

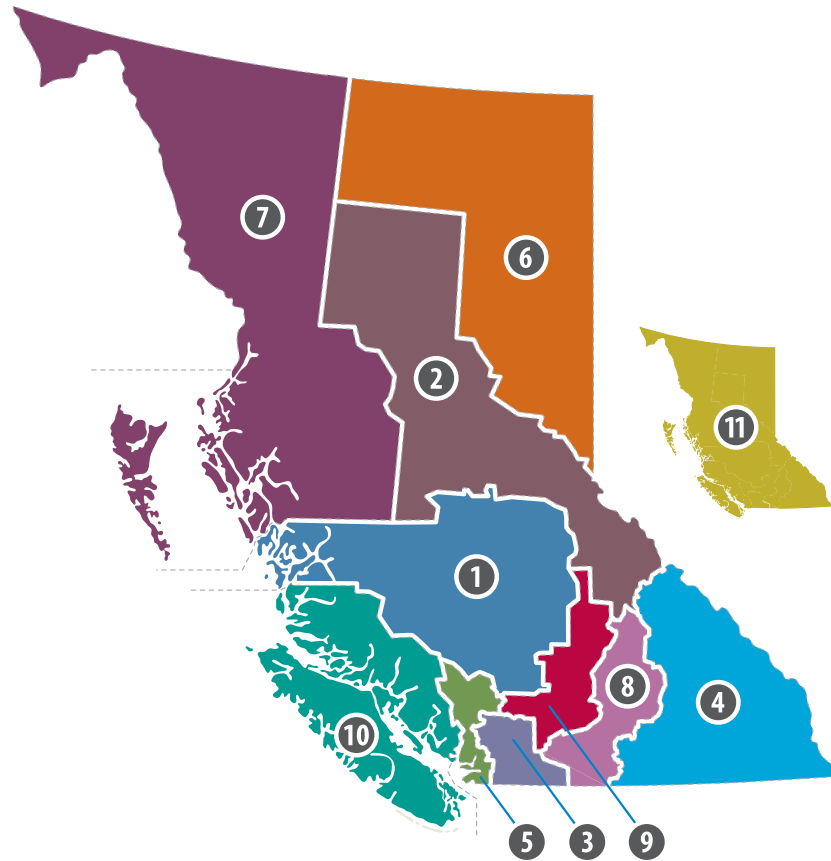
B.C. on the Move: A 10-Year Transportation Plan  
Public Engagement Summary Report – January 2015

## **Appendix 2: Detailed Results for Central North**

## DETAILED RESULTS – CENTRAL NORTH

## REGIONAL DISTRIBUTION AND FURTHER INTEREST

Participants were presented with a map of the province divided into 10 regions and asked to indicate where they live:



		<b>Total Commenting 12,661*</b>
1	Central Interior (Cariboo)	1,014
2	<b>Central North</b>	<b>425</b>
3	Fraser Valley	936
4	Kootenays	1,039
5	Lower Mainland	3,962
6	Northeast	299
7	Northwest	323
8	Okanagan	1,648
9	Thompson Nicola	737
10	Vancouver Island – South Coast	2,167
11	Province-wide Public Attitude Survey	1,150

\*111 respondents did not state their region

**DETAILED RESULTS – CENTRAL NORTH**

**DETAILED REGIONAL RESULTS FROM THE ENGAGEMENT SURVEY**

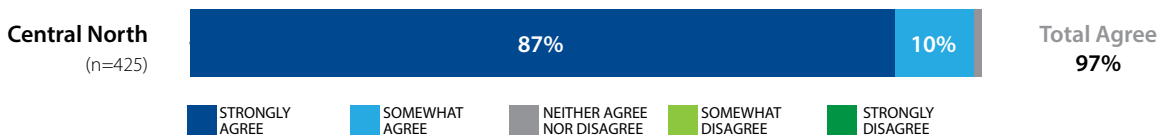
Below are the regional totals for the Central North region for questions 1-3 from the surveys completed as part of the engagement process.

Complete regional and public attitude survey results for this question can be found in appendices 1-11.

**Q1.0 MOVING PEOPLE AND GOODS SAFELY AND RELIABLY**

**Q1.1 KEEPING HIGHWAYS, BRIDGES AND SIDE ROADS IN GOOD CONDITION**

*Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.*



**Q1.2 CONTINUING TO EXPAND AND IMPROVE HIGHWAY CAPACITY, BRIDGES AND SIDE ROADS**

*Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.*



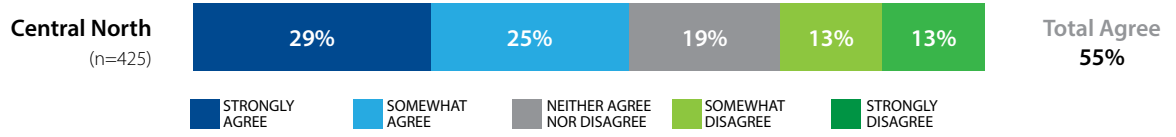
\*Totals may not add up due to rounding.

DETAILED RESULTS – CENTRAL NORTH

**Q2.0 GROWING THE ECONOMY**

**Q2.1 SUPPORTING THE DEVELOPMENT OF LNG AND OTHER RESOURCE DEVELOPMENT**

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



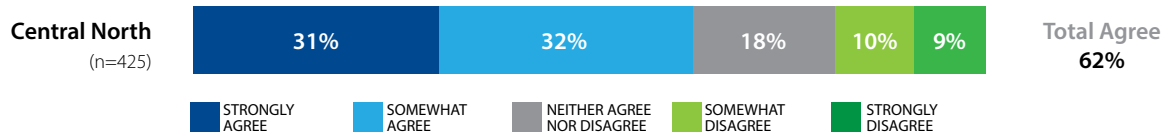
**Q2.2 IDENTIFYING AND UPGRADING KEY HIGHWAYS AND BRIDGES TO FACILITATE HEAVY AND OVERSIZED HAULING TO KEEP COMMERCIAL TRAFFIC FLOWING SMOOTHLY ACROSS B.C.**

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



**Q2.3 SUPPORTING INCREASED TRADE WITH ASIA AND AROUND THE WORLD**

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



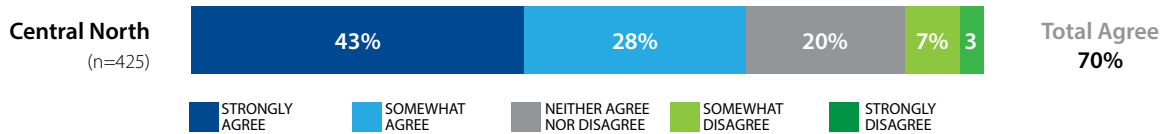
\*Totals may not add up due to rounding.

## DETAILED RESULTS – CENTRAL NORTH

### Q2.0 GROWING THE ECONOMY continued

#### Q2.4 STRENGTHENING B.C.'S TRUCKING SECTOR

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



#### Q2.5 STRENGTHENING B.C.'S AVIATION SECTOR

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



\*Totals may not add up due to rounding.

DETAILED RESULTS – CENTRAL NORTH

**Q3.0 CONNECTING AND STRENGTHENING COMMUNITIES**

**Q3.1 SUPPORTING REGIONAL AND SMALL COMMUNITY AIRPORTS TO IMPROVE INFRASTRUCTURE SUCH AS RUNWAYS AND TERMINALS**

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



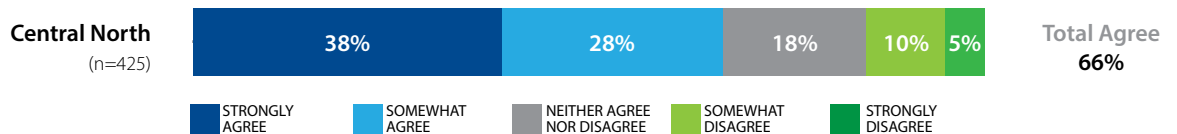
**Q3.2 IMPROVING AND INCREASING TRANSIT SERVICES FOR COMMUNITIES ACROSS B.C.**

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



**Q3.3 ENHANCING CYCLING INFRASTRUCTURE AND IMPROVING TRANSPORTATION CHOICES**

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



\*Totals may not add up due to rounding.

## DETAILED RESULTS – CENTRAL NORTH

### Q4.0 TOP 3 PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Participants were asked to identify their top three priorities for transportation infrastructure improvements. Below are the regional totals for the Central North for the engagement participants. Results are listed by total mentions.

Regional and public attitude survey results for this question can be found in Appendices 1-11.

<b>CENTRAL NORTH TOP 3 IMPROVEMENTS</b>	<b>Total Commenting 425</b>
<b>Highways and Side Roads</b>	<b>346</b>
Maintenance (i.e., re-surfacing, snow removal, concerns regarding maintenance)	150
Improvements to provincial highways (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	116
Safety (need for wildlife fencing, reflectors, signage, reduction of speeding and aggressive driving)	82
Improvements to HWY 97, 97A, 97B, 97C, 97D (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	71
Improvements to Hwy 16 – Queen Charlottes/Yellowhead (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	59
<b>Transit (BC Transit and TransLink)</b>	<b>78</b>
Increase public transit options for communities outside of Lower Mainland	37
Increase government funding to expand public transit options	26
Provide regular (rapid) bus intercommunity services	12
<b>Airports</b>	<b>44</b>
Flight suggestions (i.e., cheaper fares, frequent regional flights, more destinations)	23
Increased funding for improvements (i.e., all weather operational equipment, enlarge runways, more regional airports)	21
<b>Cycling and Pedestrian</b>	<b>40</b>
Build more bike lanes/protected cyclist access	29
Healthy living/good for the environment/fund new active transportation infrastructure/walkable communities/trails	11
<b>Rail</b>	<b>40</b>
Improve, increase use of, maintain railways	21
Provide (affordable/high speed) Intercommunity commuter/passenger rail service	14
Increase commercial train usage to decrease truck traffic	8
<b>Ferries (Inland/Coastal)</b>	<b>27</b>
Reduce fares/offer discounts	10
<b>Ferries</b>	<b>6</b>
BC Ferries are part of the highway system/should be funded by the Prov. Govt./run by Ministry of Transportation	15

**DETAILED RESULTS – CENTRAL NORTH**

Bridges	26
Concerns regarding maintenance/replace/upgrade older bridges	16
Build more bridges	10
Ports	4
Ports (expansion, access, traffic)	4

*Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.*



**DETAILED RESULTS – CENTRAL NORTH**

**KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS**

The following table includes key themes from the engagement meetings held in the Central North as part of this engagement. The meetings are listed in chronological order. As much as possible, the language expressed by the participants has been retained.

The key themes and a key theme roll-up for all the meetings can be found in the Engagement Summary Report.

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p><b>Prince George</b> Local Government Meeting October 29, 2014 10:00am – 11:30am</p>	<ol style="list-style-type: none"> <li><b>Highways and side roads:</b> Participants asked that traffic impacts from trucks and vehicles accessing the mines in the north be considered.</li> <li><b>Highways and side roads:</b> Participants expressed that highway passing lanes, shoulder enhancements and pullouts (i.e., on Highway 97 North) should be considered to improve safety.</li> <li><b>Highways and side roads:</b> Participants recognized the need to enhance highways to accommodate increasing traffic volumes. The road from Dawson Creek to Fort St. John is busy; Highway 16 has experienced a huge increase in traffic to the port; and four-laning is needed on Highway 97 North.</li> <li><b>Cycling and pedestrian:</b> Participants recognized the need to continue to invest in cycling and pedestrian networks as an important priority.</li> <li><b>Highways and side roads:</b> Participants stressed the need to address much-needed improvements to the Prince George bypass intersection.</li> <li><b>Transit:</b> Participants requested transit expansion to the Prince George system, in particular, improved connections to rural communities.</li> <li><b>Airports:</b> Participants requested support for enhancements to rural airport runways.</li> </ol>
<p><b>Prince George</b> Stakeholder Meeting<sup>1</sup> November 25, 2014 10:30am – 12:00pm</p>	<ol style="list-style-type: none"> <li><b>Highways and side roads:</b> Participants were supportive of continued investments to four lane the highway from Prince George to Vanderhoof and noted that continued investments would support economic development in the LNG and mining industries.</li> <li><b>Highways:</b> Participants were supportive of increased investments to Highway 5A and 16 to increase passing lanes, reliability and safety.</li> <li><b>Highways and side roads:</b> Participants indicated height issues with rail overpasses in the Peace region and requested that the Ministry look at lowering the grade of the road to accommodate truck traffic with higher loads.</li> <li><b>Highways:</b> Participants were supportive of investments to address congestion on Highway 97.</li> <li><b>Highways:</b> Participants indicated safety issues with median barriers and requested that the Ministry look into providing adequate crossovers between barriers so that emergency vehicles can access both sides of the roadway.</li> <li><b>Trucking:</b> A participant indicated issues with CVSE permitting (commercial vehicle), noting that it is too restrictive.</li> </ol>

<sup>1</sup> Stakeholder meetings included a combination of the following groups: community groups, Chambers of Commerce, local and provincial business organizations, airports, ports, Health Authorities.

## DETAILED RESULTS – CENTRAL NORTH

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p><b>Prince George Airport Authority</b> Stakeholder Meeting November 28, 2014 1:30pm – 3:00pm</p>	<ol style="list-style-type: none"> <li><b>Airport:</b> The Prince George Airport Authority stressed that the funding model for airports was not working well. This participant noted that smaller National Airports System (NAS) airports, like Prince George, need additional funding or need to be able to access capital funds like the Build Canada fund and the Airport Capital Assistance Program (ACAP).</li> <li><b>Airport:</b> The Prince George Airport Authority emphasized that it is critical for northern B.C.'s transportation infrastructure to be able to support economic development in the region.</li> <li><b>Airport:</b> Prince George Airport Authority noted a need for support from the Province in funding the development of cargo facilities at the airport, which would support economic development in the region and would play an important part in the overarching multimodal transportation strategy.</li> </ol>