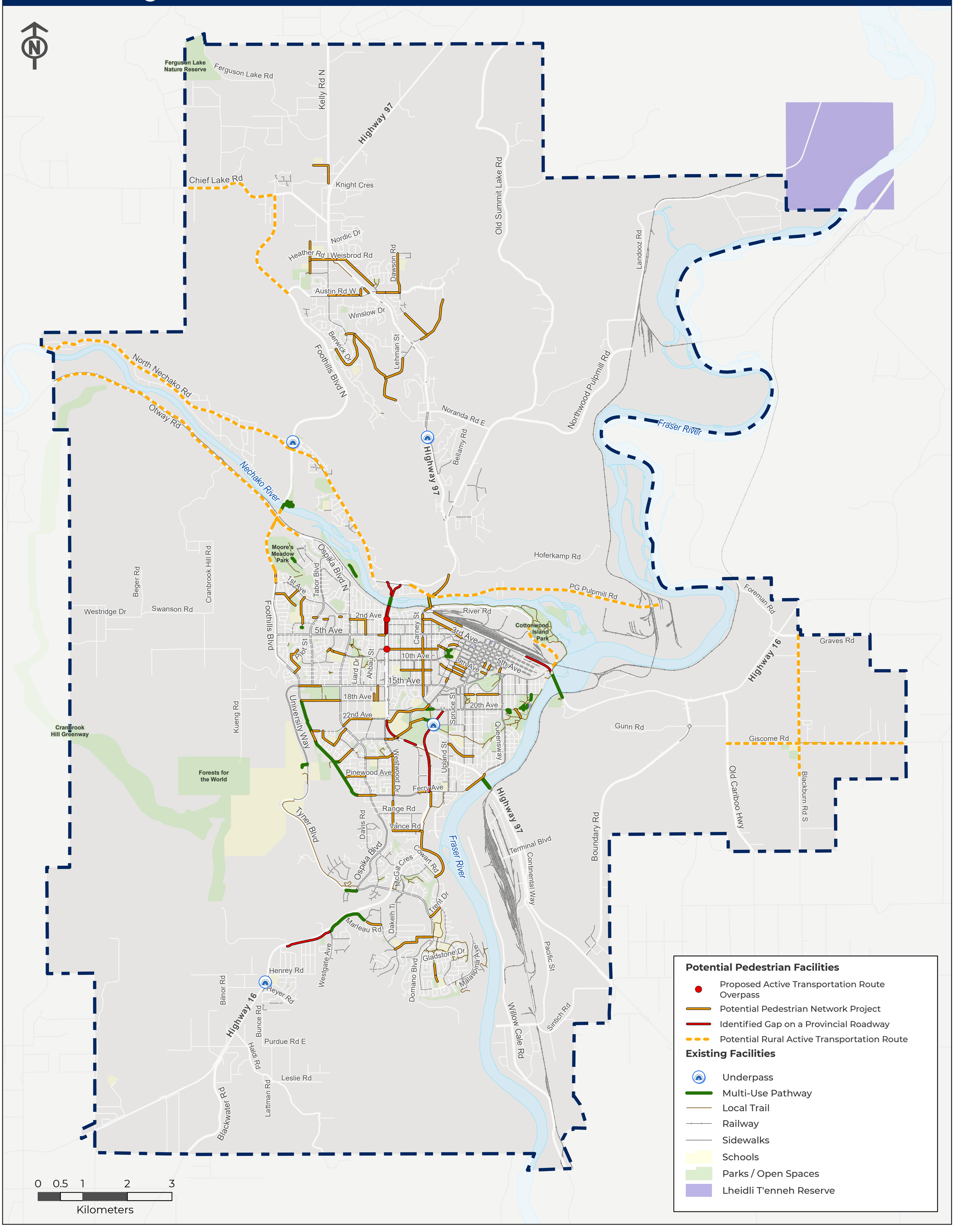
Appendix D

Community Context



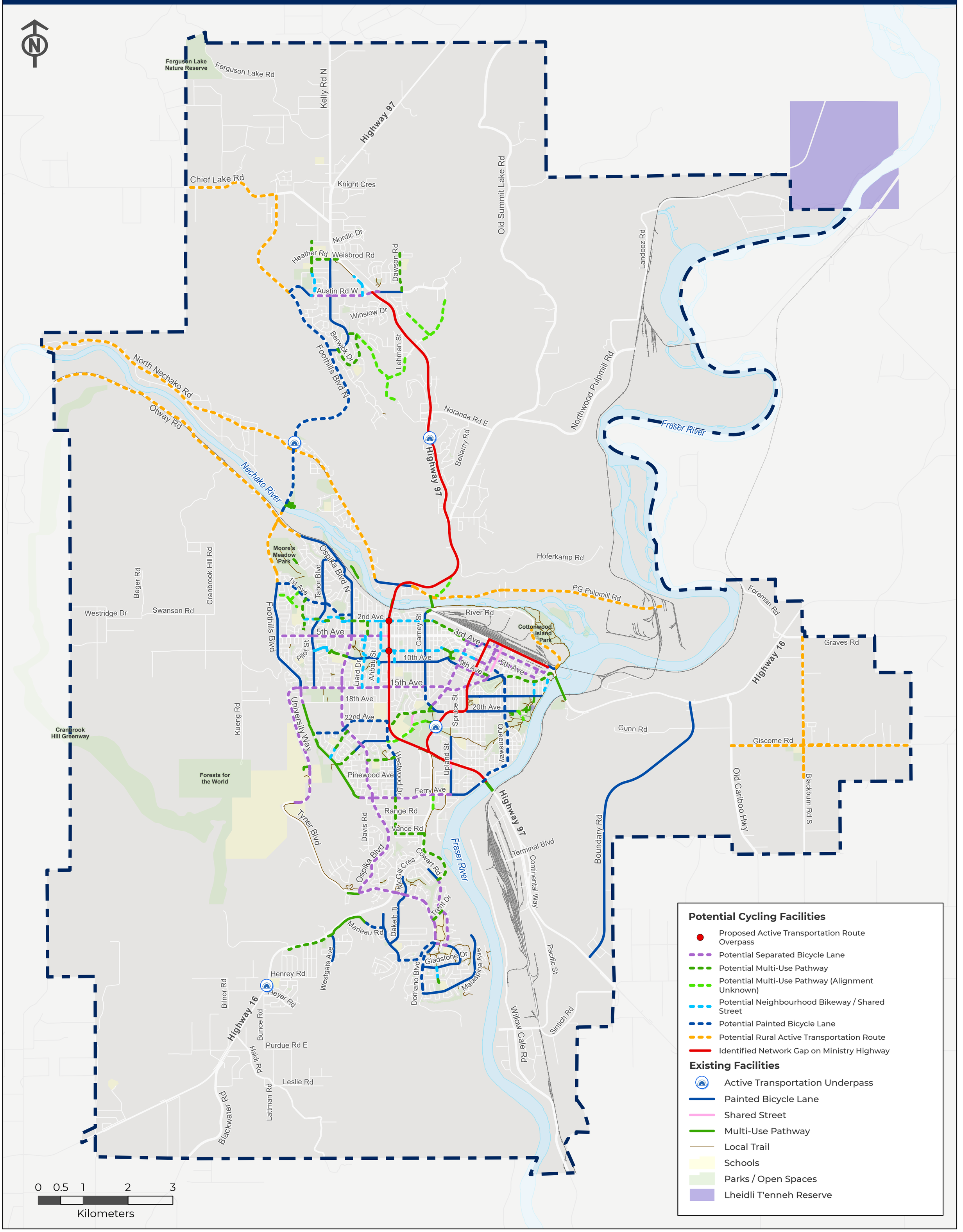
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10th Ave
9th Ave
5th Ave
15th Ave
18th Ave
West Bowl
22nd Ave
Spruce St
20th Ave
University Way
Pinewood Ave
Westwood Dr
Upland St
Fraser River
Airport Light
Ferry Ave
Highway 97
Tyner Blvd
Davis Rd
Vance Rd
Fraser River
Terminal Blvd

Potential Long-Term Pedestrian Network



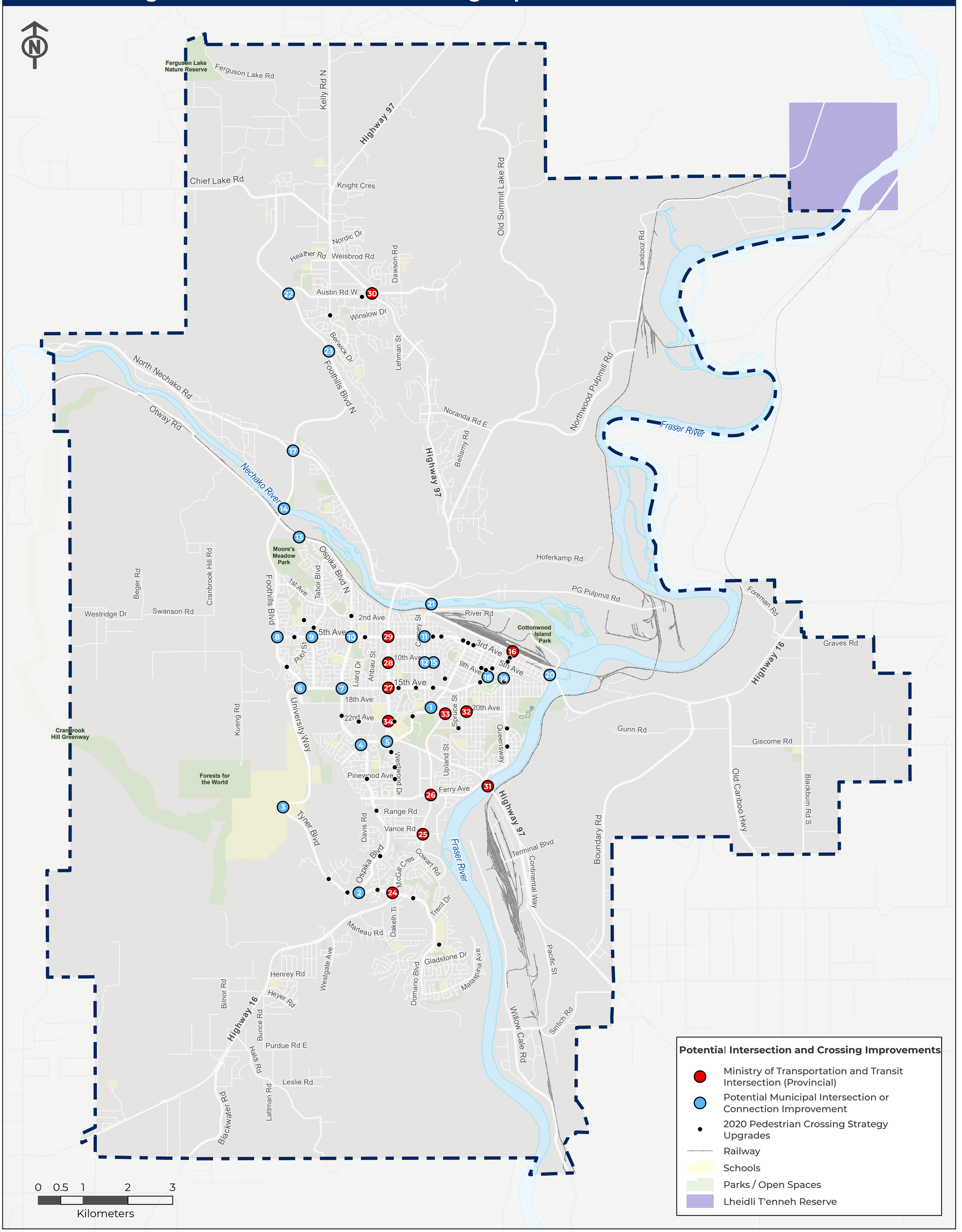
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Potential Long-Term Cycling Network



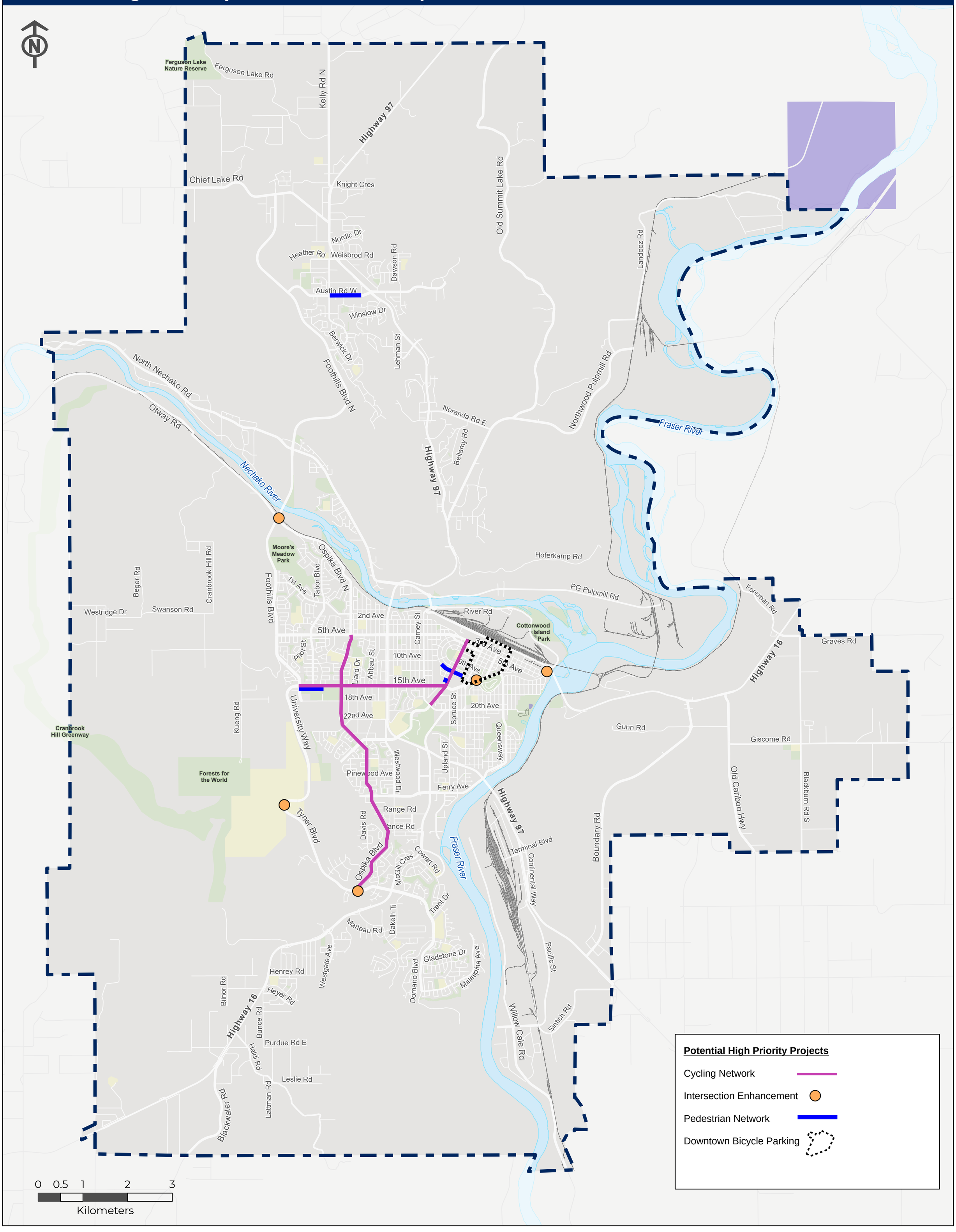
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Potential Long-Term Intersection and Crossing Improvements



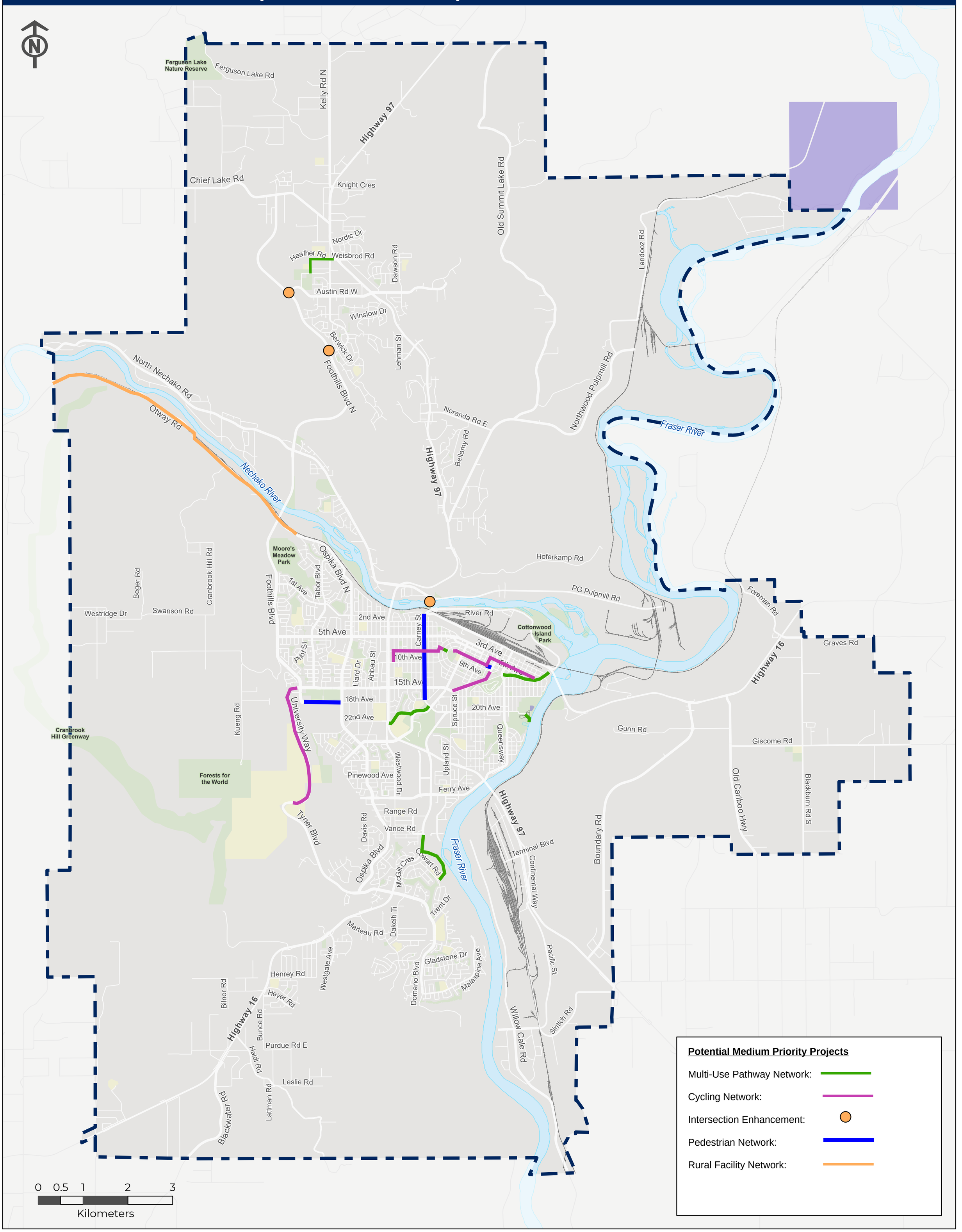
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Potential High Priority Infrastructure Projects



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Potential Medium Priority Infrastructure Projects



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