



Ministry of  
Transportation  
and Infrastructure



# **HIGHWAY 97 QUESNEL TRANSPORTATION PLAN**

*Community Engagement Summary Report*

**June 8, 2017**

*Prepared by Urban Systems Ltd.*

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# HIGHWAY 97 QUESNEL TRANSPORTATION PLAN

## *Community Engagement Summary Report*

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June 8, 2017

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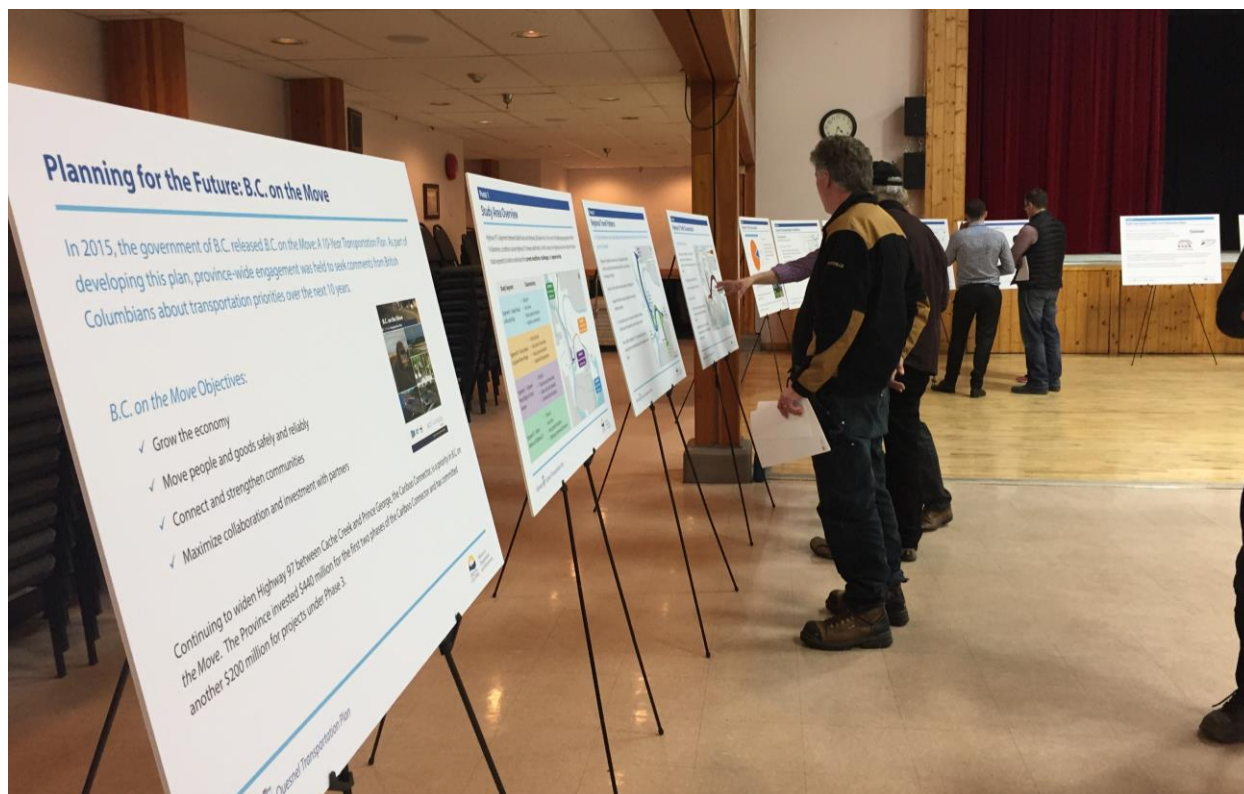
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# 1 INTRODUCTION

The B.C. Ministry of Transportation and Infrastructure (MoTI) is committed to undertaking a comprehensive transportation study of Highway 97 in the City of Quesnel to establish a long-term plan for transportation conditions within the community.

Following the completion of Phase 1: Data Collection and Existing Conditions Report, Phase 2 of the Quesnel Transportation Plan is currently underway to explore options to improve Highway 97 through Quesnel. The purpose of this plan is to develop a comprehensive understanding of existing and future conditions for Highway 97 from Basalt Road to Highway 26. Further, this study aims to develop feasible options to address existing and future issues, including investigating already identified solutions from previously completed studies.

To understand the needs, issues, concerns, and opportunities of Highway 97 in Quesnel, community and stakeholder feedback is essential. To collect this information, MoTI invited the public to participate in the study's first Public Open House on April 3<sup>rd</sup>, 2017 and provide their input by completing a feedback form at the open house, through an online survey, and by submitting feedback by email. The purpose of this report is to summarize the key findings from the feedback collected from the community engagement.



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## 1.1 COMMUNITY ENGAGEMENT GOALS

The community engagement goals for the plan are to inform and consult with the community on the project and to collect input and feedback from community members on:

- ▶ existing transportation conditions along Highway 97 through Quesnel;
- ▶ existing transportation needs of Highway 97 through Quesnel;
- ▶ evaluating short-term improvement options identified at the Racing Road and Quesnel-Hydraulic Road intersections; and
- ▶ exploring other short and long-term improvement options.

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## 1.2 ENGAGEMENT PROCESS

Feedback was obtained through a public open house session on Monday, April 3, 2017 held at the Quesnel Senior's Centre on Carson Avenue from 4:00 PM to 8:00 PM. The public open house session was advertised in the local newspaper, the Quesnel Cariboo Observer, over three publications prior to the session on March 22<sup>nd</sup>, 29<sup>th</sup>, and 31<sup>st</sup>. Notices were provided through social media on Twitter and on the MoTI website<sup>1</sup>.

Eighty-one<sup>2</sup> residents and community members attended the public open house. Key MoTI project team members were present at the public open house to provide information on the project, receive community feedback, and answer questions. Information about the project and key findings were provided on large panels and within an open house companion guide that was distributed to all in attendance

Survey forms were provided at the public open house session for attendees to provide input and feedback on the use and concerns of Highway 97 as well as on the various improvement options being considered. A copy of the form can be found in **Appendix A**. Feedback was structured around four main topics:

### **Phase 1: Current Transportation Conditions**

1. Highway 97 use and issues;

### **Phase 2: Exploring Options**

2. Alternate Routes: Highway 97 Option Development feedback;

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<sup>1</sup> MoTI Public Notice: <http://www2.gov.bc.ca/gov/content/transportation/transportation-reports-and-reference/reports-studies/north/quesnel-transportation-study>

<sup>2</sup> Total of attendees that were counted on the sign-up sheets.

3. Racing Road and Quesnel-Hydraulic Road: use and issues;
4. Additional comments and concerns.

In addition to the open house, project information was provided on the MoTI website and feedback was collected through email responses and an online survey, consisting of the same questions as the open house forms. Public feedback was collected between XX and April 17, 2017 online. After this period, all received feedback was compiled for analysis.

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## 2 FEEDBACK RESULTS

Public feedback was collected and analysed to determine common concerns and issues important to Quesnel area residents. Survey forms were submitted in person at the open house session (49), online (68), and by email (6), for a total of 123 survey responses. Additionally, five comments were sent VIA email and one hand written letter was submitted at the open house. The emails and letter were included in the open-ended comment summaries.

A total of 14 questions were asked in the survey forms and online survey, results of each are described below. Participants were asked not to disclose their age, gender, or any other identifiable information to ensure all comments are considered of equal importance, with no risk of bias. Not all respondents completed all questions. Written comments were analysed to appropriately interpret the information and apply it to Phase 2 of the study.

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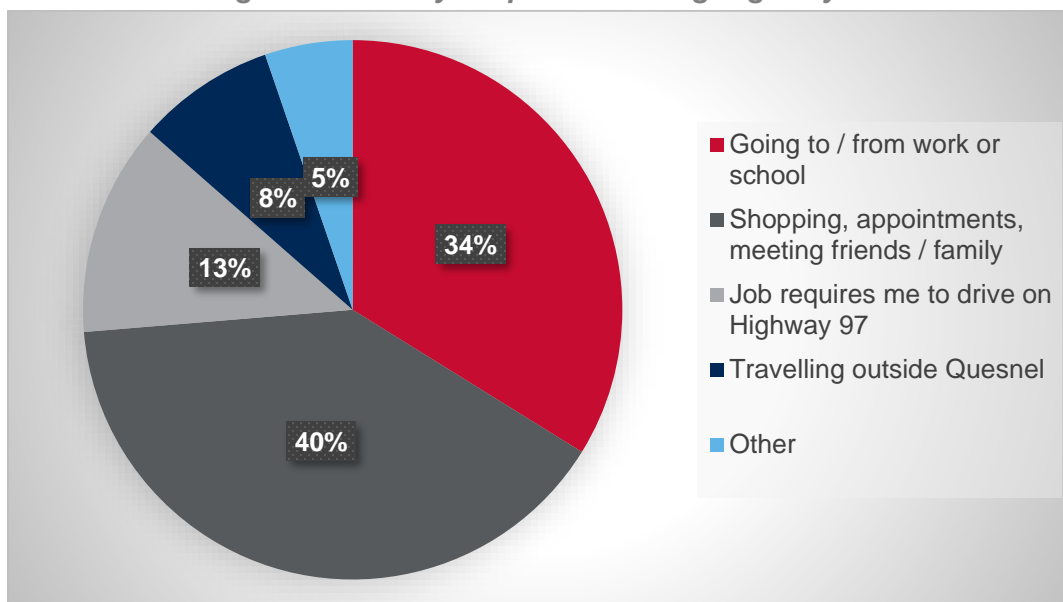
### 2.1 HIGHWAY 97 USE AND ISSUES

Questions 1 through 5 focused on the current use of Highway 97. Respondents provided feedback on the community's use of the highway corridor and concerns regarding its current operation. Survey responses are summarized below.

#### ***1. What is your primary purpose for using Highway 97 in Quesnel?***

A total of 133 responses were collected for this question, results of which are displayed below in *Figure 1*. Participants were asked to select one answer to this question, however, some respondents selected multiple answers. All selections were included in the result totals. The most common purpose for using Highway 97 near Quesnel tends to be for "Shopping, appointments, meeting friends / family", accounting for 40% of all responses. Going to / from work or school is second most common accounting for 34% of responses. Participants that selected "Other" specified "all of the above" or their line of work.

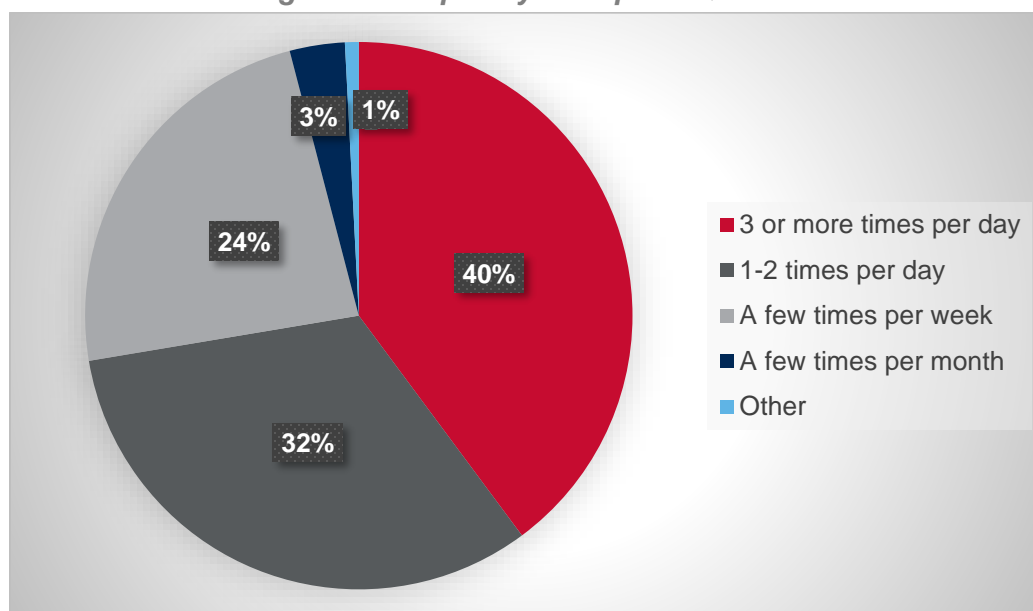
**Figure 1: Primary Purpose for using Highway 97**



## **2. How often do you travel on Highway 97 in Quesnel?**

All 123 survey participants answered this question. As shown below in *Figure 2*, results found that the majority of residents in the Quesnel area travel along Highway 97 at least once a day, with 49 respondents claiming to do so three or more times per day. The results of the first two questions indicate that most residents in the Quesnel area rely on Highway 97 every day for travel and activities within Quesnel.

**Figure 2: Frequency of Trips to Quesnel**



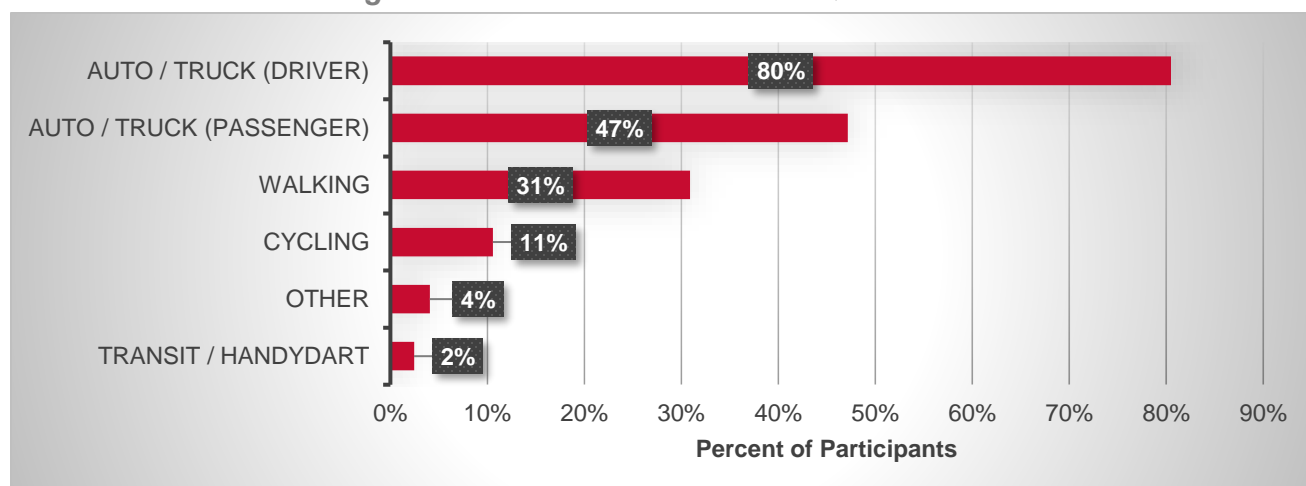
### 3. Which modes of travel do you use regularly in Quesnel?

Participants were asked to choose all that apply of the following options:

- ▶ Walking
- ▶ Cycling
- ▶ Auto / truck (driver)
- ▶ Auto / truck (passenger)
- ▶ Transit / HandyDart
- ▶ Other

As illustrated below in *Figure 3*, most residents travel within Quesnel by vehicle as a driver or passenger. Four participants selected “Other,” specifying “Big Truck”, motorcycle (2), or farm equipment.

*Figure 3: Modes of Travel Used in Quesnel*



### 4. What are the most important issues today to address on Highway 97?

Participants were asked to choose all that apply from the following:

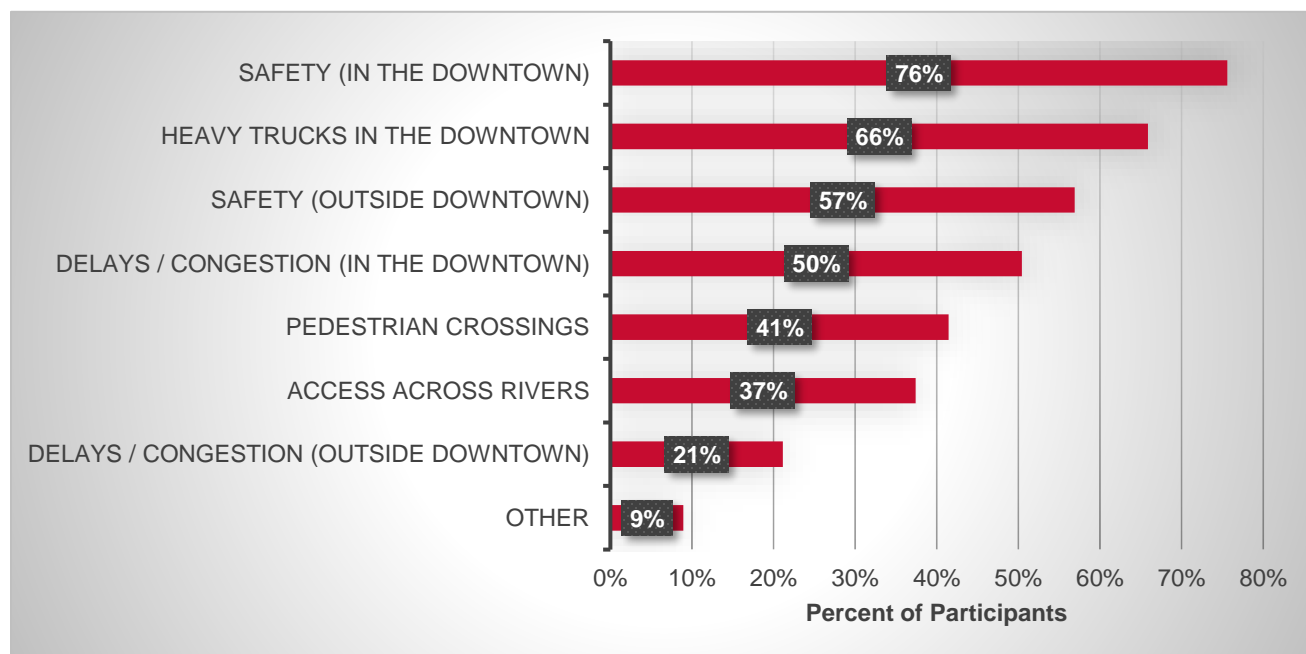
- ▶ Safety (in the downtown)
- ▶ Safety (outside downtown)
- ▶ Delays / Congestion (in the downtown)
- ▶ Delays / Congestion (outside downtown)
- ▶ Pedestrian Crossings
- ▶ Heavy trucks in the downtown
- ▶ Access across rivers
- ▶ Other

Results of the survey and open house are shown below in *Figure 4*. Most respondents chose at least two or three options for a total of 440 individual selections. Safety, in the downtown and outside



downtown, was found to be the most common concern of residents in the area, with 93 responses (76% of all survey participants). Heavy trucks and delays in the downtown are also concerns of many respondents, each selected by 81 (66%) and 70 (57%) survey participants, respectively.

**Figure 4: Most Important Issues Today on Highway 97**



Of the 11 respondents that selected “Other,” commonalities were issues regarding air quality, noise, dust and pollution. These issues were noted by six residents, some attributing it to the heavy vehicle traffic through downtown. Emergency vehicle movement and road closures through downtown Quesnel were also mentioned as a major concern in answers to this question and throughout the survey. Other participants highlighted pedestrian safety issues, and concerns near the hospital and seniors’ centre.

## 5. *Specific to the downtown area and Front Street, what are the most important issues today to address on Highway 97?*

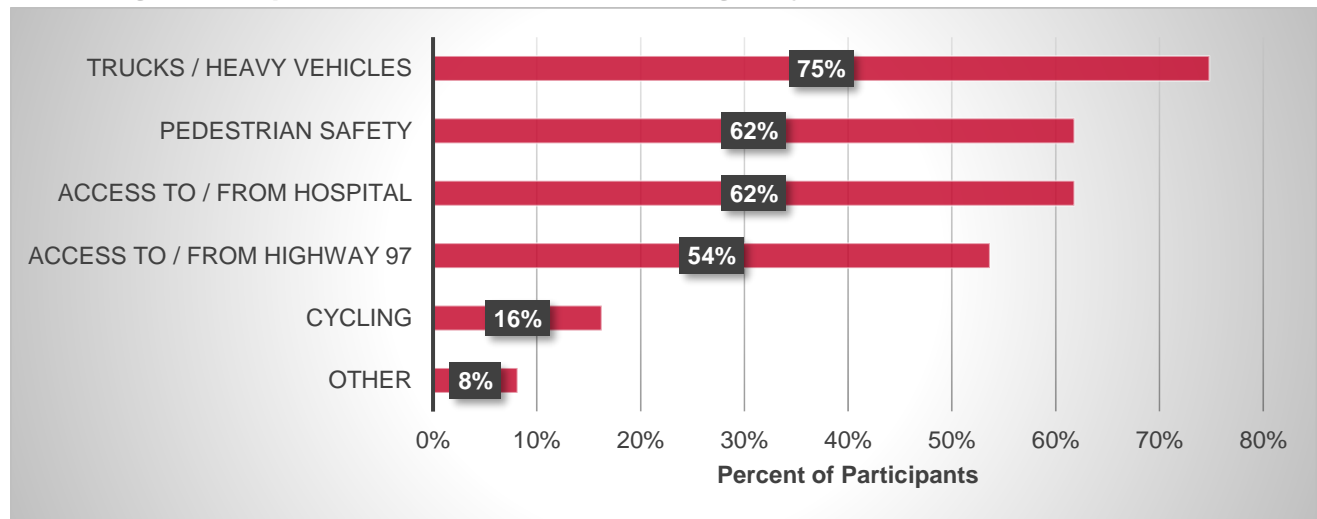
Participants were asked to choose all that apply from the following options:

- ▶ Pedestrian Safety
- ▶ Cycling
- ▶ Access to / from Hospital
- ▶ Access to / from Highway 97
- ▶ Trucks / heavy vehicles
- ▶ Other

There were 123 survey responses to this question, results of which are shown below in *Figure 5*. The most common issue from the gathered feedback was heavy vehicles on Highway 97, with 92 participants (75% of all survey participants) choosing this issue. Other common issues identified were Pedestrian Safety, and Access to / from the Hospital, each with 76 responses (62%). It should be

noted that not all survey participants responded to this question, but most of those who did, selected all four of the top most common answers.

**Figure 5: Important Issues to Address on Highway 97 in the Downtown Area**

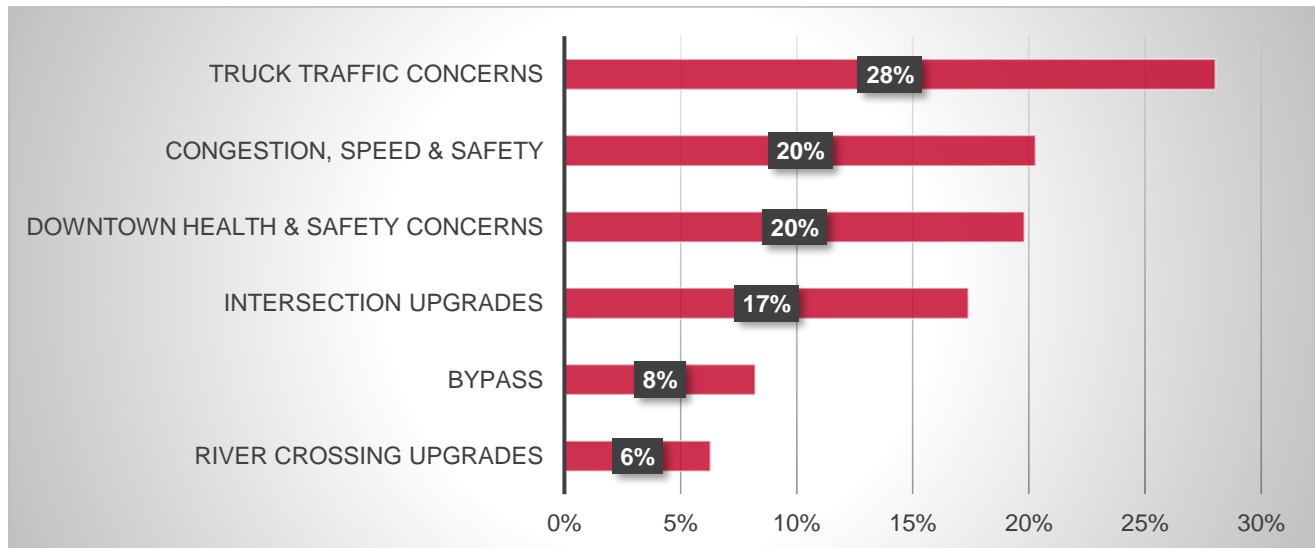


Ten participants selected “Other,” specifying common issues regarding air quality and safety in downtown, many respondents mentioned heavy vehicle traffic as the cause. Other responses highlighted congestion downtown and speeding concerns.

## 6. *What do you see as major issues in the future on Highway 97 through Quesnel between Basalt Road (at the south study limit) and Highway 26 (at the north study limit)?*

A total of 207 distinct comments were received for this question, however, not all respondents provided feedback to this question. All 207 comments were compiled, and common themes were identified. The distribution of comments that were aligned with each theme are displayed below in *Figure 6*. Truck traffic concerns were the most common.

**Figure 6: Future Major Issues on Highway 97**



Overall, many participants expressed concerns regarding congestion, health, and safety, especially through the downtown area. Many of the themes identified can be attributed to heavy vehicle traffic. The responses in each themed category are briefly discussed below.

### ***Truck Traffic Concerns***

Many residents pointed out issues with heavy vehicles / commercial trucking (trucks) travelling through Quesnel including: pollution, speeding, pedestrian safety, and dangerous cargo. A total of 58 comments raised concerns or issues regarding heavy vehicles, of which 30 specified “trucks” in the downtown area.

### ***Congestion, Speed & Safety Concerns***

Congestion, high speeds, and safety in general were found to be common concerns among many responses, with 42 participants noting these issues. Many participants are concerned with the current amount of traffic through Quesnel and expect it to increase the future, worsening the existing safety issues along Highway 97. Nine of the total 42 comments referred to speeding issues.

### ***Downtown Health & Safety Concerns***

Future congestion, pollution, and accesses within downtown were all major concerns voiced by residents within the Quesnel area. Congestion was mentioned in 14 of the total 41 comments aligning with this theme. Access to businesses and local roads was another common concern raised by the community.

### ***Intersection Upgrades***

A total of 36 participants mentioned various intersections and accesses as future concerns along Highway 97 through Quesnel. Racing Road, Quesnel-Hydraulic Road, and Carson Avenue intersections were brought up several times as well as the hospital and other downtown accesses.

## Bypass Necessary

Of the 17 respondents that commented on implementing a bypass, the main supporting arguments were to eliminate truck traffic in town and solve congestion issues.

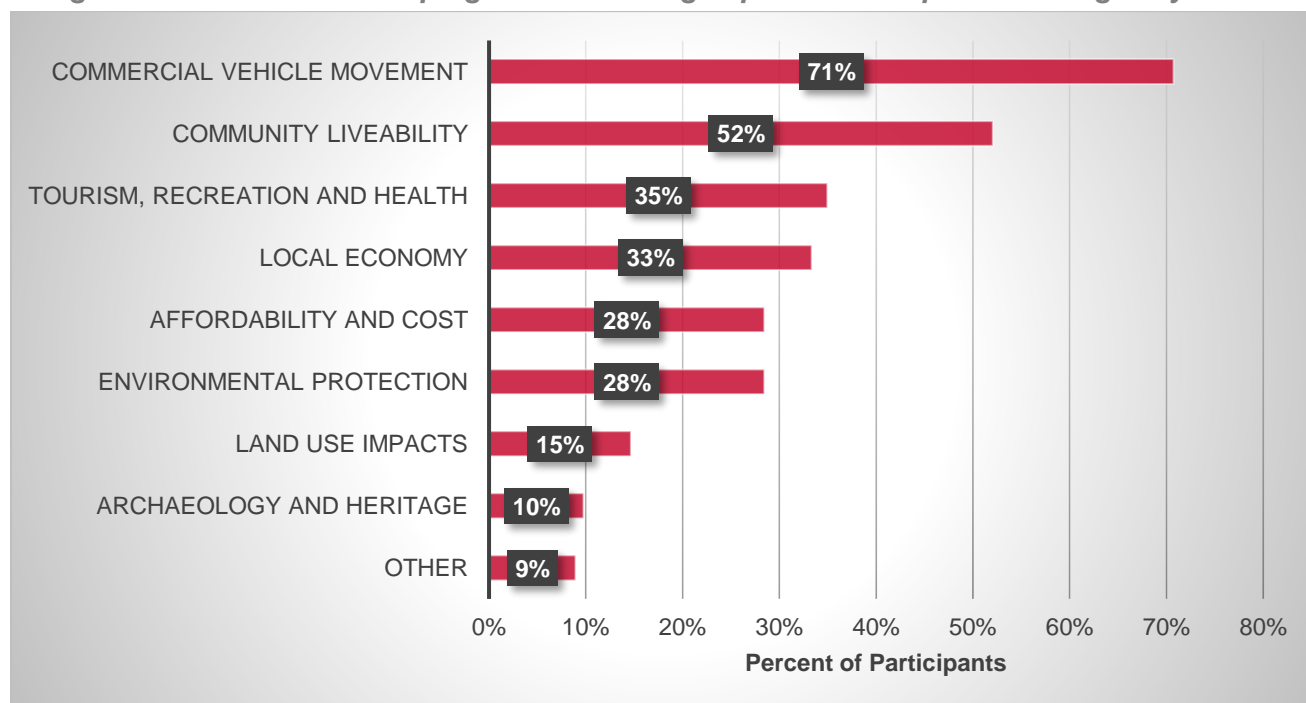
## River Crossing Upgrades

Existing bridge upgrades and / or additional river crossings were suggested by a total of 13 community members. Respondents mentioned the need to replace the aging Quesnel River Bridge and highlighted the need to ensure it will be designed to carry most heavy truck traffic loads when ultimately replaced in the future.

## 7. The Ministry must consider a number of factors in developing and evaluating improvement options for Highway 97 in Quesnel. Please select the top 3 factors below that are most important to you when considering a preferred improvement solution.

Feedback results for this question are displayed below in *Figure 7* showing the distribution of all responses. Some did not respond to this question, and some selected more or less than three options, but all selections were included in the analysis. From the survey results, the top three factors were identified as Commercial Vehicle Movement, Community Liveability, and Tourism, Recreation, and Health, with 87 (71%), 64 (52%), and 43 (35%) of responses respectively. Common “Other” responses specified safety and future planning as additional important factors in evaluating improvement options.

**Figure 7: Factors in Developing and Evaluating Improvement Options for Highway 97**



## 2.2 ALTERNATE ROUTES

Three alternate route options were presented by MoTI at the community engagement session. Question 8 of the survey asked participants to supply their opinions and feedback on each of the three proposed options. The resulting comments were compiled and generally themed to highlight common opinions and insights of the community.

### ***8. What opportunities and challenges do you see for each alternate route?***

#### ***a) North-South Interconnector Route***

In general, survey participants expressed concerns regarding the feasibility and suitability of this option. The common themes among the challenges highlighted noise and pollution, feasibility and land acquisition. Many participants also voiced their approval due to the speculated lower cost and the potential for this option in solving the existing issues in the area. Comments received were themed by challenges and opportunities and are summarized below in *Table 1*.

***Table 1: North-South Interconnector Route Comments Summary***

| Challenges   | Opportunities  |
|--|--|
| <b>Noise / Pollution and concern for residents (25 comments)</b> <ul style="list-style-type: none"> <li>Participants are concerned with the location of this option, being too close to downtown or residential areas. Issues were highlighted regarding noise and pollution and / or residents in the area of the proposed route.</li> </ul>  | <b>Solves Bridge / Congestion / Truck Issues (27 comments)</b> <ul style="list-style-type: none"> <li>Participants believe this option will solve existing issues and concerns regarding congestion and truck traffic through Quesnel along Highway 97, namely through downtown.</li> <li>A few respondents agree with this option specifically because it replaces the aging bridge.</li> </ul> |
| <b>Land Acquisition / Stakeholder Impact (20 comments)</b> <ul style="list-style-type: none"> <li>Participants are concerned with the amount of land necessary to purchase and the negative impact this option may have on the neighbourhoods and property owners within Quesnel.</li> <li>Four participants expressed concern with this option impacting St. Ann's Roman Catholic Church and school.</li> </ul> | <b>Overall Positive Response (18 comments)</b> <ul style="list-style-type: none"> <li>Many respondents approve of this option overall or consider it the most feasible / best of the three options presented.</li> </ul>   |



| Challenges   | Opportunities   |
|--|---|
| <p><b>Feasibility concerns (15 comments)</b></p> <ul style="list-style-type: none"> <li>Participants are concerned with the feasibility of this option including possible challenges with the river crossings, the required space and location, and heavy vehicle mobility.</li> </ul> <p><b>Generally Negative Response (13 comments)</b></p> <ul style="list-style-type: none"> <li>Many respondents are concerned that this option does not solve all of the current issues.</li> <li>A couple of participants are concerned with this option regarding the economic impact on the community, namely in reducing tourism.</li> </ul> <p><b>Geotechnical Issues (8 comments)</b></p> <ul style="list-style-type: none"> <li>Participants identified geotechnical issues as being a possible challenge, many specifying the slide-prone area and ground stability.</li> </ul> | <p><b>Cost – Inexpensive (17 comments)</b></p> <ul style="list-style-type: none"> <li>Respondents feel that this route is the least expensive of the proposed options. It should be noted that these comments are based on participants' assumptions, as cost estimates for each option were not provided to the public.</li> </ul> |

### ***b) North-South Industrial Traffic Route with a new crossing over the Quesnel River***

Potential challenges raised by the community for the North-South Industrial Traffic Route fell into four main themes, with the most common theme being the high cost of this option, representing 22 of the total 75 mentioned challenges. Aside from expressing overall support of this option, comments that addressed opportunities identified the main benefit to this option as solving the issue of congestion and heavy vehicles through Quesnel. Other opportunities highlighted the benefits to the pulp mill and heavy vehicle stakeholders. All mentioned challenges and opportunities are summarized below in *Table 2*.

**Table 2: North- South Industrial Route Comments Summary**

| Challenges  | Opportunities   |
|---|---|
| <p><b>Cost – Expensive (22 comments)</b></p> <ul style="list-style-type: none"> <li>Many respondents see this as the most expensive option of the three proposed options.</li> </ul> <p><b>Feasibility Concerns (16 comments)</b></p> <ul style="list-style-type: none"> <li>Participants are concerned about the overall feasibility of this option.</li> <li>Participants mentioned this option does not address the need for a new bridge crossing and does not solve the issue of traffic through downtown.</li> </ul> <p><b>Business Concerns (15 comments)</b></p> <ul style="list-style-type: none"> <li>Participants highlighted concerns with the Cariboo Pulp Mill and other industrial businesses that would be affected by its location. Five respondents named the pulp mill specifically.</li> <li>Many responses also noted the impact this bypass would have on the downtown economy.</li> </ul> <p><b>Poor / Questionable Location (13 comments)</b></p> <ul style="list-style-type: none"> <li>Participants are concerned with potential congestion, environmental issues, and the proposed site location for this option.</li> <li>Four comments pointed out the unstable ground condition of the area.</li> </ul> <p><b>Too Long (9 comments)</b></p> <ul style="list-style-type: none"> <li>Participants expressed concerns with this route being too long, which would discourage use.</li> </ul> | <p><b>Keeps Trucks out of Downtown (34 comments)</b></p> <ul style="list-style-type: none"> <li>Participants feel this is a good option as it solves the identified issues in the study area.</li> <li>Specifically, many participants approve of this option as it minimizes truck traffic through downtown, improving safety and decreasing pollution in downtown.</li> <li>The location away from the residential areas is seen as a positive aspect of this option.</li> </ul> <p><b>Overall Supportive (23 comments)</b></p> <ul style="list-style-type: none"> <li>Participants expressed general approval of this option, some stated this as the best of the proposed options.</li> </ul> |

### c) *East-West Connector Route with a new crossing over the Fraser River*

Challenges mentioned by the residents in the Quesnel area for the East-West Connector Route fell within four key themes, with the most common being the extravagance of this option. Participants expressed concerns regarding the necessity of this option as it seems to be designed for a much higher traffic volume than currently exists. Three key themes were found among opportunities mentioned by respondents, in addition to generally positive comments. The most common opportunity identified by community participants was the benefit of less traffic through the downtown area, representing 43% of all mentioned opportunities. All comments are summarized below in *Table 3*.

**Table 3: East-West Connector Route Comments Summary**

| Challenges   | Opportunities   |
|--|---|
| <p><b>Too Extravagant / Overbuild (25 comments)</b></p> <ul style="list-style-type: none"> <li>Many participants expressed their doubt regarding the ultimate use of this option and feel that the design is unnecessary based on traffic volumes in the area.</li> <li>Respondents also noted the declining logging industry leading to a decrease in the highway truck traffic volume.</li> </ul> <p><b>Generally Negative Response (17 comments)</b></p> <ul style="list-style-type: none"> <li>Participants expressed overall opposition to this option.</li> <li>Nine respondents noted their uncertainty of any clear benefits to this option or cannot see it solving any of the current issues.</li> </ul> <p><b>Not Feasible / Stakeholder Concerns (16 comments)</b></p> <ul style="list-style-type: none"> <li>Participants are concerned with the high cost, feasibility and the effectiveness of this option. Five comments mentioned the high cost of this option.</li> <li>Participants are concerned with possible issues with the golf course.</li> </ul> | <p><b>Removes Truck Traffic from Downtown (22 comments)</b></p> <ul style="list-style-type: none"> <li>Participants highlighted the benefit of this option in reducing heavy vehicle traffic through downtown, and consequently solving the issues of congestion and pollution in downtown.</li> <li>A few participants noted the benefit to heavy vehicle traffic in general.</li> </ul> <p><b>Overall Positive (15 comments)</b></p> <ul style="list-style-type: none"> <li>Participants are generally in favour of this option.</li> </ul> <p><b>Mitigates Slide Issues (11 comments)</b></p> <ul style="list-style-type: none"> <li>Participants highlighted that this option would help solve the slide issues, as this route would bypass the slide prone area.</li> <li>Most participants named the Knickerbocker area specifically.</li> </ul> <p><b>Provides Good Link to the West (6 comments)</b></p> <ul style="list-style-type: none"> <li>Participants noted the benefit this option poses in connection to the west, with a few respondents noting a possible future connection with the new gold mine.</li> </ul> |

| Challenges   | Opportunities |
|--|---------------|
| <ul style="list-style-type: none"> <li>Another common opinion is that this option purely benefits the logging trucks.</li> </ul> <p><b>Land / Geotechnical Issues (13 comments)</b></p> <ul style="list-style-type: none"> <li>Some participants are concerned with the slide area at Knickerbocker Hill, terrain stability near the Fraser River, and the overall location proposed for this design.</li> </ul> |               |

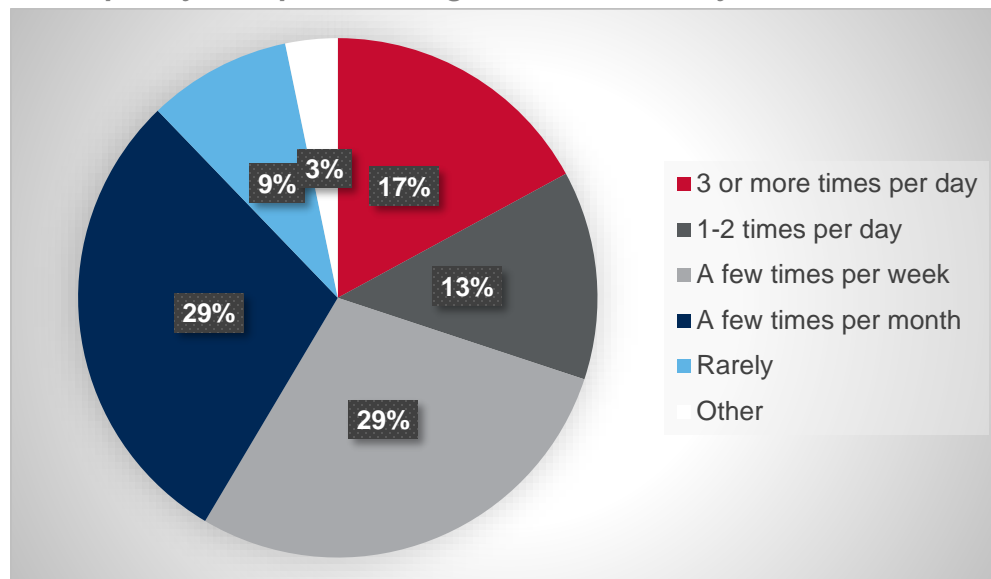
## 2.3 RACING ROAD AND QUESNEL-HYDRAULIC ROAD

In addition to the alternate route options for Highway 97, Racing Road and Quesnel-Hydraulic Road intersections were identified as high priority locations. Three short-term intersection improvement designs were presented at the open house. Questions 9 through 12 in the survey addressed the community's use of and concerns with the two roads and intersections with Highway 97. The results of and responses to these questions are summarized below.

### ***9. How often do you access the Racing Road and Quesnel-Hydraulic Road intersections to / from Highway 97?***

A total of 123 responses were submitted for this question, results of which are displayed below in *Figure 8*. Many respondents selected other and specified "rarely" or "less than once a month," therefore, this specific answer was included in the analysis results. Survey respondents tend to access the Racing Road and Quesnel-Hydraulic Road intersections fairly infrequently. A total of 86 participants (70%) access the Racing Road and Quesnel-Hydraulic Road intersections less than once per day, and 51 participants (41%) access these roads only a few times per month or less.

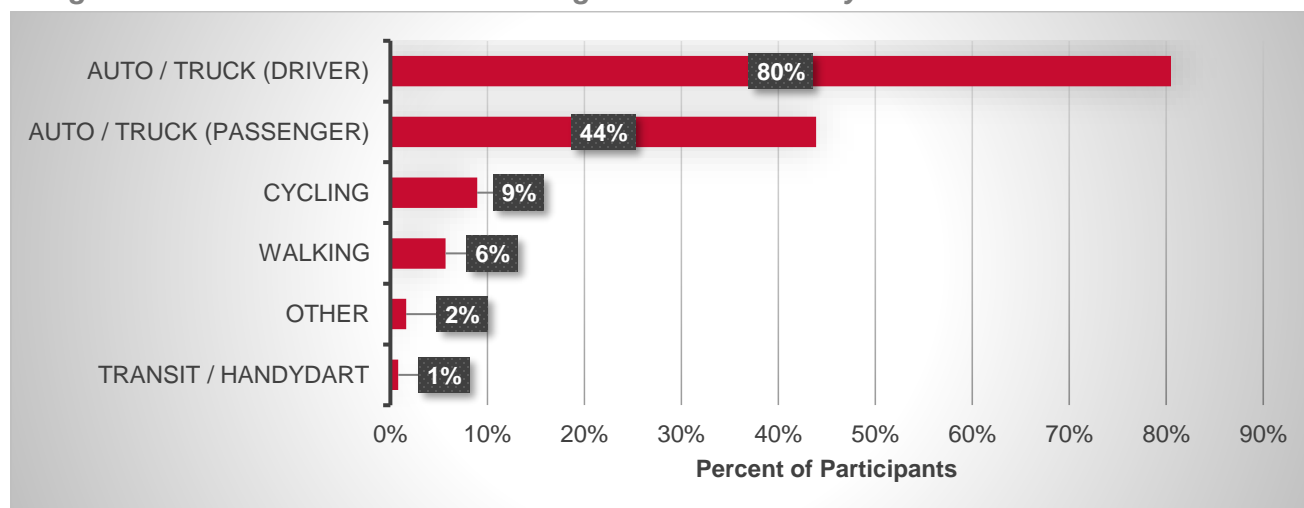
**Figure 8: Frequency of Trips on Racing Road / Quesnel-Hydraulic Road Intersections**



### 10. What modes of travel do you use regularly at the Racing Road and Quesnel-Hydraulic Road intersections?

A total of 174 responses were collected for this question, from the total 123 submitted surveys. Participants were asked to select one answer to this question, however, some respondents selected multiple answers, which were all included in the result totals. The results compared to the total number of participants (123) is displayed below in *Figure 9*. The most common transportation mode of residents in the Quesnel area along these roads was found to be Auto / Truck, with 99 and 54 survey participants selecting driver and passenger, respectively. Respondents that selected “Other” specified motorcycle, and crew bus driver.

**Figure 9: Modes of Travel at the Racing Road / Quesnel-Hydraulic Road Intersections**



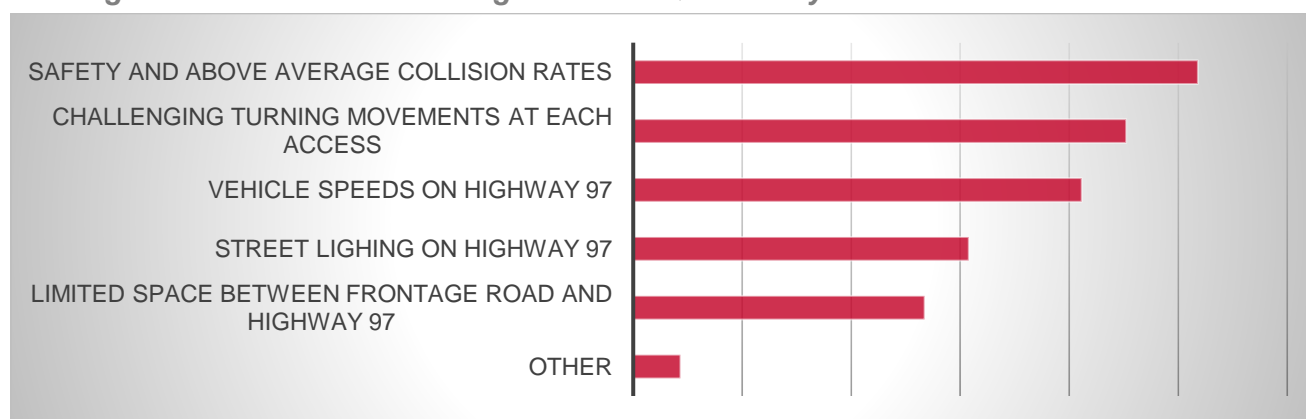


**11. From the list of issues identified at the Racing Road and Quesnel-Hydraulic Road intersections below, please rank from 1 (highest priority) to 6 (lowest priority) the issues most important to you.**

A total of 591 selections were chosen from the possible responses. Detailed response totals of the survey can be found in **Appendix B**. Some respondents did not rank all options, and some did not include rankings but just selected options. All selections are included in the totals. The highest prioritized issue was found to be Safety and above average collision rates, selected as the number one priority by 72 respondents (59%). Challenging turning movements at each access was also a popular first priority and the most common second priority.

To better understand the results of this question, each selection was factored based on the number of selections for each priority ranking, calculating a representative total score. *Figure 10* illustrates the percent score for each priority compared to the total of the weighted scores. The selections that did not include rankings were given an equal weighting to priority 6. This visual representation highlights Safety and Challenging turning movements as the common first and second priorities expressed by community members.

**Figure 10: Issues at the Racing Road and Quesnel-Hydraulic Road Intersections**



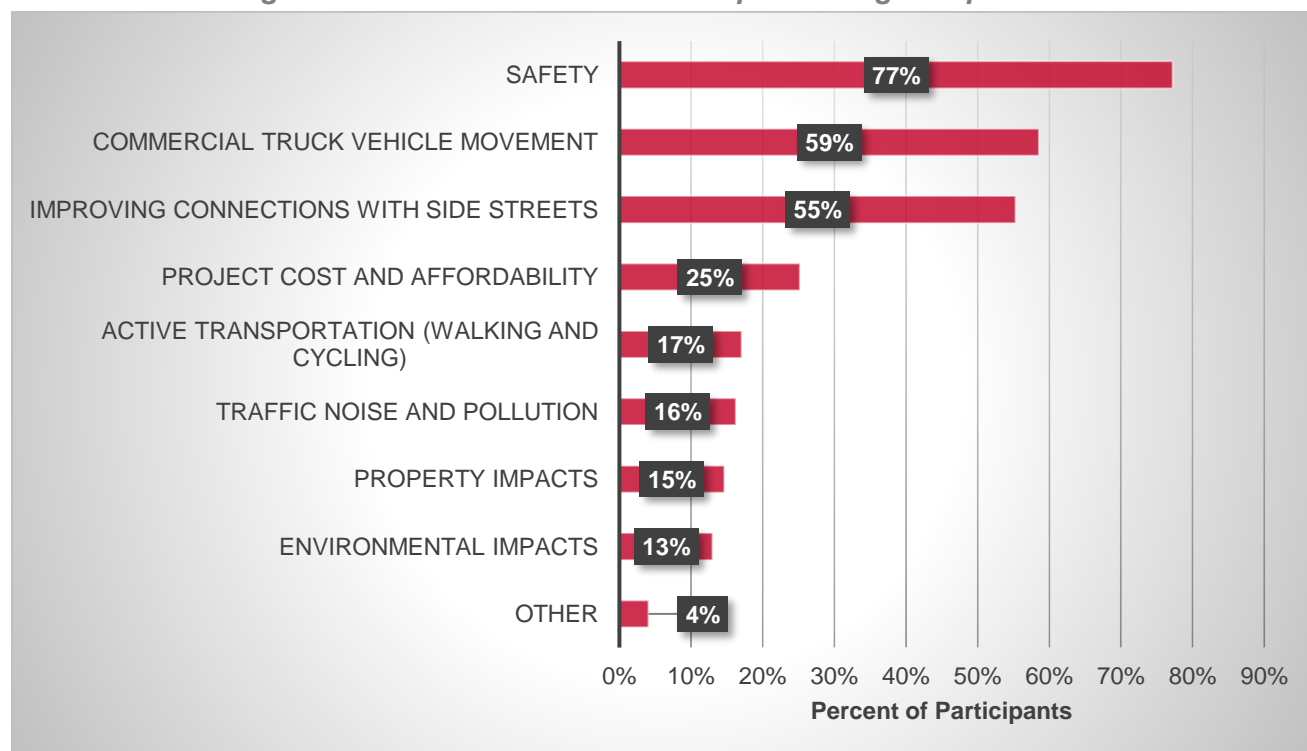
Many “Other” responses made suggested improvement solutions for these intersections. Key ideas were to add more lighting and improve signage, improve access management, and eliminate left turn movements onto the highway. Specified concerns were highlighted regarding speed and safety in the area.

**12. In reviewing the three short-term options identified, what are the top 3 factors that you think should be considered in implementing an option?**

Total results from the 123 surveys submitted are presented below in *Figure 11*. The top three options from all responses were found to be Safety, Commercial truck vehicle movement, and improving connections with side streets, with 95 (77%), 72 (59%) and 68 (55%) responses, respectively. Of the

eight respondents that commented or selected “other”, three specified the need for street lights along Highway 97 while one is opposed to the idea. Economic impact and safety in general were also noted as additional factors.

**Figure 11: Factors to Consider in Implementing an Option**



## 2.4 ADDITIONAL COMMENTS AND CONCERNS

Questions 13 and 14 of the survey, the last two questions, asked for more general feedback in terms of Ministry work in the Quesnel area. The comments received were analysed to determine common themes among the community members. Comments and results of this analysis are outlined below.

### ***13. What other improvements on Highway 97 through Quesnel would you suggest the Ministry consider to address any specific issues?***

Comments from all of the feedback were compiled and eight key concerns were identified:

#### ***Intersection Control and Signage***

A total of 38 responses included concern for intersection control and signage in general. Many of the comments highlighted the need for upgrades to specific intersections and / or lane improvements and some expressed the need for improvements through the network in general. Recurring suggestions include:

- ▶ Improvement to the Racing Road and Quesnel-Hydraulic Road intersections;
- ▶ Improvement to the Aroma Foods access;
- ▶ A centre turning lane along Front Street;
- ▶ Roundabouts along Front Street;
- ▶ Line Painting improvements and maintenance;
- ▶ More stop lights; and
- ▶ Side road improvements (lighting, signage, widening, etc.).

#### ***Carson Avenue / Legion Drive***

Many comments expressed the desire for turn lanes to be replaced at the Carson Avenue intersection and the need to improve or widen Legion Drive due to congestion. A total of 18 survey responses made reference to Carson Avenue and / or Legion Drive.

#### ***Hospital Intersection***

Nine respondents identified the hospital intersection as an important issue that the Ministry should address. In addition to intersection improvements, it was noted that the intersection signal timing should be adjusted due to long cycle lengths.

### ***Speeding***

Speed along Highway 97 was one major concern raised by 12 community members. Specific areas identified as an issue were near Maple Drive, Airport Hill and Front Street.

### ***Pedestrian / Bicycle Amenities***

Three respondents mentioned the need for pedestrian amenities and bike lanes through Quesnel, one specifically noted the location along Two Mile Flat.

### ***New Bridge***

Three residents commented on the need for a new and upgraded bridge over the Quesnel River.

### ***Heavy Vehicle Traffic***

Many respondents noted their support for a bypass or an alternate route away from downtown specifically to reroute heavy vehicle traffic. Of the total 21 comments that aligned with this theme, five suggested chain up areas or truck stops.

## ***14. Additional Comments***

The last question of the survey form asked participants to provide any additional comments. These comments, and additional feedback from emails and the letter, were generally categorized into four themes which are discussed below.

### ***Intersection Issues***

Two respondents agree that a traffic light at Racing Road is a good idea, one thinks it is a bad idea due to the 6% grade on the highway, and one believes the intersection should be removed completely. Another comment suggested eliminating left turns onto Front Street.

### ***Speed Issues***

Participants recommended reducing speed limits and increasing speed regulation at Maple Drive and at Juniper Road ramps.

### ***Road Markings***

Road marking and signage improvements were suggested by a couple of participants.

### ***Support of the Study***

Eight participants expressed the need or desire for improvement projects to begin soon, some feel a bypass is long overdue.

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# APPENDIX A: SURVEY FORM



Please answer the following questions on this form and place it in the Comment Form Box by the exit. Alternatively, the comment form may be completed online at [www.gov.bc.ca/quesneltransportationstudy](http://www.gov.bc.ca/quesneltransportationstudy).

All feedback must be received by **April 17, 2017**.

Your comments and feedback are collected by the Ministry of Transportation and Infrastructure under sections 26(c) and 26(e) of the *Freedom of Information and Protection of Privacy Act* ("FOIPPA"), for the purposes of soliciting the public's feedback on the Quesnel Transportation Plan. To protect your own privacy and the privacy of others, please do not include any personal information including phone numbers and email addresses in the body of your comments. Please do not share personal information about others. This survey is voluntary and a response is encouraged, not required.

Should you have any questions about the collection of this information please contact: Senior Project Manager, Ministry of Transportation and Infrastructure 250 828-4297.

## Phase 1: Current Transportation Conditions

1. What is your primary purpose for using Highway 97 in Quesnel? (*please select only one*)

- ☐ Going to/from work or school
- ☐ Shopping, appointments, meeting friends/family
- ☐ Job requires me to drive on Highway 97
- ☐ Travelling outside Quesnel
- ☐ Other \_\_\_\_\_

2. How often do you travel on Highway 97 in Quesnel?

- |  |  |
|--|--|
| <input type="checkbox"/> 3 or more times per day | <input type="checkbox"/> A few times per month |
| <input type="checkbox"/> 1-2 times per day       | <input type="checkbox"/> Other _____           |
| <input type="checkbox"/> A few times per week    |  |

**3.** Which modes of travel do you use regularly in Quesnel?

*(choose all that apply)*

- |  |  |
|--|--|
| <input type="checkbox"/> Walking                   | <input type="checkbox"/> Transit/HandyDart |
| <input type="checkbox"/> Cycling                   | <input type="checkbox"/> Other _____       |
| <input type="checkbox"/> Auto/truck (driver)       | _____                                      |
| <input type="checkbox"/> Auto/truck<br>(passenger) | _____                                      |

**4.** What are the most important issues **today** to address on Highway 97? *(choose all that apply)*

- ☐ Safety (in the downtown)
- ☐ Safety (outside downtown)
- ☐ Delays / Congestion (in the downtown)
- ☐ Delays / Congestion (outside downtown)
- ☐ Pedestrian Crossings
- ☐ Heavy Trucks in the downtown
- ☐ Access across rivers
- ☐ Other \_\_\_\_\_

**5.** Specific to the downtown area and Front Street, what are the most important issues **today** to address on Highway 97? *(choose all that apply)*

- ☐ Pedestrian Safety
- ☐ Cycling
- ☐ Access to / from Hospital
- ☐ Access to / from Highway 97
- ☐ Trucks / Heavy Vehicles
- ☐ Other \_\_\_\_\_

**6. What do you see as the major issues **in the future** on Highway 97 through Quesnel between Basalt Road (at the south study limit) and Highway 26 (at the north study limit)?** *\*Please do not include any personally identifiable information about yourself or others in your responses.*

[illegible]

**7.** The Ministry must consider a number of factors in developing and evaluating improvement options for Highway 97 in Quesnel. **Please select the top 3 factors** below that are most important to you when considering a preferred improvement solution.

- ☐ Land Use Impacts
- ☐ Local Economy
- ☐ Tourism, Recreation and Health
- ☐ Archaeology and Heritage
- ☐ Environmental Protection
- ☐ Commercial Vehicle Movement
- ☐ Community Liveability
- ☐ Affordability and Cost
- ☐ Other (Please Specify) \_\_\_\_\_

## **Alternate Routes**

In addition to improvements on the existing Highway 97 corridor, we will explore options for new alternate routes in and around Quesnel. Possible alternate route connections are illustrated for discussion only on **pages 8 and 9** of the ***Consultation Companion***.

- 8.** What opportunities and challenges do you see for each alternate route? *\*Please do not include any personally identifiable information about yourself or others in your responses.*

a) North-South Interconnector Route

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b) North-South Industrial Traffic Route with a new crossing over the Quesnel River

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c) East-West Connector Route with a new crossing over the Fraser River

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## *Racing Road and Quesnel-Hydraulic Road*

Racing Road and Quesnel-Hydraulic Road have been identified as priority locations for short-term improvements. Potential improvement options are illustrated for discussion only on **pages 10 and 11** of the ***Consultation Companion***. Please answer the following questions related to these options.

**9.** How often do you access Racing Road and Quesnel-Hydraulic Road to / from Highway 97?

- ☐ 3 or more times per day
- ☐ 1-2 times per day
- ☐ A few times per week
- ☐ A few times per month
- ☐ Other: \_\_\_\_\_

**10.** Which modes of travel do you use regularly at the Racing Road and Quesnel-Hydraulic Road intersections? (*choose all that apply*)

- ☐ Walking
- ☐ Cycling
- ☐ Auto/truck (driver)
- ☐ Auto/truck (passenger)
- ☐ Transit / HandyDart
- ☐ Other \_\_\_\_\_

**11.** From the list of issues identified at Racing Road and Quesnel-Hydraulic Road below, please rank from 1 (*highest priority*) to 6 (*lowest priority*) the issues most important to you.

- Safety and above average collision rates
- Limited space between frontage road and Highway 97
- Challenging turning movements at each access
- Vehicle speeds on Highway 97
- Street lighting on Highway 97
- Other: \_\_\_\_\_

**12.** In reviewing the three short-term options identified, what are the top 3 factors that you think should be considered in implementing an option? (*please select only 3*)

- ☐ Environmental impacts
- ☐ Project cost and affordability
- ☐ Property impacts
- ☐ Improving connections with side streets
- ☐ Commercial truck vehicle movement
- ☐ Traffic noise and pollution
- ☐ Safety
- ☐ Active transportation (walking and cycling)
- ☐ Other: \_\_\_\_\_





*\*Please do not include any personally identifiable information about yourself or others in your responses.*

***Thank you for taking the time to complete this survey  
on the Highway 97 Quesnel Transportation Plan.***

# APPENDIX B: DETAILED RESPONSES (QUESTION 11)

## *Prioritized Issues at Racing Road / Quesnel-Hydraulic Road*

|  | 1  | 2  | 3  | 4  | 5  | 6  | Checked |
|--|----|----|----|----|----|----|---------|
| Safety and above average collision rates           | 72 | 8  | 16 | 8  | 4  | 2  | 4       |
| Limited space between frontage road and Highway 97 | 2  | 9  | 15 | 32 | 36 | 11 | 0       |
| Challenging turning movements at each access       | 21 | 42 | 28 | 13 | 4  | 0  | 6       |
| Vehicle speeds on Highway 97                       | 15 | 21 | 31 | 21 | 35 | 2  | 2       |
| Street lighting on Highway 97                      | 5  | 13 | 21 | 26 | 40 | 3  | 1       |
| Other  | 2  | 1  | 1  | 3  | 3  | 10 | 2       |