



Ministry of
Transportation
and Infrastructure



HIGHWAY 97 QUESNEL TRANSPORTATION PLAN

*Phase 2 –
February 2018 Community Engagement Summary Report*

March 21, 2018

Prepared by Urban Systems Ltd.

HIGHWAY 97 QUESNEL TRANSPORTATION PLAN

Phase 2 -

February 2018 Community Engagement Summary Report

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EXECUTIVE SUMMARY

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 improvements within the community. The study area is defined as Highway 97 between Basalt Road at its most southern study boundary to Highway 26 at its most northern study boundary.

A series of public engagement sessions was undertaken to understand the needs, issues, concerns, and opportunities of Highway 97 in Quesnel, as community and stakeholder feedback is essential. On April 3, 2017, the MoTI invited the public to participate in the study's first Public Open House and community members were asked to provide feedback regarding the existing and future transportation conditions, issues and opportunities. The feedback and input collected from this first Public Open House is documented in the *Phase 1 - Community Engagement Summary Report* (2017, Urban Systems).

On February 7th, 2018 and February 19th, 2018, the MoTI invited the public to participate in the study's second Public Open House held over these two days. Community members were invited to provide their input on the conceptual improvement options that were developed to address the existing and future transportation issues identified in Phase 1 of the study. In addition to the public open houses, project information was provided on the MoTI website. Feedback was collected through hard copy feedback forms, an online survey consisting of the same questions as the feedback form, and by email. Public feedback was collected between February 7th, 2018 and February 21st, 2018.

Attendance and Response Rate

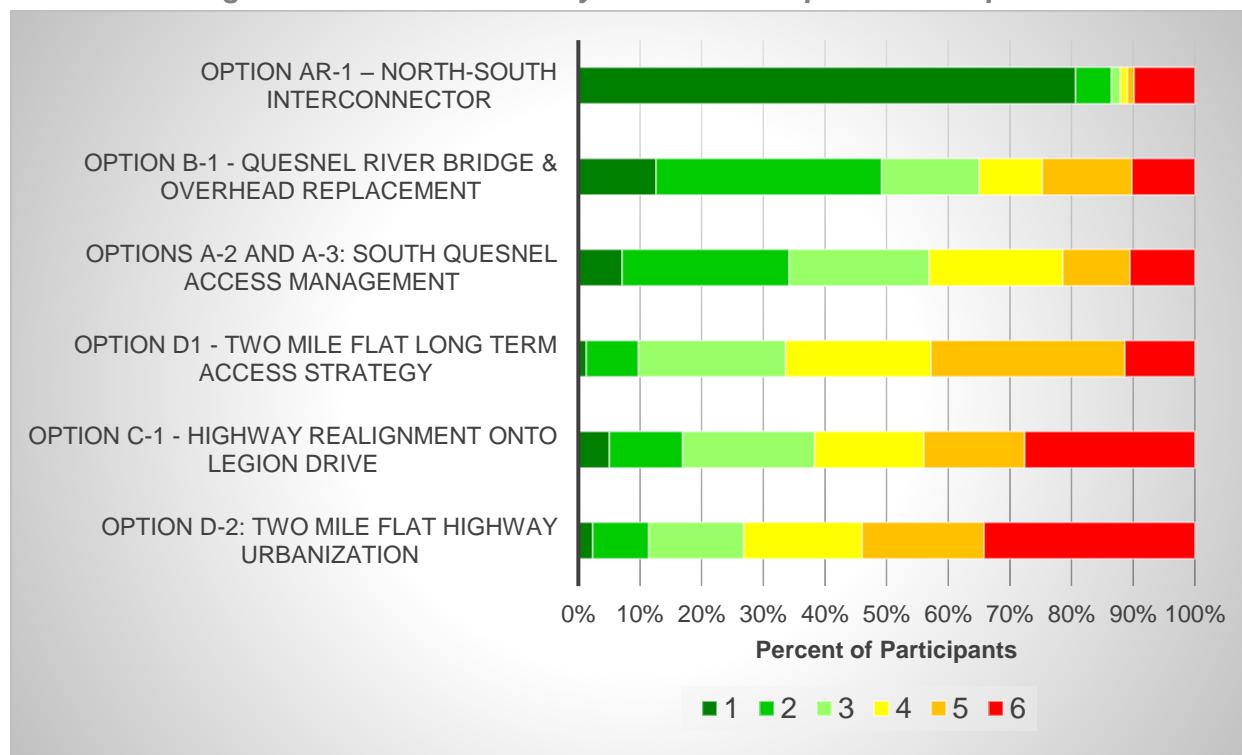
A total of 903 residents and community members attended the two public open houses. Key MoTI project team members were present at both public open house sessions to provide information on the project, receive community feedback, and answer questions. Information about the project and key findings were provided on large panels.

A total of 843 survey feedback forms were submitted by members of the public. Of these, 381 hardcopy feedback forms were submitted in person at the open house sessions, 451 survey forms were submitted online, 11 emailed responses were submitted, and 1 handwritten letter was submitted.

Key Findings

Participants were asked to rank the priority of the potential improvement options on a scale from 1 to 6, with 1 being the most important and 6 being the least important. The ranking results for each distinct option are shown in **Figure ES-1**. The highest ranked option was Option AR-1 – North-South Interconnector with 81% of responses ranking it number 1. The lowest ranked option was Option D-2 - Highway Realignment onto Legion Drive with 34% of responses ranking it number 6.

Figure ES-1: Ranked Priority of Potential Improvement Options

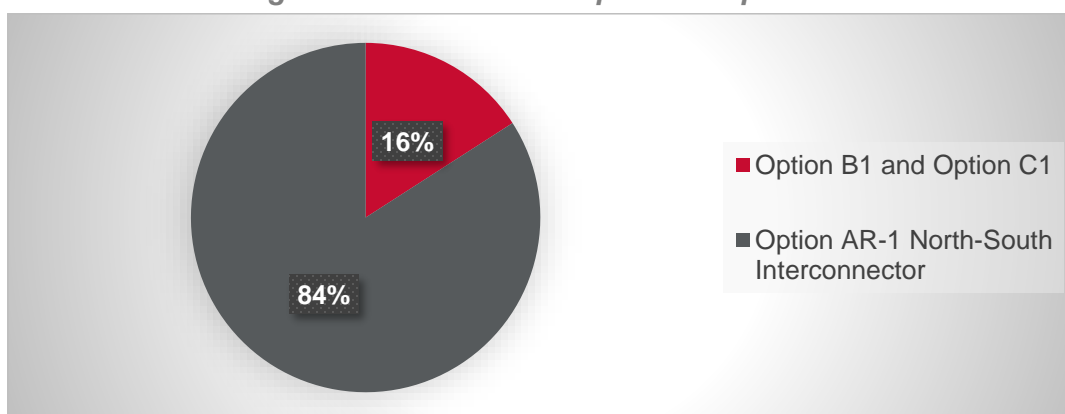


Further, participants were asked to choose one of the two options if given a choice:

- ▶ Option B1 - Quesnel River Bridge and Overhead Replacement and Option C1 - Highway 97 Realignment onto Legion Drive; or
- ▶ Option AR-1 North-South Interconnector (includes Quesnel River bridge and BCR overhead replacement on new alignment)

The results of the survey are shown in **Figure ES-2**. Out of the total 784 responses to this question, a large majority of participants (84%) selected Option AR-1 North-South Interconnector over Option B1 and Option C1 (16%).

Figure ES-2: Results of Option Comparison





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 improvements within the community. The study area is defined as Highway 97 between Basalt Road at its most southern study boundary to Highway 26 at its most northern study boundary.

Phase 1 of the Highway 97 Quesnel Transportation Plan was completed in September, 2016 and was focused on data collection and documenting the existing highway corridor conditions. Phase 2 of the Highway 97 Quesnel Transportation Plan is currently underway to explore, evaluate and recommend options to improve Highway 97 through Quesnel. Further, the purpose of this study is to develop feasible options to address existing and future transportation issues, including investigating already identified solutions from previously completed studies.

A series of public engagement sessions was undertaken to understand the needs, issues, concerns, and opportunities of Highway 97 in Quesnel, as community and stakeholder feedback is essential. On April 3, 2017, the MoTI invited the public to participate in the study's first Public Open House and community members were asked to provide feedback regarding the existing and future transportation conditions, issues and opportunities. The feedback and input collected from this first Public Open

House is documented in the *Phase 1 - Community Engagement Summary Report* (2017, Urban Systems).

On February 7th, 2018, the MoTI invited the public to participate in the study's second Public Open House held over these two days. During this open house, a major snow storm occurred that resulted in small attendance. Thus, an additional public open house was subsequently held on February 19th, 2018 by invitation from the MoTI and from the City of Quesnel to provide residents with a second opportunity to interact and ask questions of the project team.

Community members were invited to provide their input on the conceptual improvement options that were developed to address the existing and future transportation issues identified in Phase 1 of the study. Participants were asked to provide their input on the options developed by completing a feedback form survey that was available in hard copy and web-based formats, and by submitting any additional feedback by email to the project team.

The purpose of this Phase 2 - Community Engagement Summary Report is to summarize the findings of the feedback and comments collected from the second Public Open House, and to incorporate these findings into the overall Highway 97 Quesnel Transportation Plan.

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:

- ▶ The conceptual improvement options developed to address existing and future transportation issues on Highway 97 through Quesnel;
- ▶ The improvement options that have been previously studied and are recommended to be screened-out from further study;
- ▶ Prioritizing the proposed improvement options on Highway 97 through Quesnel; and,
- ▶ Their level of support for the proposed improvement options on Highway 97 through Quesnel.

1.2 ENGAGEMENT PROCESS

Feedback on Highway 97 Quesnel Transportation Plan Phase 2 was obtained through two public open house sessions that were held on Wednesday February 7, 2018 and on Monday February 19, 2018. Both public open houses were held at the Quesnel Senior's Centre on Carson Avenue from 3:00 PM to 7:00 PM. The first public open house session on February 7th was advertised in the local newspaper,

the Quesnel Cariboo Observer, and on the MoTI's project website¹. Notices were also provided through social media. The second open house on February 19th was only advertised on the project website, through social media, and through the City's website.

A total of 903² residents and community members attended the two public open houses. Key MoTI project team members were present at both public open house sessions to provide information on the project, receive community feedback, and answer questions. Information about the project and key findings were provided on large panels. Survey forms were provided at the public open house sessions for attendees to provide their feedback. A copy of the feedback form is provided in **Appendix A**.

The feedback from was structured around the following twelve main topics:

Current Transportation Conditions

1. Highway 97 use and issues;

Guiding Principles

2. Level of agreement and feedback on guiding principles used to develop and evaluate options;

Improvement Option Overview

3. Level of agreement and feedback on the overall set of improvement options considered;

Improvement Options

Level of support and feedback for each of the following topics:

4. Option AR-1: North-South Interconnector;
5. Screening-out of:
 - Option AR-2: North-South Industrial Connector
 - Option AR-3: East-West Connector
6. Option B-1: Quesnel River Bridge & BCR Overhead Replacement;
7. Option C-1: Highway Realignment onto Legion Drive;
8. Comparison of Highway 97 solutions in downtown Quesnel:
 - Option B-1 and C-1;
 - Option AR-1;

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

² Total of attendees that were counted on the sign-up sheets.

9. Options A-2 and A-3: South Quesnel Access Management;
10. Option D-1: Two Mile Flat Long Term Access Strategy;
11. Option D-2: Two Mile Flat Highway Urbanization;
12. Ranking of Potential Improvement Options;

In addition to the public open houses, 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 feedback forms. Public feedback was collected between February 7th, 2018 and February 21st, 2018.

2 FEEDBACK RESULTS

Public feedback was collected and analysed to determine common concerns and issues important to Quesnel area residents. A total of 843 survey feedback forms were submitted by members of the public. Of these, 381 hardcopy feedback forms were submitted in person at the open house sessions, 451 survey forms were submitted online, 11 emailed responses were submitted, and 1 handwritten letter was submitted.

The survey feedback form and online survey contained 25 questions. The results of each question are detailed in the following section of this report as organized by the 12 main topics. Participants were asked not to disclose their age, gender, or any other identifiable information. Not all respondents completed all questions. Written comments were reviewed and included in the open-ended comment summaries for each survey topic and questions.

2.1 PHASE 1: CURRENT TRANSPORTATION CONDITIONS

Questions 1 through 3 focused on how the community currently uses Highway 97 and consist of the same questions that were asked of participants at the first public open house in April, 2017. Respondents provided feedback on the community's use of the highway corridor and concerns regarding its current operations. The survey responses are summarized below.

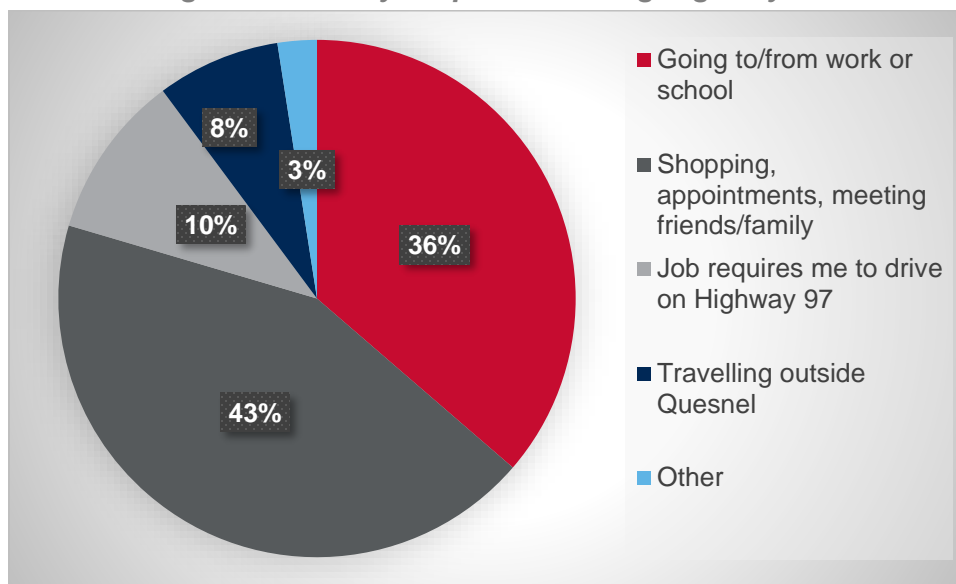
1. What is your primary purpose for using Highway 97 in Quesnel?

A total of 800 responses were collected for this question, the results of which are shown 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 43% of all responses. Going to / from work or

school is second most common response accounting for 36% of responses. Participants that selected “Other” had specified responses such as “All of the Above”, “Church Community”, “Recreation”, “Responding to Emergencies”, and “Transportation of goods and livestock”. The percentage of responses for each trip-type option are nearly identical to the responses received in the survey following the first public open house.

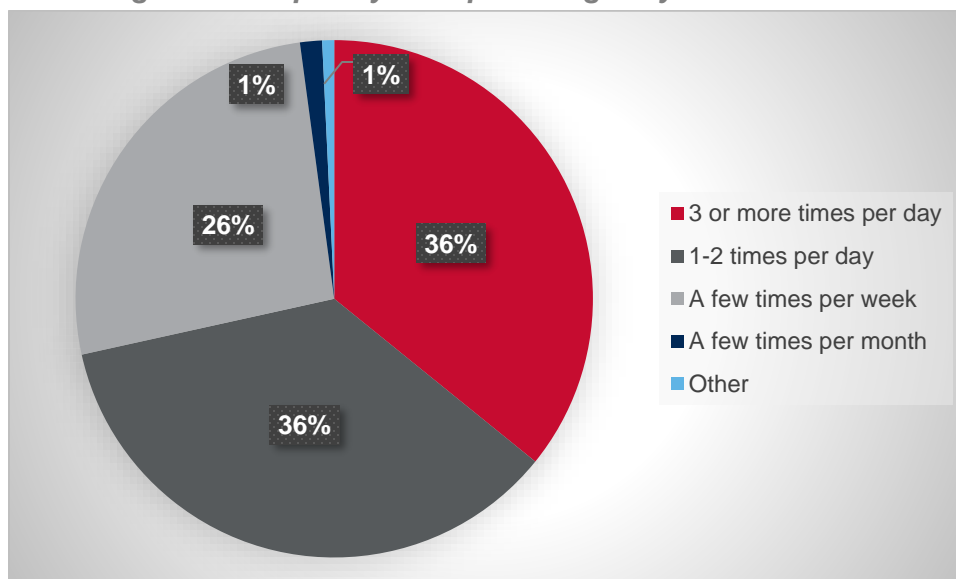
Figure 1: Primary Purpose for using Highway 97



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

A total of 818 survey participants answered this question. As shown in **Figure 2**, the majority of residents in the Quesnel area travel along Highway 97 at least once a day, with 36% 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. Participants that selected “Other” specified answers that fit within the other categories for Question 1. Again, the percentage of responses for each trip-type option are nearly identical to the responses received in the survey following the first public open house.

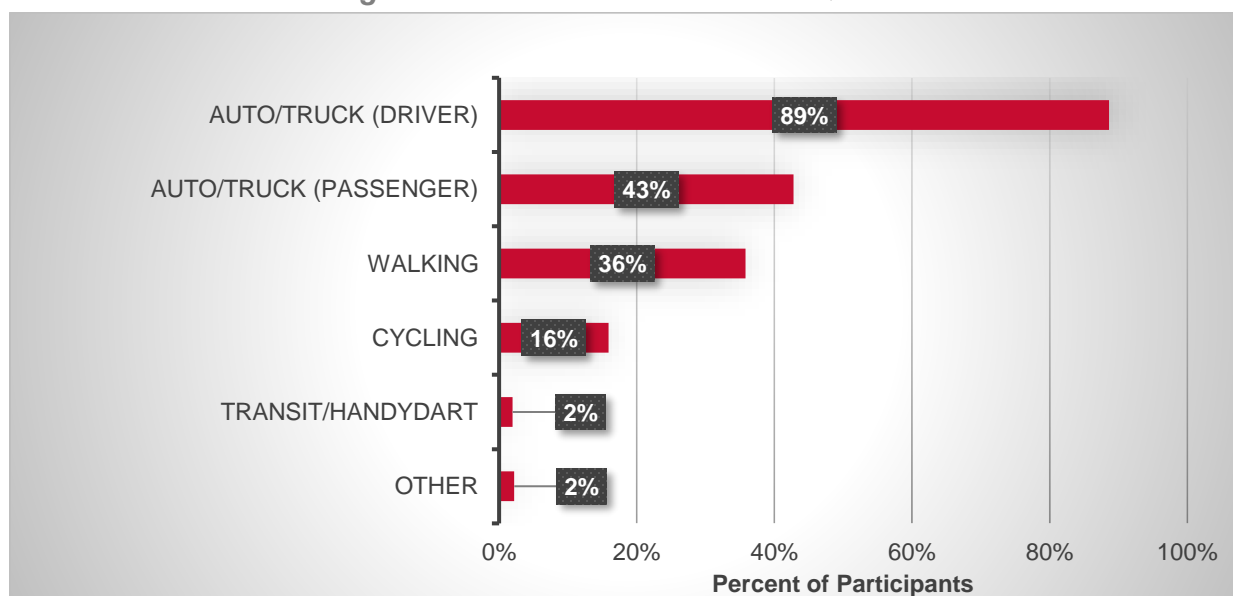
Figure 2: Frequency of Trips on Highway 97 in Quesnel



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

As summarized in **Figure 3**, most residents travel within Quesnel by vehicle as a driver or passenger. Of the 21 participants that selected “Other”, most comments were associated with the “Auto” option or left a general comment about their travel mode. The remaining “Other” responses specified were “Roller Blading” and “Running”. Similarly, the percentage of responses for each trip-type option are nearly identical to the responses received in the survey following the first public open house.

Figure 3: Modes of Travel Used in Quesnel



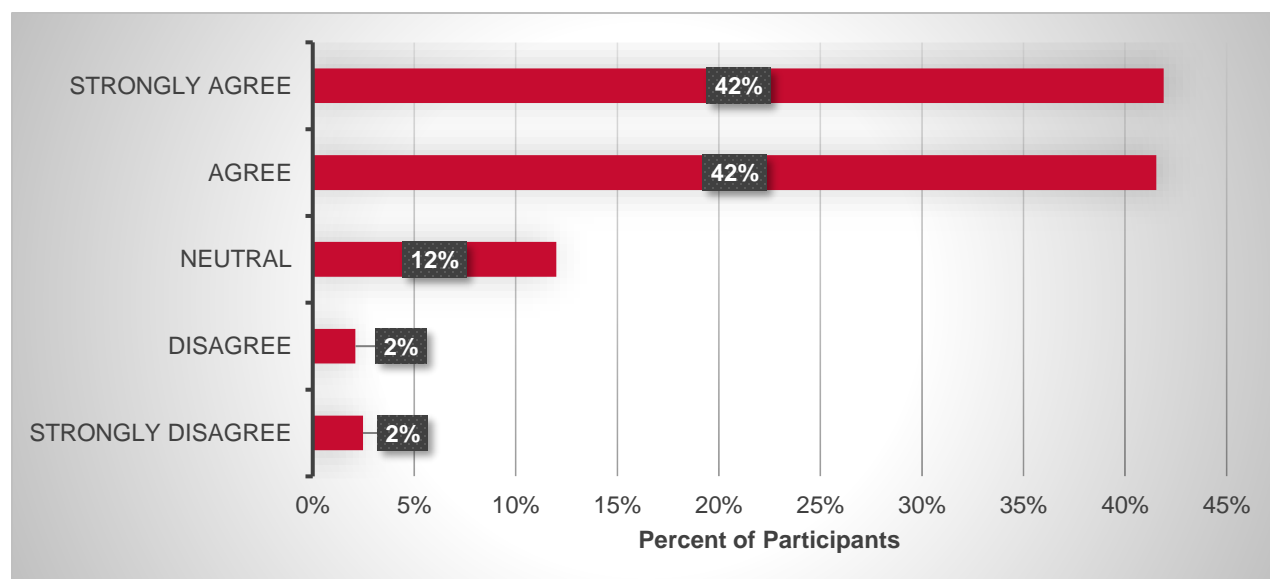
2.2 GUIDING PRINCIPLES

Questions 4 and 5 surveyed participants' level of agreement with the study's six Guiding Principles used to evaluate the improvement options, and provided the opportunity for participants to leave any additional comments for consideration.

4. To what extent do you agree with the six Guiding Principles identified to evaluate the improvement options?

The results of the responses to this question are shown in **Figure 4**. Of the total 809 responses to this question, a large majority (82%) of respondents either selected that they agree or strongly agree with the six Guiding Principles. A small portion (12%) of respondents selected neutral while 4% selected either disagree or strongly disagree.

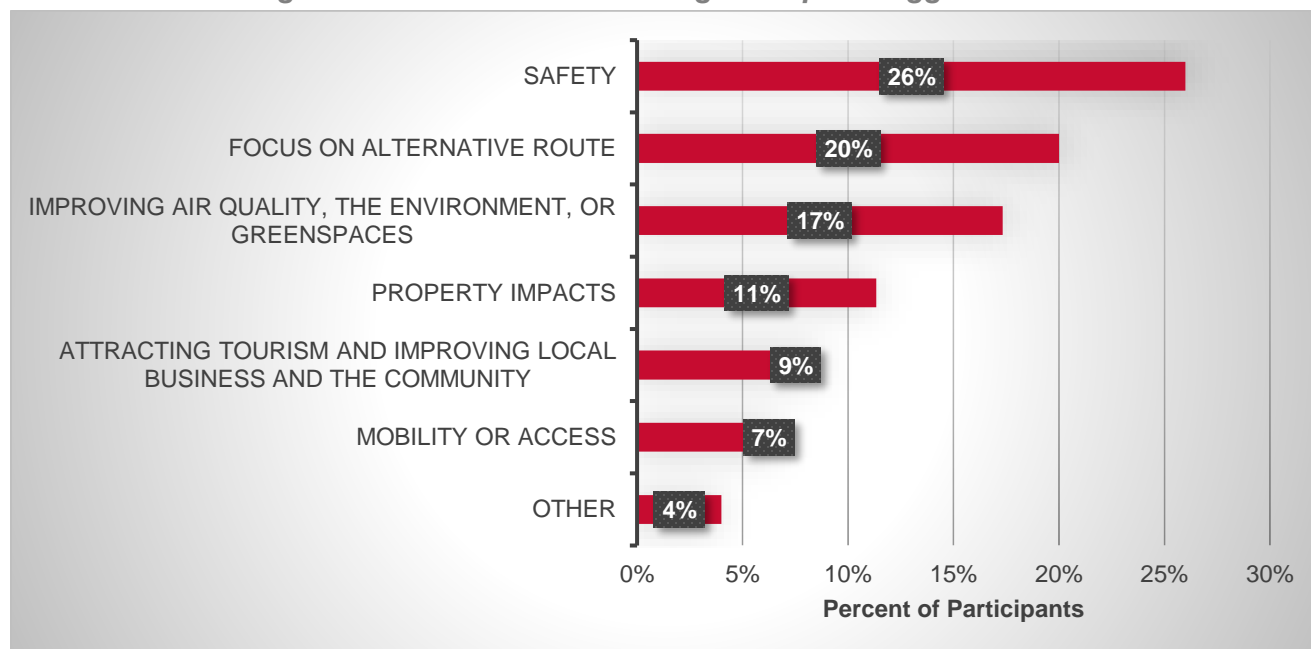
Figure 4: Agreement with six Guiding Principles



5. Are there any other Guiding Principles that should be considered? If so, please list below

A total of 135 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 135 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 5**. Safety was the most common theme noted among the comments.

Figure 5: Theme in other Guiding Principles Suggested



Safety

Out of 39 responses that included safety, 20 responses included the word safety, public safety, or residential safety as a general suggestion for a guiding principle. A number of responses could be grouped into themes such as road or traffic safety, emergency and egress, intersection, and heavy vehicle safety.

Focus on Alternative Route

Having an alternative route or bypass was mentioned in 30 responses. Of these responses, 17 mentioned diverting traffic from the urban parts of Quesnel. Other responses included specific routing suggestions or other reasons such as safety and general quality of life.

Improving Air Quality, the Environment, or Greenspaces

A significant number of participants identified environmental related principles, with 26 responses suggesting this theme. Of these, 15 responses identified air quality, most related to traffic. The remaining responses included concerns about dangerous goods, preserving greenspaces, and protecting wildlife.

Property Impacts

The acquisition or value of homes and impacts on neighbourhoods was mentioned in 17 responses. Half of these responses were related to property acquisition and fair compensation. Other responses were related to impacts such as noise, pollution, and heritage preservation.

Attracting Tourism and Improving Local Business and the Community

The effects that the transportation plan has on the local economy through tourism and impacts to the community was important to 13 participants. Of these responses, 7 mentioned improving the

downtown area to make it more attract for people living in Quesnel, to attract business interest, and to attract tourism to local businesses. Other responses included community maintenance costs, aesthetic value, and the well-being of Quesnel residents.

Mobility or Access

Vehicle mobility and access was identified in 10 responses. Of these, 7 participants identified traffic flow, travel time, and long term mobility as important principles. The remaining responses were related to vehicle and heavy vehicle access.

Other

The remaining 6 responses were related to economic viability, consultation with First Nations, lifestyle improvements, and long term planning.

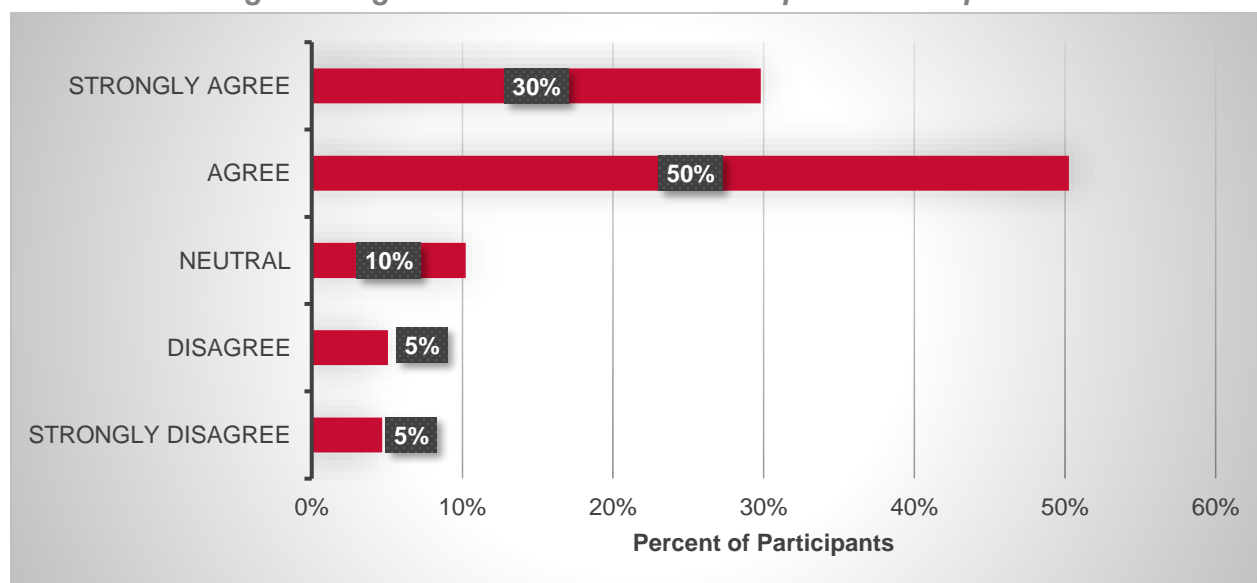
2.3 IMPROVEMENT OPTION OVERVIEW

Questions 6 and 7 asked participants to rate their agreement with the improvement options presented at the public open house and suggest if any other relevant options should be considered.

6. To what extent do you agree that all relevant improvement options have been considered?

Results of the survey shown in **Figure 6**. Out of the total 807 responses, a large majority (80%) of respondents either selected that they agree or strongly agree with the improvement options that had been considered. A small portion (10%) of respondents selected Neutral while 10% selected either Disagree or Strongly Disagree.

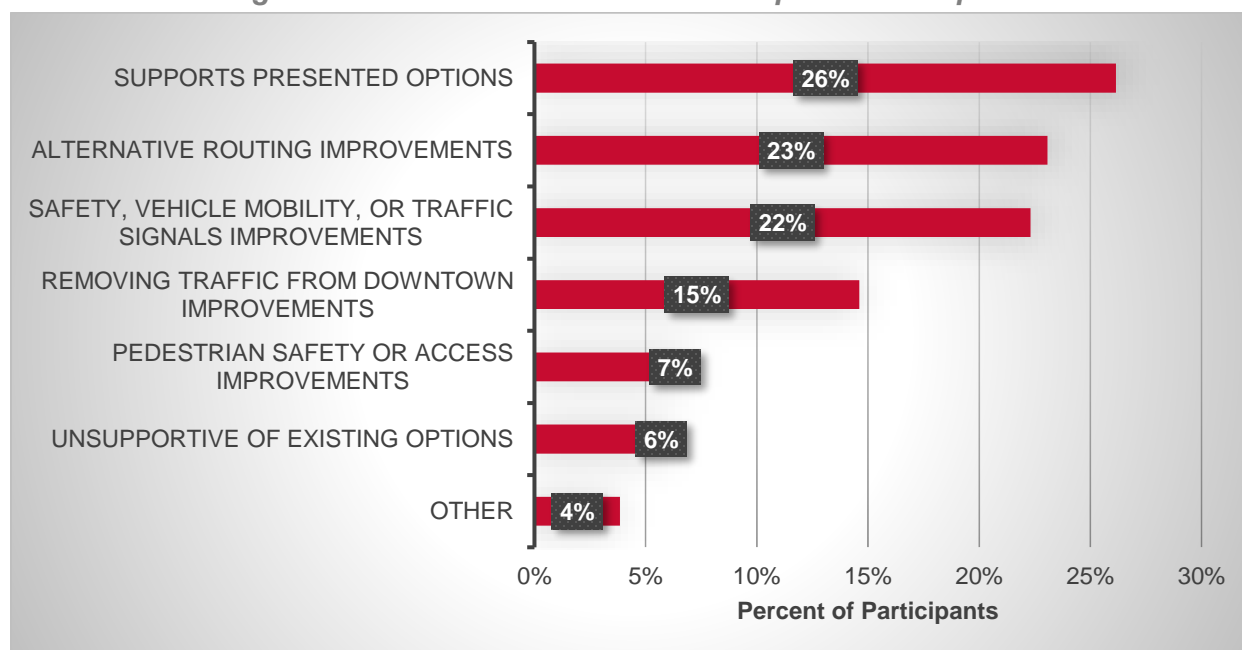
Figure 6: Agreement with Considered Improvement Options



7. *Are there any other relevant improvement options that should be considered? If so, please list below.*

A total of 133 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 133 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 7**. “Supports Presented Options” was the most common theme found in the comments.

Figure 7: Themes for Other Relevant Improvement Options



Supports Presented Options

Slightly over a quarter of responses (34) expressed satisfaction or mentioned agreement with an improvement option presented. Of these 20, responses listed support for a specific improvement option. Remaining responses included support for a bypass in general or a desire to advance one of the options.

Alternative Routing Improvements

30 participants suggested alternative routes as relevant improvement options. Of these, 23 responses suggested specific routing different than the listed improvement options. The remaining responses mentioned a modified version of an alternative route already identified.

Safety, Vehicle Mobility, or Traffic Signal Improvements

Responses related to the safety, flow of traffic, and traffic signals were identified in 29 responses. 12 responses mentioned general safety or specific issues with the existing road network such as the need for chain up areas, speed limits, and automotive accidents. Participants listed issues with mobility in 7 responses such as additional lanes or fewer traffic signals to improve traffic flow. The remaining responses were related to traffic signals and access.

Removing Traffic from Downtown Improvements

19 participants commented on diverting traffic, trucks, and dangerous goods from Front Street, Downtown Quesnel, and the Hospital area. Of these responses, 14 directly supported the removal of trucks from Quesnel while the remaining responses indirectly suggested routing options to have traffic go through less sensitive areas and away from residential or downtown areas.

Pedestrian Safety or Access Improvements

Participants were concerned about the pedestrian-vehicle collisions and pedestrian access in 9 responses. Of these responses, 5 were related to preventing pedestrian-vehicle collisions in general or gave specific scenarios while the remaining were specific requests for better access for pedestrians.

Unsupportive of Existing Options

A small number of participants used this question to further voice how they did not support the improvement options presented. Out of the 8 responses in this theme, 5 mentioned disagreement about specific options while the remaining responses voiced general disagreement with the idea of a bypass or new route.

Other

The remaining 5 comments from this questions were related to wildlife habitats, property impact, trees around residential areas, and proximity to housing and residential areas.

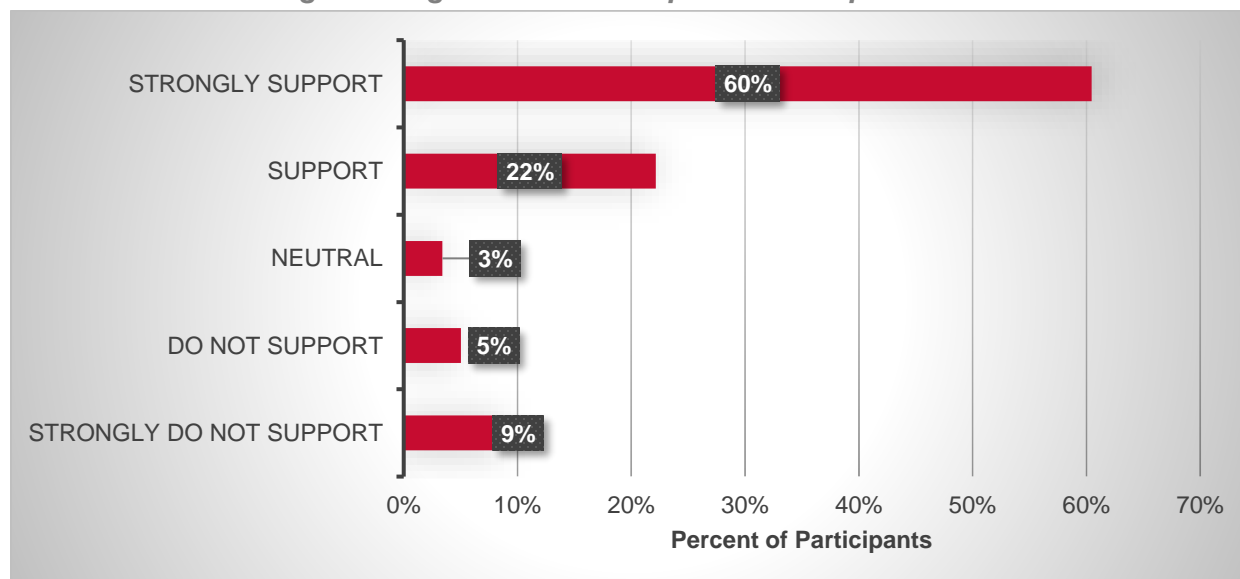
2.4 OPTION AR-1: NORTH-SOUTH INTERCONNECTOR

This alternate route option was presented by the MoTI at the community engagement session. Question 8 of the survey asked participants to rate their agreement of the AR-1 Option while question 9 asked participants to provide additional comments related to the option.

8. To what extent do you support Option AR-1 – North-South Interconnector as a recommended improvement?

Results of the survey are shown in **Figure 8**. Out of the total 812 responses to this question, a large majority (82%) of respondents either selected that they agree or strongly agree with the improvement options that had been considered. A small portion (3%) of respondents selected neutral while 14% selected either disagree or strongly disagree.

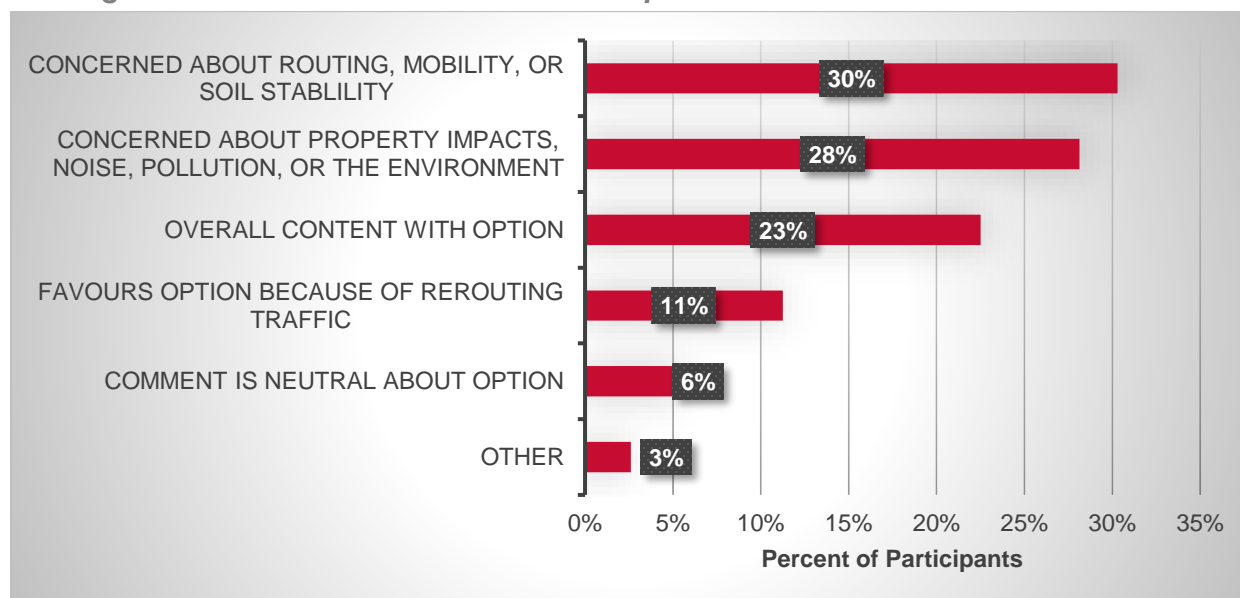
Figure 8: Agreement with Improvement Option AR-1



9. Provide any additional comments related to Option AR-1: North-South Interconnector

A total of 231 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 231 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 9**. “Concerned about Routing, Soil Stability, or Mobility” was the most common theme found in the comments.

Figure 9: Themes for Comments about Option AR-1: North-South Interconnector



Concerned About Routing, Mobility, or Soil Stability

Common concerns highlighted in this section were on routing where 40 comments expressed that traffic was still not entirely diverted from the city or where specific modifications to the route were suggested. Participants also highlighted concerns about the number of lanes, traffic flow, and other mobility issues in 16 comments. Participants voiced concerns about soil stability and other geotechnical issues in 8 comments.

Concerned About Property Impacts, Noise, Pollution, or the Environment

34 participants had concerns about residential homes being displaced, property values changing, or general impact on properties along the route. 13 participants were also concerned about impacts from noise or suggesting sound. The remaining comments in this theme highlighted concerns about the effects that the route would have on old growth trees, wildlife, and the environment.

Overall Content with Option

25 participants responded with general words of support for the option. Common responses included remarks about AR-1 being a desirable option or to immediately start work. Remaining supportive comments including specific benefits to the option such as more economic activity, removing traffic from downtown, and feasibility.

Favours Option Because of Rerouting Traffic

There were 26 comments from participants that directly highlighted the improvements that this option would have on directing traffic away from downtown, Front Street, or sensitive areas in Quesnel.

Comment is Neutral about Option

13 participants made comments that were relatively neutral about the option.

Other

The remaining 6 responses that were not categorized into themes mentioned other improvement options, expressed general discontent with the option, or mentioned specific unrelated requests.

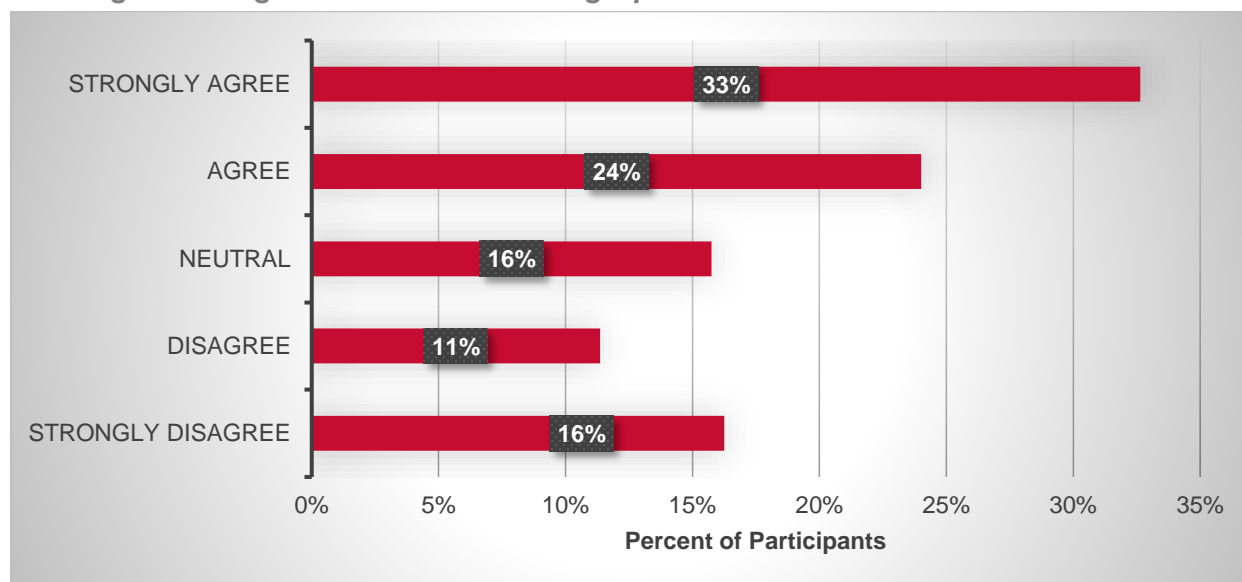
2.5 OPTIONS SCREENED FROM FURTHER REVIEW

As Option AR-2 – North-South Industrial Connector and Option AR-3 – East-West Connector were removed from the evaluation process, questions 10, 11, and 12 provided participants the opportunity to express their level of agreement and provide any comments they had.

10. To what extent do you agree with the conclusion to remove Option AR-2 – North-South Industrial Connector from the evaluation process?

Results of the survey and open house are shown in **Figure 10**. Out of the total 793 responses to this question, the majority of participants were in agreement with removing Option AR-2 from the evaluation process with 57% selecting the Agree or Strongly Agree. Participants that selected neutral were 16%, while slightly over a quarter of participants (26%) selected the Disagree or Strongly Disagree option.

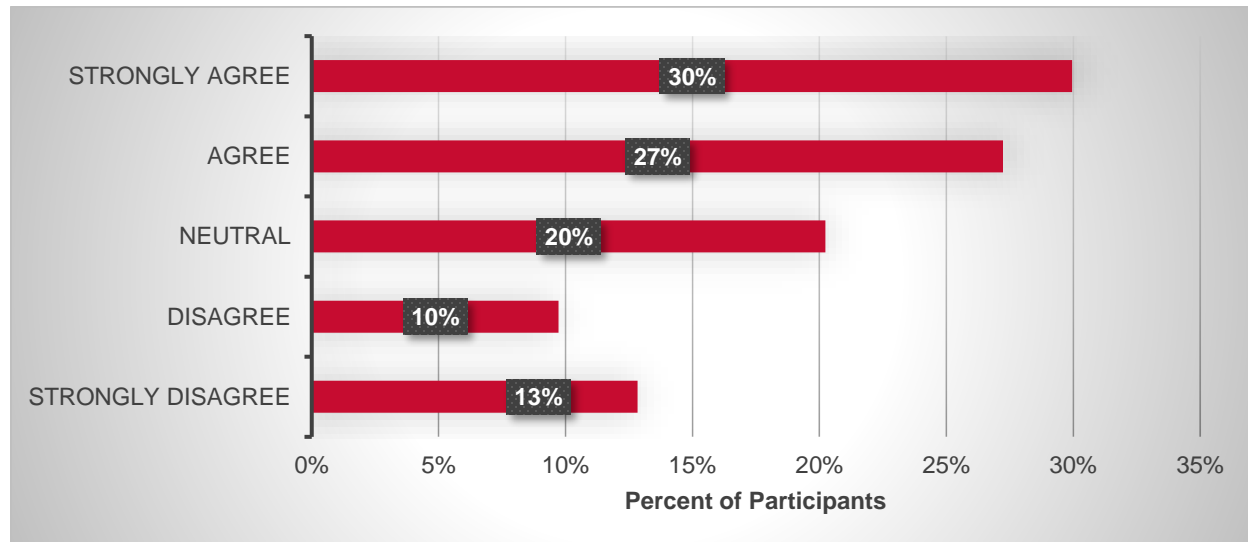
Figure 10: Agreement with Removing Option AR-2 from the Evaluation Process



11. To what extent do you agree with the conclusion to remove Option AR-3 – East-West Connector from the evaluation process?

Results of the survey and open house are shown in **Figure 11**. Out of the total 771 responses to this question, the majority of participants were in agreement with removing Option AR-3 from the evaluation process with 57% selecting the Agree or Strongly Agree. Participants that selected neutral were 20%, while slightly over a quarter of participants (23%) selected the Disagree or Strongly Disagree option.

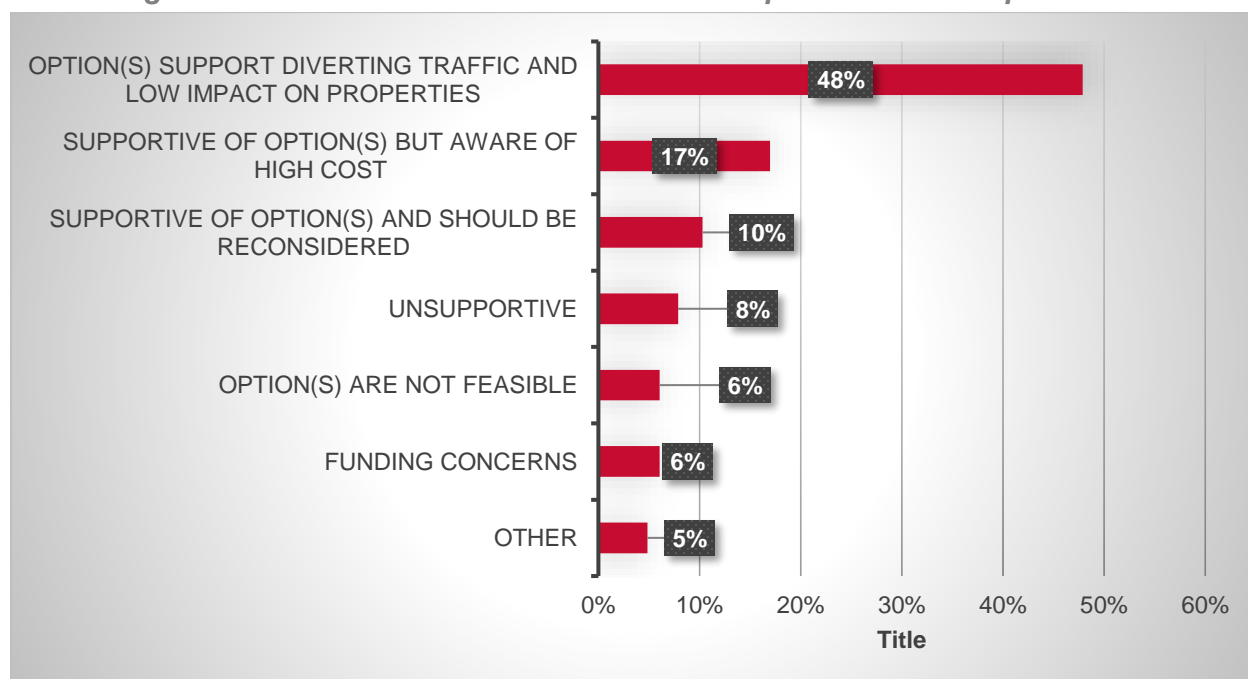
Figure 11: Agreement with Removing Option AR-3 from the Evaluation Process



12. Provide any additional comments related to Option AR-2: North-South Industrial Connector or Option AR-3: East-West Connector

A total of 165 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 165 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 12**. “Option(s) Support Diverting Traffic and Low Impact of Properties” was the most common theme found in the comments.

Figure 12: Themes for Comments Related to Option AR-2 and Option AR-3



Supports Diverting Traffic and Low Impact on Properties

Many of the comments for this theme (79) mentioned the benefits of Option AR-2 or Option AR-3 to divert traffic away from Downtown Quesnel, residential areas, and other areas sensitive to traffic and dangerous goods. Remaining comments for the theme were related to routing benefits to the community, property values, and other specific benefits to the routes.

Supportive of Option(s) but Aware of High Cost

While a portion of responses were supportive of these two options, 28 participants had comments that identified that they were aware of cost and technical barriers to constructing either option.

Supportive of Option(s) and Should be Reconsidered

Some participants were supportive of either option and directly noted that they should be reconsidered in the evaluation process. There were 17 comments where this was mentioned.

Unsupportive or Opposed

There were 13 responses that noted they were generally unsupportive or opposed to either of the options because it did not solve an issue, would not be used, or would be detrimental for the local economy.

Option(s) are not Feasible

A number of participants felt that either or both of the options were not feasible. In 10 comments, responses identified issues with land acquisition, geotechnical challenges, routing issues, and other issues.

Funding concerns

A total of 10 responses directly noted concerns about the one or both of the options being too expensive.

Other

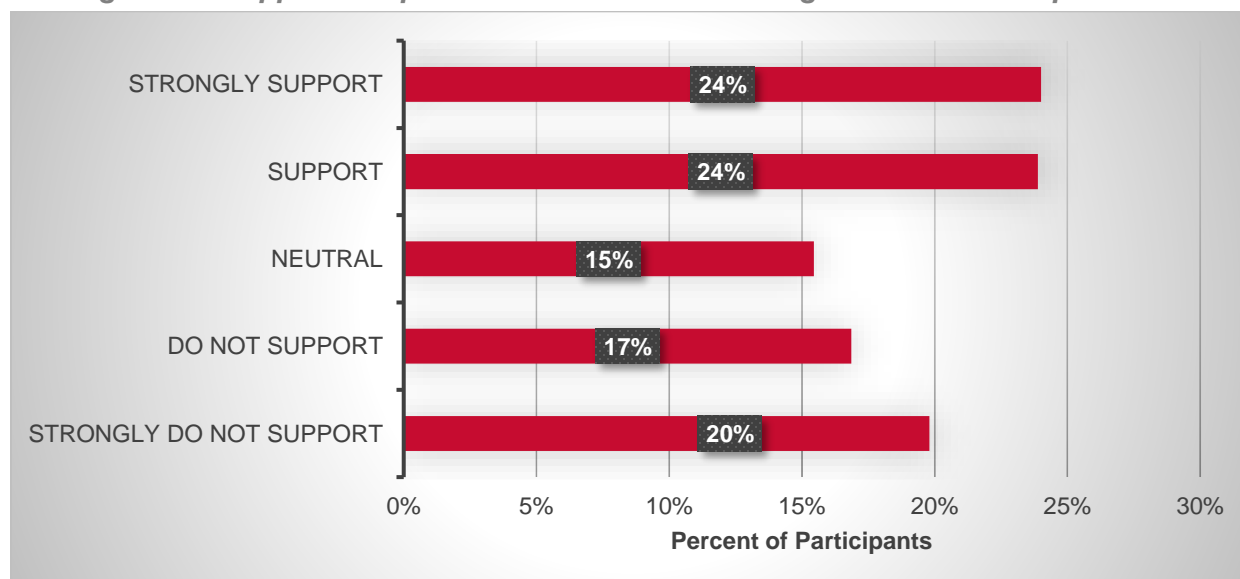
The final 6 comments were related to specific concerns about safety, land stability, and other routing options.

2.6 OPTION B-1: QUESNEL RIVER BRIDGE & OVERHEAD REPLACEMENT

13. To what extent do you support Option B-1 - Quesnel River Bridge & Overhead Replacement as a recommended improvement?

The results of the survey are shown in **Figure 13**. Out of the total 798 responses to this question, nearly half (48%) of participants selected “Support or Strongly Support”. Participants that selected neutral were 15%, while 37% of participants selected “Do not Support” or “Strongly Do not Support”.

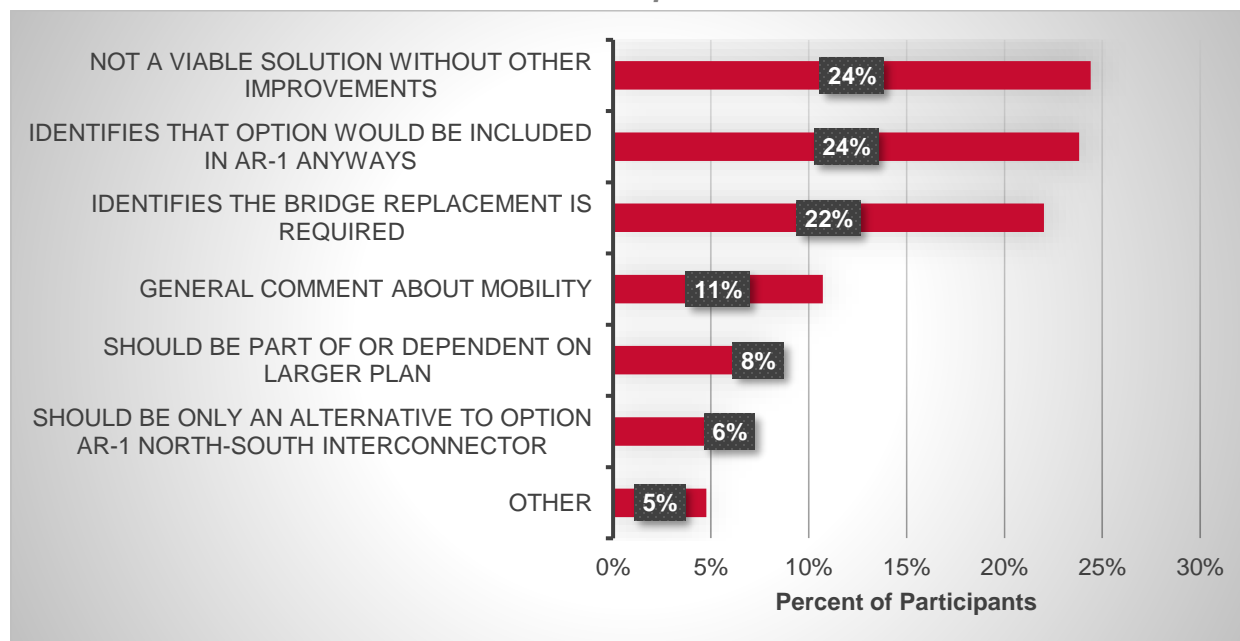
Figure 13: Support of Option B-1 Quesnel River Bridge & Overhead Replacement



14. Provide any additional comments related to Option B-1: Quesnel River Bridge & Overhead Replacement

A total of 168 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 168 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed in **Figure 14**. “Not a Viable Solution Without other Improvements” was the most common theme found in the comments.

Figure 14: Themes for Comments Related to Option B-1: Quesnel River Bridge & Overhead Replacement



Not a viable solution without other improvements

There were 41 participants who did not believe this option would be a viable solution to address transportation issues in Quesnel, namely diverting traffic from Downtown Quesnel.

Identifies that Option would be Included in AR-1 Anyways

40 comments identified that the bridge replacements would be included in Option AR-1 North-South Interconnector.

Identifies the Bridge Replacement is Required

37 participants provided comments that the Quesnel River Bridge or Overhead requires replacing.

General Comment about Mobility

18 responses voiced concerns about how this improvement option will affect mobility. A common concern among this theme was the number of lanes on the replacement bridge and how it would affect traffic flow.

Should be Part of or Dependent on Larger Plan

14 participants noted that this option should only be considered as part of a larger transportation plan and does not solve the transportation issues on its own.

Should be Only an Alternative to Option AR-1 North-South Interconnector

10 participants found it acceptable to implement this improvement option, but only as an alternative to Option AR-1 if funding or planning dictated that this option was not able to move forward.

Other

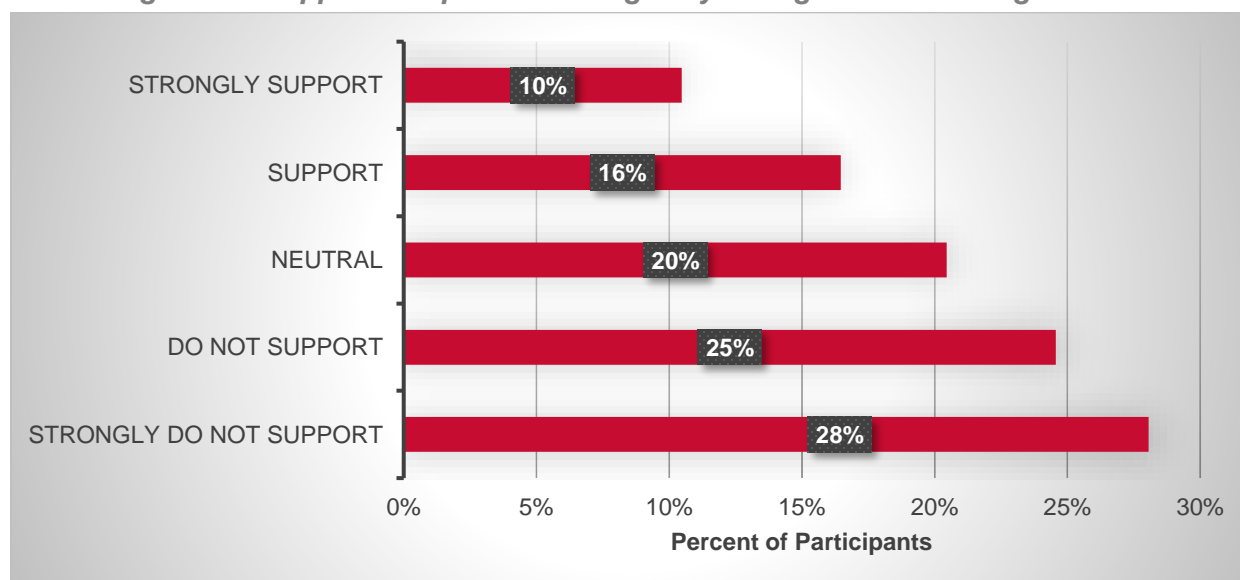
The remaining comments were related to suggestions about how to keep the bridges serviceable or extending service life and concerns about funding.

2.7 OPTION C-1: HIGHWAY REALIGNMENT ONTO LEGION DRIVE

15. To what extent do you support Option C-1 - Highway Realignment onto Legion Drive as a recommended improvement?

The results of the survey are shown in **Figure 15**. Out of the total 802 responses to this question, over a quarter of participants selected either “Support” or “Strongly Support”. Participants that selected neutral were 21%, while more than half (52%) of participants select “Do not Support” or “Strongly Do not Support”.

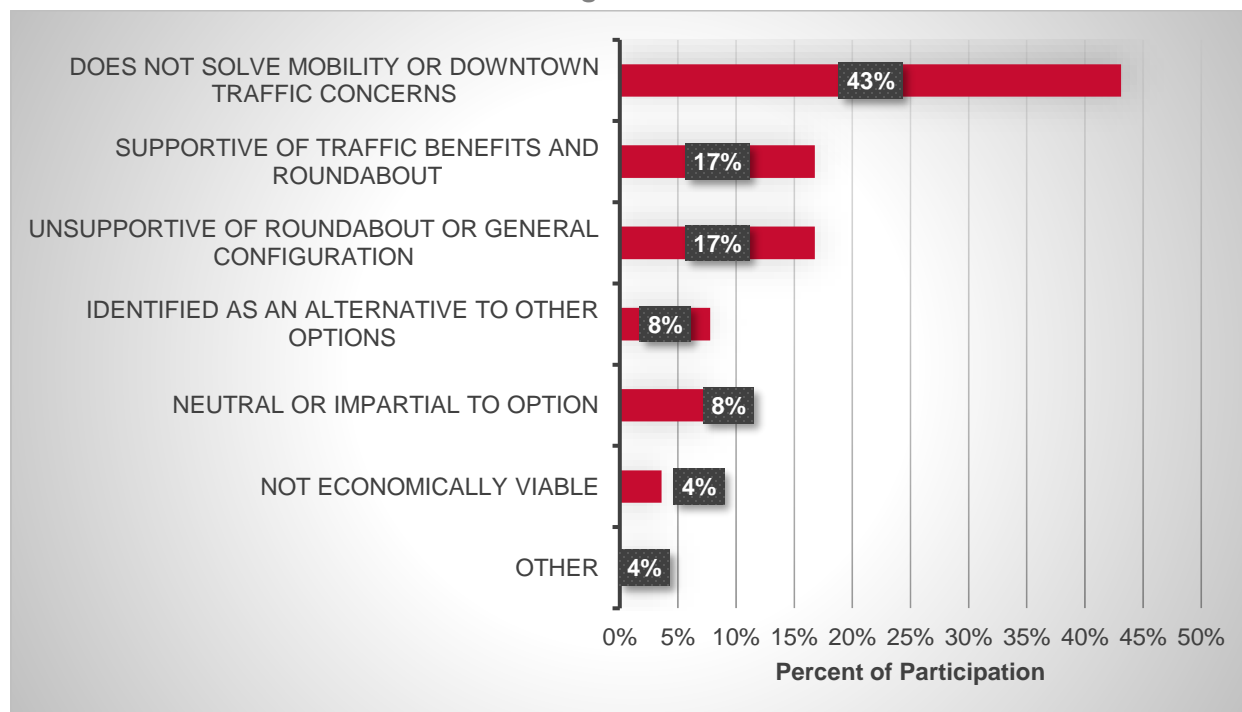
Figure 15: Support of Option C-1 - Highway Realignment onto Legion Drive



16. Provide any additional comments related to Option C-1: Highway Realignment onto Legion Drive

A total of 167 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 167 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 16**. “Does Not Solve Mobility or Downtown Traffic Concerns” was the most common theme found in the comments.

Figure 16: Themes for Comments Related to Option C-1 - Highway Realignment onto Legion Drive



Does Not Solve Mobility or Downtown Traffic Concerns

72 responses noted concerns about the option not addressing issues such as removing traffic from downtown or Front Street, easing congestion, or redirecting dangerous goods.

Supportive of Traffic Benefits and Roundabout

In contrast to the first theme, 28 responses had comments about how participants expected the roundabout configuration would improve traffic flow, reduce delays, and improve safety.

Unsupportive of Roundabout or General Configuration

28 participants responded that they were unsupportive of roundabouts in general or noted specific road issues with the configuration.

Identified as an Alternative to Other Options

Participants found that this option would be acceptable only if other options were not advanced or as a supplement of a larger option. A total of 13 responses were found to be consistent with this theme.

Neutral or Impartial to Project

13 responses were neither supportive nor unsupportive to the improvement option or noted issues with the road network unrelated to the option.

Not Economically Viable

There were 6 responses where participants thought the benefits did not warrant the expense of Option C-1.

Other

The remaining comments were supportive or suggested modifications to the option.

2.8 OPTION COMPARISON

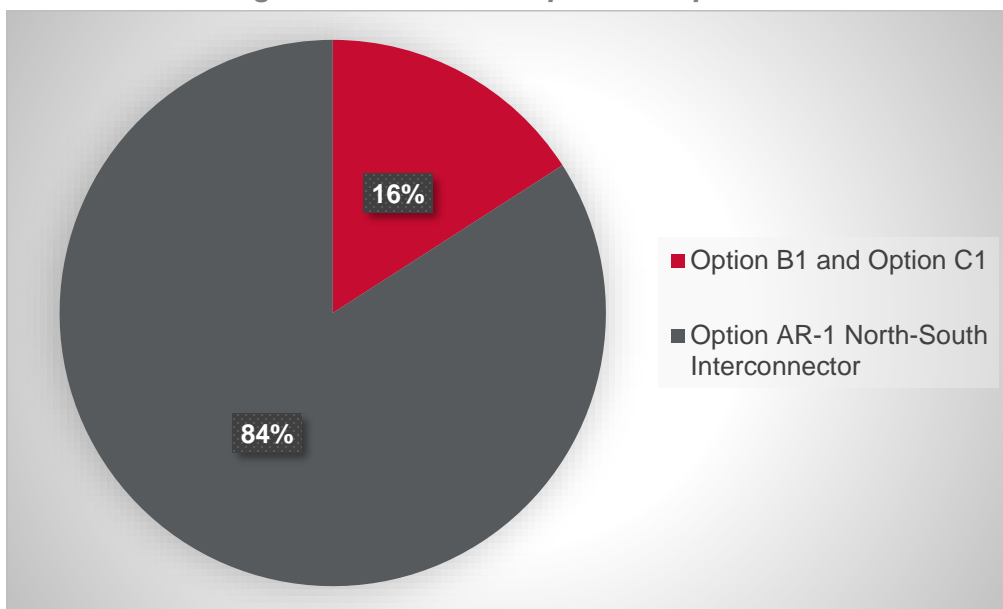
17. If you were given the choice between these two solutions, which one do you prefer?

Participants were asked to choose one of the two options if given a choice.

- ▶ Option B1 - Quesnel River Bridge and Overhead Replacement and Option C1 - Highway 97 Realignment onto Legion Drive; or
- ▶ Option AR-1 North-South Interconnector (includes Quesnel River bridge and BCR overhead replacement on new alignment)

The results of the survey are shown in **Figure 17**. Out of the total 784 responses to this question, a large majority of participants (84%) selected Option AR-1 North-South Interconnector over Option B1 and Option C1 (16%).

Figure 17: Results of Option Comparison

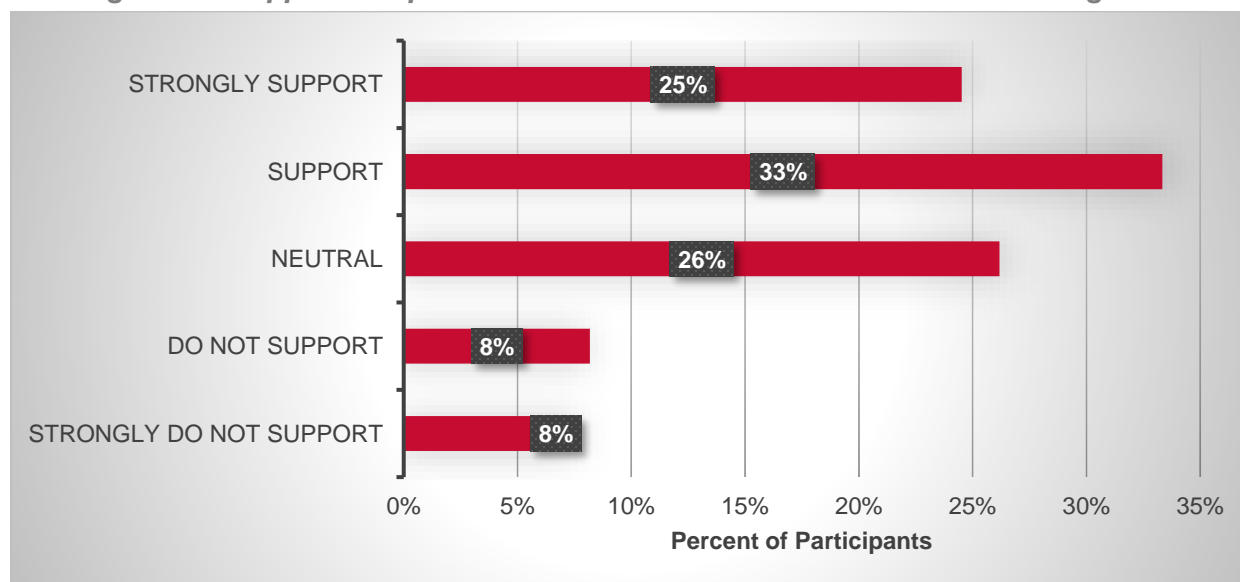


2.9 OPTIONS A-2 AND A-3: SOUTH QUESNEL ACCESS MANAGEMENT

18. To what extent do you support Options A-2 and A-3: South Quesnel Access Management as recommended improvements?

The results of the survey are shown below in **Figure 18**. Out of the total 783 responses to this question, 68% selected they Support or Strongly Support the two options. Participants that selected neutral were 26%, while 16% of participants selected “Do not Support” or “Strongly do not Support”.

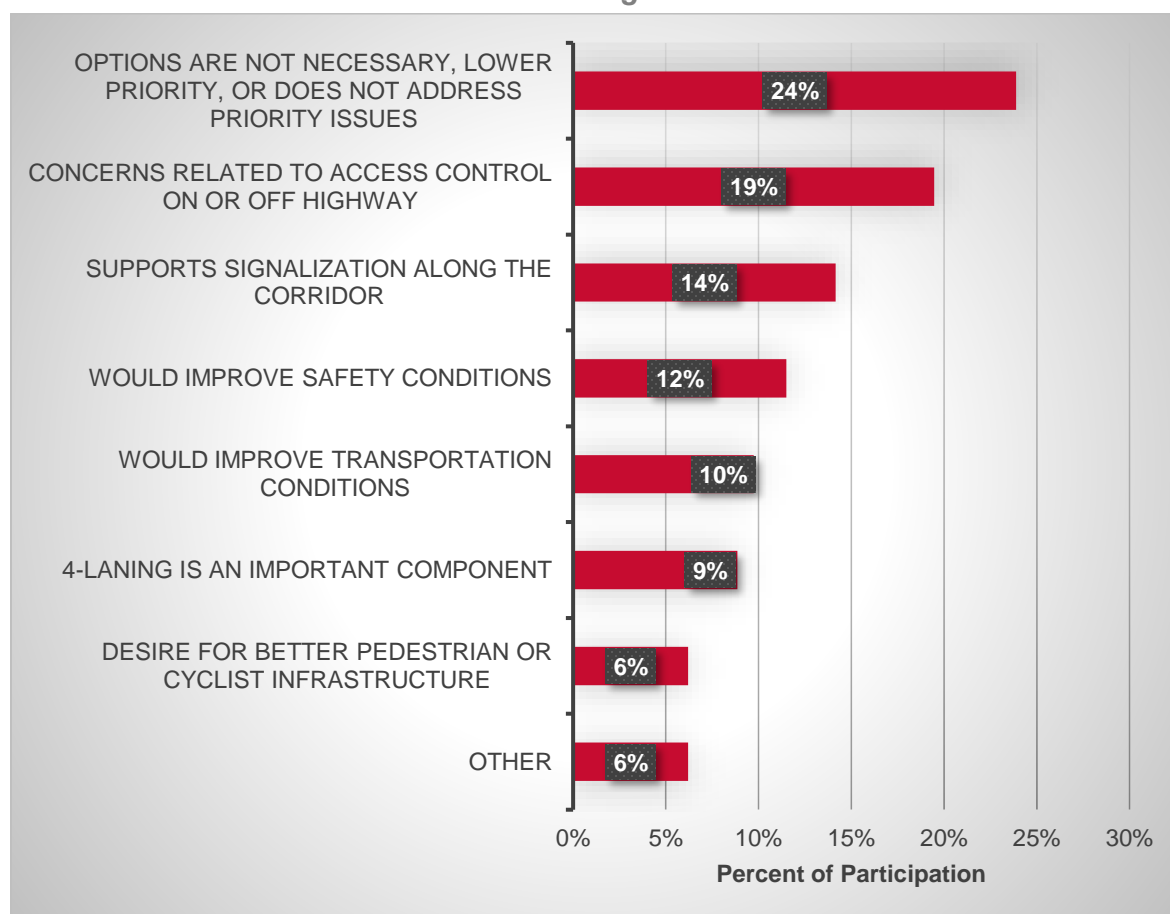
Figure 18: Support of Options A-2 and A-3: South Quesnel Access Management



19. Provide any additional comments related to Options A-2 and A-3: South Quesnel Access Management

A total of 113 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 113 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme is displayed below in **Figure 19**. “Options are Not Necessary, Lower Priority, or Does not Address Priority Issues” was the most common theme found in the comments.

Figure 19: Themes for Comments Related to Options A-2 and A-3: South Quesnel Access Management



Options are Not Necessary, Lower Priority, or Does not Address Priority Issues

27 participants responded with comments about how the options do not solve higher priority issues such as traffic in Downtown Quesnel or Bridge replacement.

Concerns related to access control on or off highway

22 participants responded with concerns about how the highway and frontage road access would impact users along the corridor. Further, these participants voiced their concerns about how access changes from the cul-de-sac and highway exits and entrances would affect road users such as local businesses and firefighters.

Supports Signalization Along the Corridor

In 16 responses, participants noted that a signalized intersection would be an improvement over what is currently not signalized.

Would Improve Safety Conditions

13 participants supported the options because of the safety improvements identified to address existing issues such as left-turn restrictions. These participants also welcomed any safety improvements to the corridor in general.

Would Improve Transportation Conditions

11 responses were comments about how participants viewed the options as general improvements to transportation conditions such as routes through Quesnel, access to the road network, and overdue redesign of frontage roads.

4-laning is an important component

10 participants had comments particular to the 4-laning in the context of capacity and traffic flow.

Desire for better Pedestrian or Cyclist Infrastructure

There were 7 comments made where participants requested additional access and safety for pedestrian and cyclist users on the road network.

Other

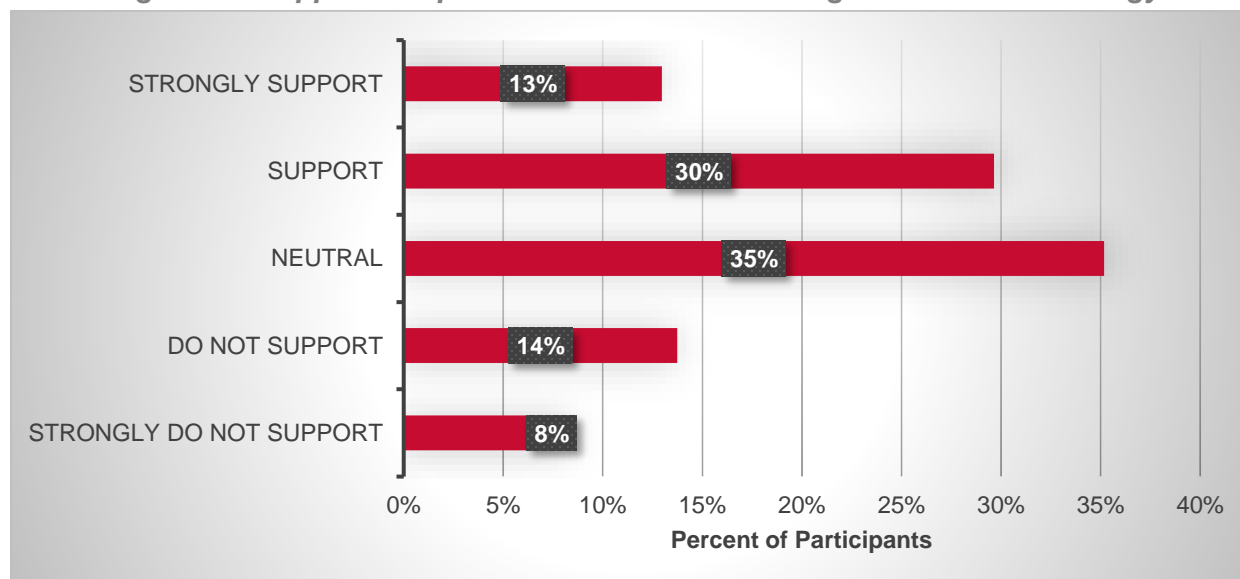
The remaining 7 comments were related to lighting in the corridor, local business economics, and illegal parking in the area.

2.10 OPTION D-1: TWO MILE FLAT LONG TERM ACCESS STRATEGY

20. To what extent do you support Option D1 - Two Mile Flat Long Term Access Strategy as a recommended improvement?

The results of the survey are shown in **Figure 20**. Out of the total 779 responses to this question, the most frequently selected option was “Neutral” (35%). Many participants selected “Support” or “Strongly Support” (43%) while 22% of participants selected “Do not Support” or “Strongly Do not Support”.

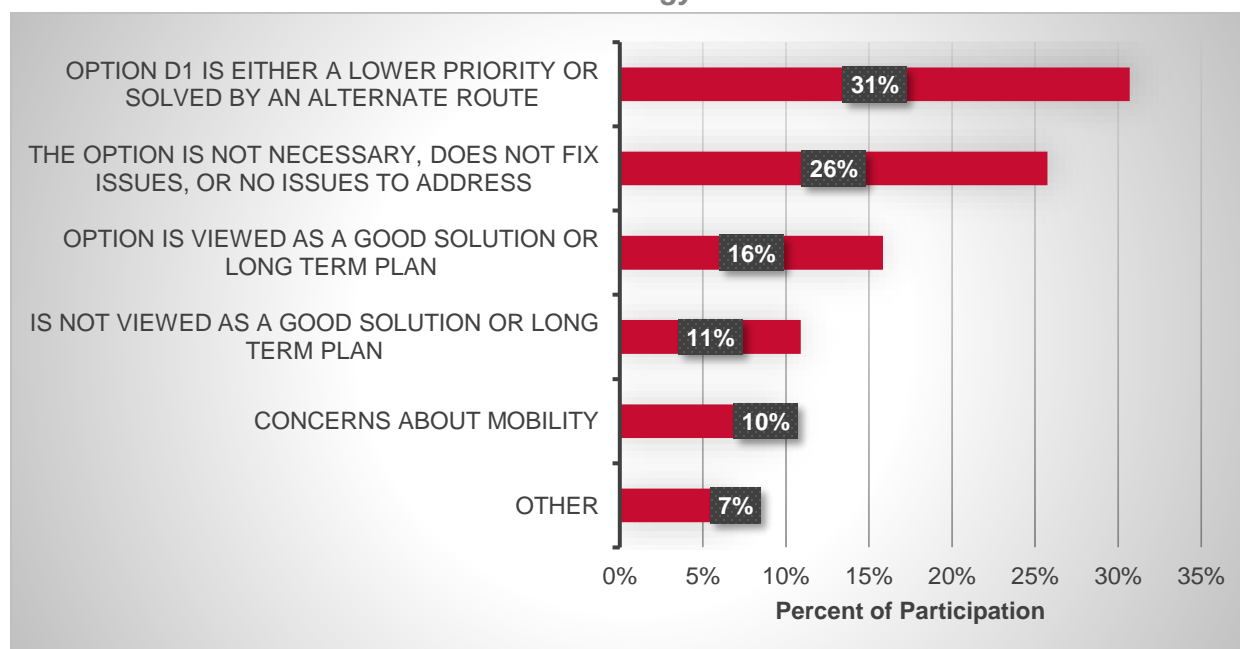
Figure 20: Support of Option D1 - Two Mile Flat Long Term Access Strategy



21. Provide any additional comments related to Option D1 - Two Mile Flat Long Term Access Strategy

A total of 121 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 121 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 21**. “The Option is Not Necessary, Does not Fix Issues, or No Issues to Address” was the most common theme found in the comments.

Figure 21: Themes for Comments Related to Option D1 - Two Mile Flat Long Term Access Strategy



Option D1 is either a lower priority or solved by an Alternate Route

31 participants saw this option as a lower priority or was redundant if another option was implemented. Some participants referenced other specific options typically related to bypass traffic.

The option is not necessary, does not fix issues, or no issues to address

26 responses indicated that participants did not think the improvement option was necessary, did not resolve an issue that was a priority to them, did not think there were issues that the option addressed, or a combination of all three.

Is viewed as a good solution or long term plan

16 responses were supportive of the option and noted benefits to the transportation network, community, or safety.

Is not viewed as a good solution or long term plan

There were 11 comments where participants felt the plan was either short sighted or did not solve priority issues.

Concerns about mobility

There were 10 comments with concerns about roadway capacity and traffic flow during peak hours.

Other

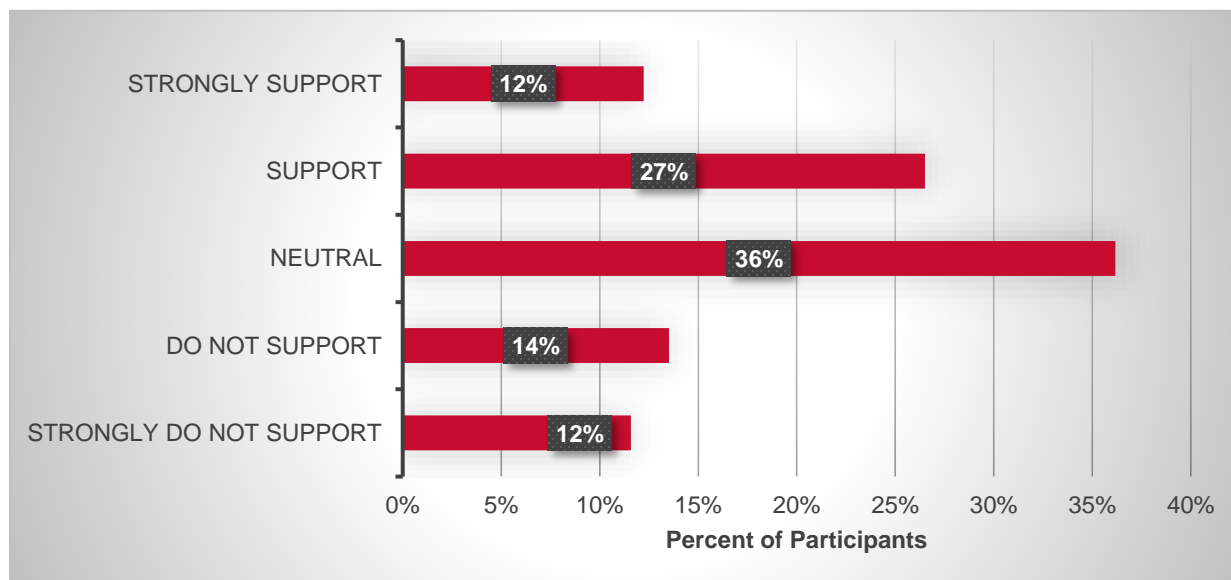
The final 7 comments were related to bicycle access, specific problems with trucks on the route, and a comment on industrial traffic.

2.11 OPTION D-2: TWO MILE FLAT HIGHWAY URBANIZATION

22. To what extent do you support Option D2 - Two Mile Flat Long Term Access Strategy as a recommended improvement?

The results of the survey are shown in **Figure 22**. Out of the total 777 responses to this question, the most frequently selected option was “Neutral” (36%). Many participants selected “Support” or “Strongly Support” (39%) while 26% of participants selected “Do not Support” or “Strongly Do not Support”.

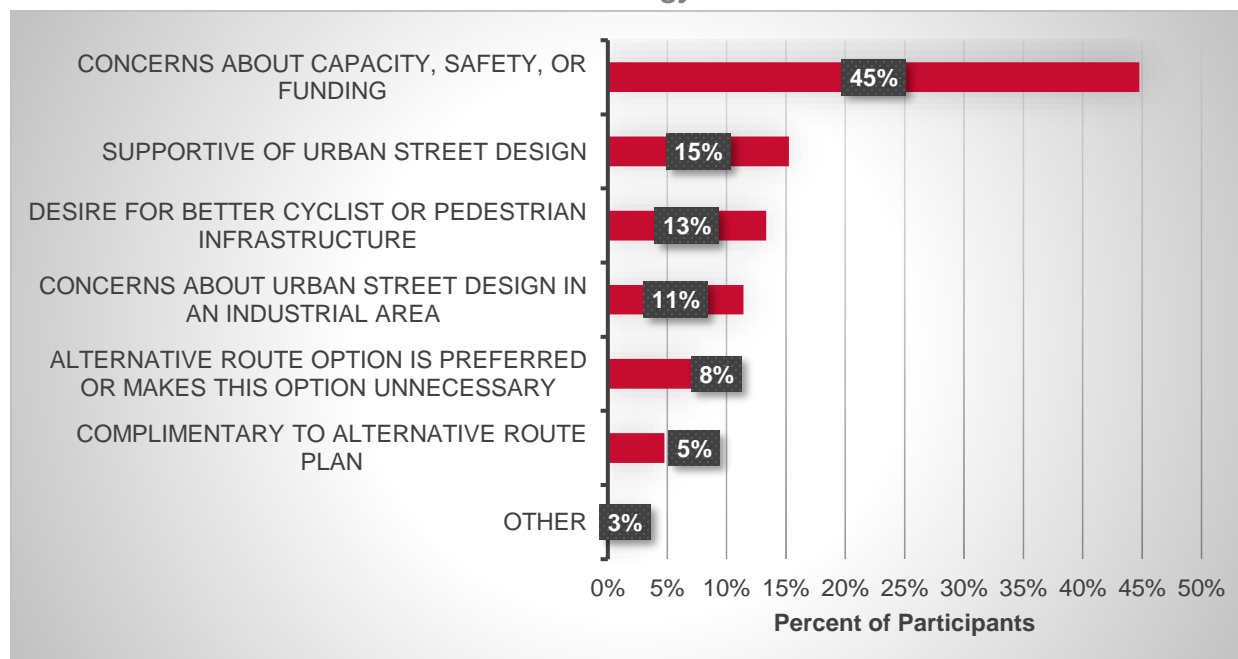
Figure 22: Support of D-2: Two Mile Flat Highway Urbanization



23. Provide any additional comments related to Option D-2: Two Mile Flat Highway Urbanization

A total of 105 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 105 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 23**. “Concerns about Capacity, Safety, or Funding” was the most common theme found in the comments.

Figure 23: Themes for Comments Related to Option D1 - Two Mile Flat Long Term Access Strategy



Concerns about capacity, safety, or funding

47 participants had comments for this option that expressed concern about reducing the 4-lane cross section of this corridor to 2-lanes, perceived safety issues of the middle turning lanes, and economic viability.

Supportive of Urban Street Design

There were 16 comments where participants wrote responses in support of aesthetic improvements to the corridor, lower speeds, and other aspects of the Urban Street Design.

Desire for better cyclist or pedestrian infrastructure

There were 14 comments that supported the bike lanes presented in the option or cited a desire for better cyclist or pedestrian infrastructure in general.

Concerns about Urban Street Design in an Industrial Area

There were 12 comments where participants did not think that Urban Street Design improvements were a good match for the area.

Alternative Route Option is Preferred or Makes this Option Unnecessary

There were 8 responses that did not see the Urban Design Option necessary or would negatively impact the corridor in general.

Complimentary to alternative route plan

There were 5 comments mentioned that the option would be a good fit if another improvement option was made. Other improvement options included AR-1 and AR-2.

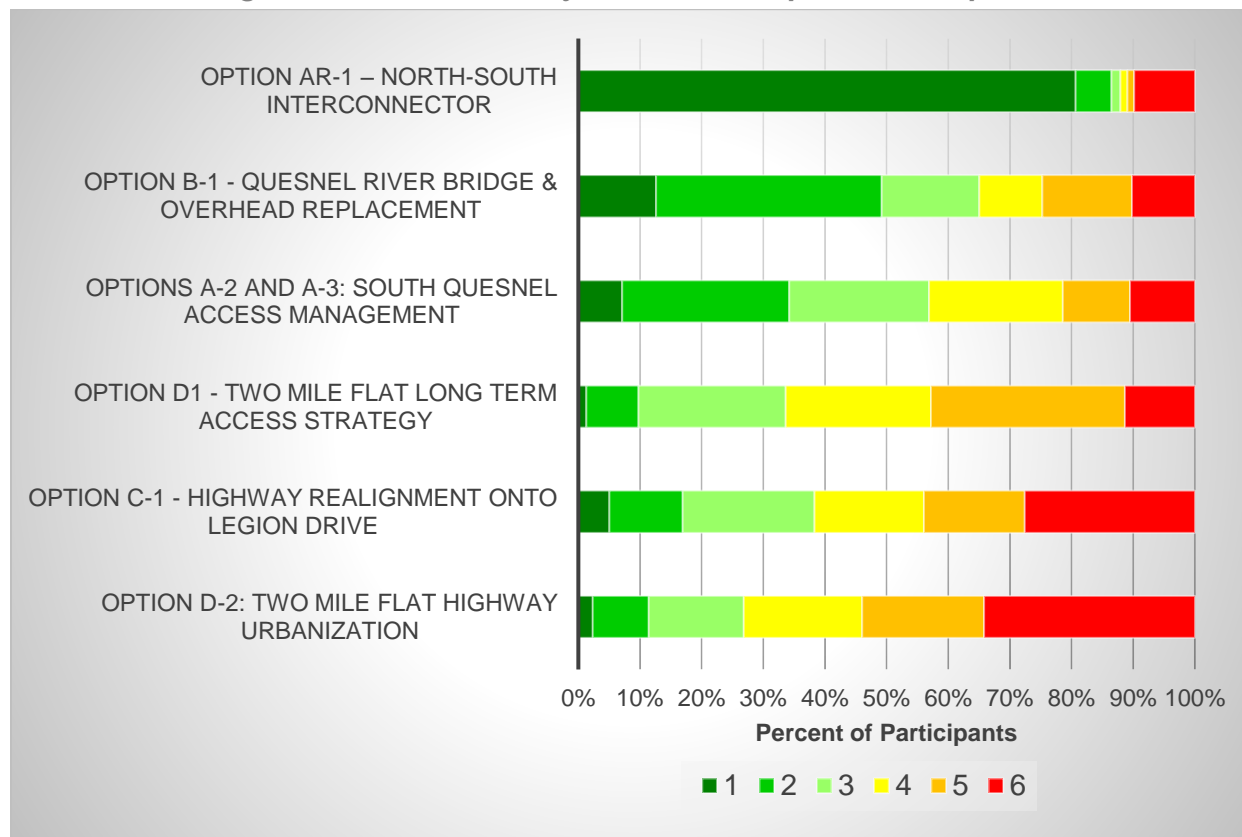
Other

The remaining 3 comments did not see it as a long term solution, mentioned frontage road modifications, and generally agreed with the option.

24. On a scale from 1 to 6, with 1 being the most important and 6 being the least important, please rank the importance of the potential improvement options listed above

Participants were asked to rank the priority of the potential improvement options. The ranking results for each distinct option are shown in **Figure 24**. The highest ranked option was Option AR-1 – North-South Interconnector with 81% of responses ranking it number 1. The lowest ranked option was Option D-2 - Highway Realignment onto Legion Drive with 34% of responses ranking it number 6.

Figure 24: Ranked Priority of Potential Improvement Options



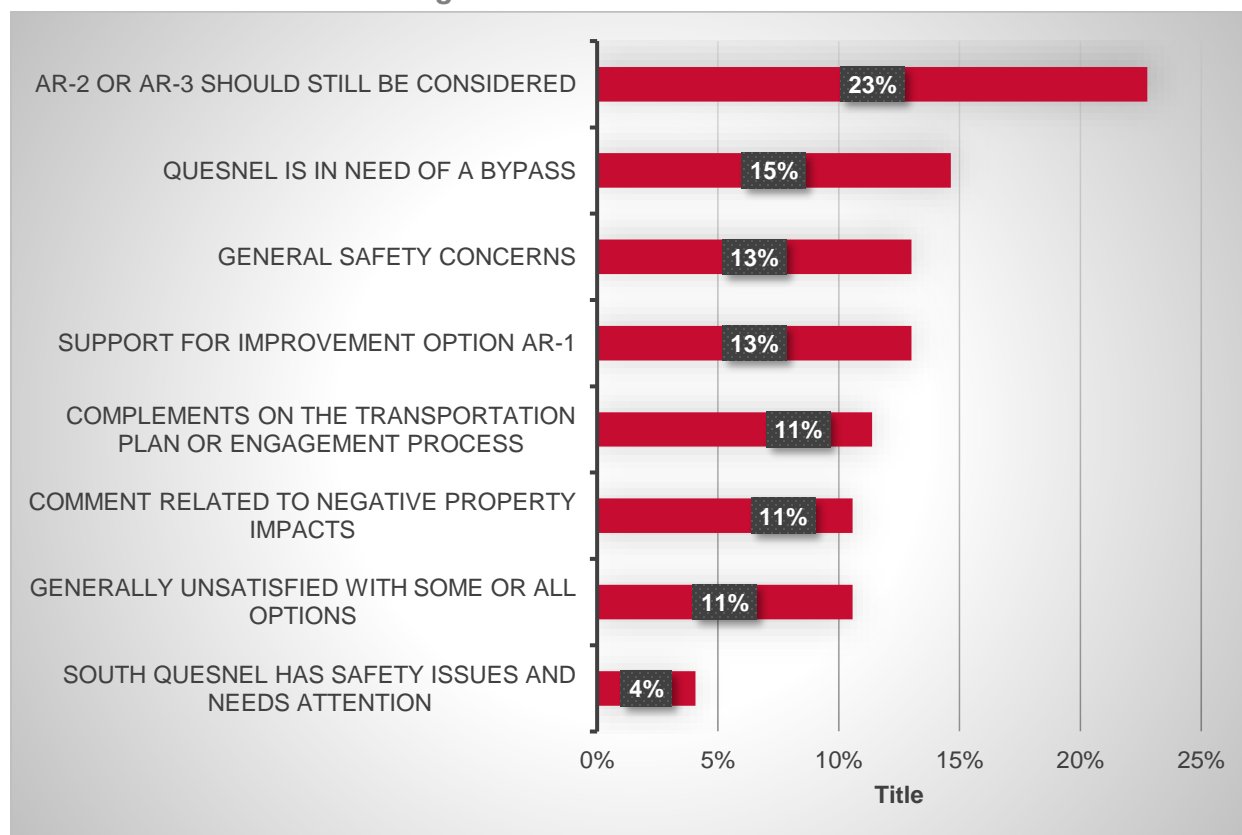
2.12 ADDITIONAL COMMENTS

The final question in the survey gave participants an opportunity to provide additional comments before submitting.

25. Please provide any additional comments.

A total of 123 open-ended comments were received for this question, however, not all respondents provided feedback to this question. All 123 comments were compiled and categorized into common themes. The distribution of comments that were aligned with each theme are displayed below in **Figure 25**. “Option AR-2 or Option AR-3 is Desirable or Should Still be Considered” was the most common theme found in the comments.

Figure 25: Additional Comments



AR-2 or AR-3 is Desirable or Should Still be Considered

There were 28 comments that mentioned options AR-2 or AR-3 or both. Support for these options ranged from participants noting they were good options to requesting they still be considered in the evaluation process.

Quesnel is in Need of a Bypass

There were 18 comments in support of building a highway that bypasses Quesnel. These ranged from the desire to start any type of bypass project to specific routing requests for a bypass option.

General Safety Concerns

There were 16 comments where participants noted specific safety issues such as pedestrian safety in intersections, concerns about lane reductions, and the desire to prioritize implementation based on safety.

Support for Improvement Option AR-1

There were 16 comments that mentioned support for Option AR-1, either specifying benefits to the option or suggesting that it be advanced in the immediate future.

Complements on the Transportation Plan or Engagement Process

There were 14 comments from participants who gave a general thank you for the information, work on the transportation plan, or complemented the community engagement process.

Generally Unsatisfied with Some or All Options

There were 13 comments that used this comment to express issues they had with a specific option, or simply stated they were not satisfied with any of the options provided.

Comment Related to Negative Property Impacts

There were 13 comments where participants voiced their concern for negative property impacts that the project improvements may result in. These were generally related to residents affected in the North Quesnel area.

South Quesnel has Safety Issues and Needs Attention

The remaining comments were related to safety issues in South Quesnel. These comments included requests for the signalization of specific intersections, comments on access control, and noting safety issues with left turning along the corridor.

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.

All feedback must be received by **February 21, 2018**.

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?

- ☐ 3 or more times per day ☐ A few times per month
☐ 1-2 times per day ☐ Other _____
☐ A few times per week

3. Which modes of travel do you use regularly in Quesnel? (choose all that apply)

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

Guiding Principles

On a scale from 1 – 5, with 1 being strongly disagree and 5 being strongly agree, please rate your answer to the following question.

4. To what extent do you agree with the six Guiding Principles identified to evaluate the improvement options?

1	2	3	4	5
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

5. Are there any other Guiding Principles that should be considered? If so, please list below

Improvement Option Overview

6. To what extent do you agree that all relevant improvement options have been considered?

1	2	3	4	5
<i>Strongly Disagree</i>	<i>Disagree</i>	<i>Neutral</i>	<i>Agree</i>	<i>Strongly Agree</i>

7. Are there any other relevant improvement options that should be considered? If so, please list below

Option AR-1: North-South Interconnector

8. To what extent do you support Option AR-1 – North-South Interconnector as a recommended improvement?

1	2	3	4	5
<i>Strongly Do Not Support</i>	<i>Do Not Support</i>	<i>Neutral</i>	<i>Support</i>	<i>Strongly Support</i>

9. Provide any additional comments related to Option AR-1: North-South Interconnector

Options Screened from Further Review

10. To what extent do you agree with the conclusion to remove Option AR-2 – North-South Industrial Connector from the evaluation process?

1	2	3	4	5
<i>Strongly Disagree</i>	<i>Disagree</i>	<i>Neutral</i>	<i>Agree</i>	<i>Strongly Agree</i>

1	2	3	4	5
<i>Strongly Disagree</i>	<i>Disagree</i>	<i>Neutral</i>	<i>Agree</i>	<i>Strongly Agree</i>

Option B-1: Quesnel River Bridge & Overhead Replacement

- 13.** To what extent do you support Option B-1 - Quesnel River Bridge & Overhead Replacement as a recommended improvement?

1	2	3	4	5
<i>Strongly Do Not Support</i>	<i>Do Not Support</i>	<i>Neutral</i>	<i>Support</i>	<i>Strongly Support</i>

- 14.** Provide any additional comments related to Option B-1: Quesnel River Bridge & Overhead Replacement

Option C-1: Highway Realignment onto Legion Drive

- 15.** To what extent do you support Option C-1 - Highway Realignment onto Legion Drive as a recommended improvement?

1	2	3	4	5
<i>Strongly Do Not Support</i>	<i>Do Not Support</i>	<i>Neutral</i>	<i>Support</i>	<i>Strongly Support</i>

16. Provide any additional comments related to Option C-1:
Highway Realignment onto Legion Drive

Option Comparison

Option B-1 – Quesnel River Bridge Replacement and Option C-1 Realignment onto Legion Drive are compatible and provide one solution for improving highway conditions through downtown Quesnel. Option AR-1 North-South Interconnector provides an alternate solution to improve highway conditions through downtown Quesnel.

17. If you were given the choice between these two solutions, which one do you prefer?

☐ *Option B1 and Option C1*

or

☐ *Option AR-1 North-South Interconnector*

Options A-2 and A-3: South Quesnel Access Management

- 18.** To what extent do you support Options A-2 and A-3: South Quesnel Access Management as recommended improvements?

1	2	3	4	5
<i>Strongly Do Not Support</i>	<i>Do Not Support</i>	<i>Neutral</i>	<i>Support</i>	<i>Strongly Support</i>

- 19.** Provide any additional comments related to Options A-2 and A-3: South Quesnel Access Management

Option D-1: Two Mile Flat Long Term Access Strategy

- 20.** To what extent do you support Option D1 - Two Mile Flat Long Term Access Strategy as a recommended improvement?

1	2	3	4	5
<i>Strongly Do Not Support</i>	<i>Do Not Support</i>	<i>Neutral</i>	<i>Support</i>	<i>Strongly Support</i>

- 21.** Provide any additional comments related to Option D1 - Two Mile Flat Long Term Access Strategy

Option D-2: Two Mile Flat Highway Urbanization

- 22.** How much do you support Option D-2: Two Mile Flat Highway Urbanization as a recommended improvement?

1	2	3	4	5
<i>Strongly Do Not Support</i>	<i>Do Not Support</i>	<i>Neutral</i>	<i>Support</i>	<i>Strongly Support</i>

- 23.** Provide any additional comments related to Option D-2: Two Mile Flat Highway Urbanization

Ranking of Potential Improvements

24. On a scale from 1 to 6, with 1 being the most important and 6 being the least important, please rank the importance of the potential improvement options listed above

_____ Option AR-1 – North-South Interconnector

_____ Option B-1 - Quesnel River Bridge & Overhead Replacement

_____ Option C-1 - Highway Realignment onto Legion Drive

_____ Options A-2 and A-3: South Quesnel Access Management

_____ Option D1 - Two Mile Flat Long Term Access Strategy

_____ Option D-2: Two Mile Flat Highway Urbanization

25. Please provide any additional comments.

Highway 97 Quesnel Transportation Plan
Open House – February 2018