



ACTIVE TRANSPORTATION PLAN

STAKEHOLDER AND PUBLIC ENGAGEMENT SUMMARY REPORT #2

January 15, 2024



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Appendix A:

Public Open House Project Boards

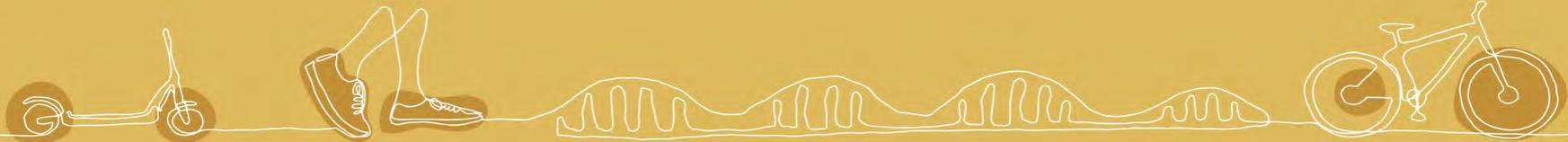
Appendix B:

Public Survey Report



1. Project Overview

- What is Active Transportation?
- Introduction
- Project Objectives
- Project Team



What is Active Transportation?



Active transportation (AT) includes any form of human powered or power-assisted transportation, and is often synonymous with cycling and walking. There are many other forms such as skateboarding, in-line skating, skiing, and skating.

Advancements in technology have introduced new forms of transportation including pedal assist or fully electric bicycles, electric scooters and skateboards, and other mobility assistance devices, known as micro-mobility.



Introduction

The Town of Peace River is developing an Active Transportation Plan (ATP) that identifies the existing and future active transportation network, with a focus on the west side of the river, where links between and within neighbourhoods are incomplete.

The goal is to enhance active transportation opportunities with improved access to and through commercial areas and community destinations. This project will provide the Town with a plan for how to prioritize, build out and improve our active transportation network over time.



Project Objectives

- **Identification and prioritization** of a long-term active transportation network with focus on the west side of Town.
- **Preliminary design**, engineering, and costing of priority 1 and 2 active transportation network segments to support future capital project grant applications and capital budget processes.
- **Recommended policy updates** to the Municipal Development Plan.
- **Recommended updates** or additions to the active transportation components of the **General Municipal Servicing Standards**.
- **Improved awareness** of the value of active transportation in the community.
- **Recommended infrastructure and systems to support the use of the active transportation network** by a variety of users, in all seasons, including but not limited to street furniture and maintenance recommendations.
- **Improved town staff and community understanding** of the active transportation needs of the community.
- **Improved awareness of** the active transportation **options** available in the community.
- Improved town staff awareness of **varying active transportation levels of service**.
- **Enhanced active transportation safety**.



Project Team

Town of Peace River Project Team

- Alisha Mody, Manager of Planning & Development
- Tanya Bell, Director of Community Services
- Brian Wollis, Recreation Facilities Coordinator

Other Key Staff

- Barb Miller, Chief Administrative Officer
- Tim Harris, Fire Chief, Emergency Services – Fire
- Devin Braun, Public Works Superintendent

Bunt & Associates Engineering Ltd.

- Tyler Thomson, Project Manager
- Amrit Uppal, Transportation Engineer
- Erin Tattrie, Transportation Technologist
- Sophie Renard, Transportation Analyst

Uplift Engagement Communications Inc.

- Leanne Buck, Communications Lead
- Jason Esteban, Designer



2. Process + Engagement

- Project Schedule
- Stakeholder + Public Engagement Activities
- Project Awareness



Project Schedule

We are here



PHASE 1

Fall 2022 - Winter 2023

Baselining, Context
Review & Design Toolkit

PHASE 2

Spring 2023 - Winter 2024

Active Transportation Plan
Development

PHASE 3

Winter 2024

Final Plan and
Presentation



Stakeholder + Public Engagement Activities

November 8, 2023

Public Open House

- In-person event at Baytex Energy Centre for the public to learn about and provide input into the Town's Draft Active Transportation Network.

November 8 – December 11, 2023

Public Survey

- Online survey to collect feedback about the level of support for the active transportation plan and specific active transportation improvement projects.



Project Awareness



- ✓ Council Briefing Status Reports
- ✓ Peaceriver.ca (project website)
- ✓ Peace River Social Media (Facebook, Instagram)
- ✓ Project Poster Boards (on-the-ground)
- ✓ Project Poster emailed to Community Stakeholders
- ✓ Update to Community Services Board/Newsletter
- ✓ Flyer with Town Utility Bill Mailout
- ✓ Public Open House Session



Social Media Awareness - Instagram



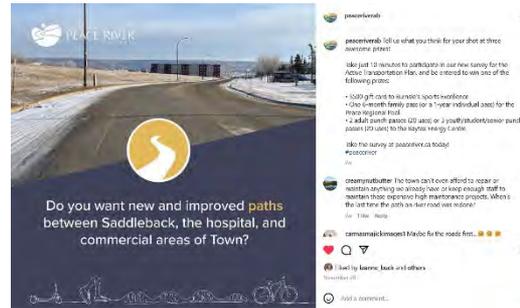
November 8, 2023

- 5 Likes



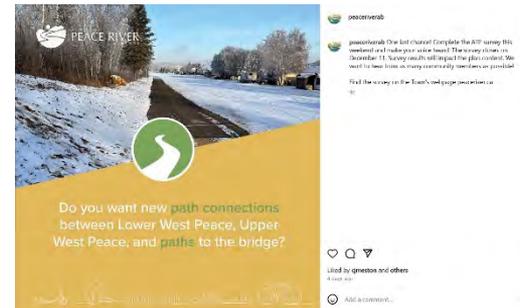
November 17, 2023

- 17 Likes
- 1 Comment



November 28, 2023

- 35 Likes
- 3 Comments



December 9, 2023

- 9 Likes



Social Media Awareness - Facebook



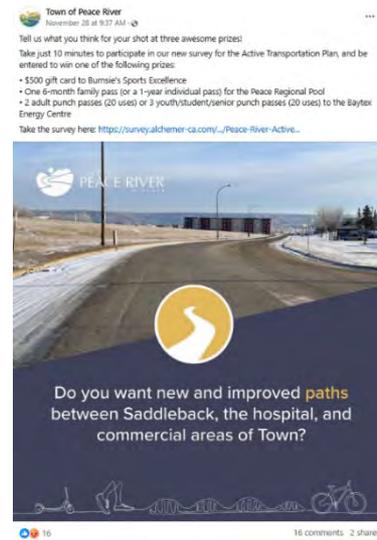
November 8, 2023

- 7 Likes
- 9 Comments



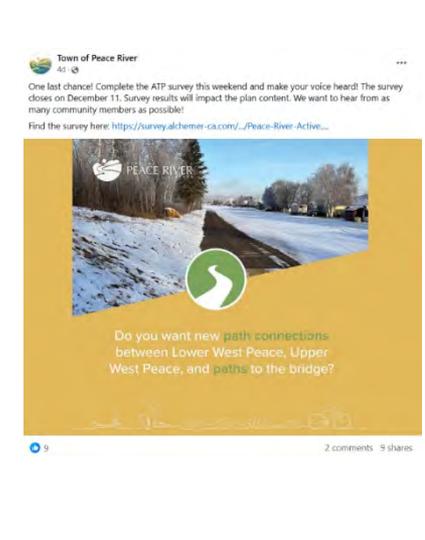
November 17, 2023

- 10 Likes
- 5 Comments
- 1 Share



November 28, 2023

- 16 Likes
- 16 Comments
- 2 Shares



December 9, 2023

- 9 Likes
- 2 Comments
- 9 Shares



3. What We Heard

- Public Open House
- Public Survey Results



Public Open House

November 8, 2023
4:00 PM to 8:00 PM
Baytex Energy Centre

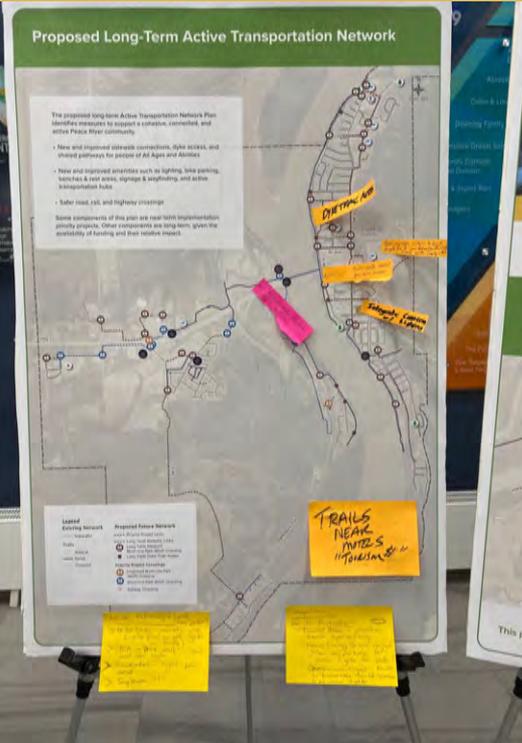
The project team was present to greet participants and answer questions about the Draft Active Transportation Plan.

Participants had the opportunity to place comments on boards and identify the areas in Town they'd like to see active transportation infrastructure and amenity improvements.

The presentation boards are included in Appendix A.



Public Open House



Proposed Long-Term Active Transportation Network

Participants placed the following comments on the Proposed Long-Term Active Transportation Network Plan.

- Dyke trail access location suggestion
- Add signage in Town to direct people to Davis lookout (and other viewpoints. Work with County on this.
- Sidewalk shared for bike access
- Integrate cameras with lighting
- Railroad meets bike path extremely rough
- Trails near motels for tourism

• Possible Partners:

- Funeral homes – promote bench sponsorship
- Peace Energy Solar Project – can we partner for solar lights for paths?
- Sponsor a Light – families or businesses could sponsor one or more lights

• Possible Partnerships with Non-profits:

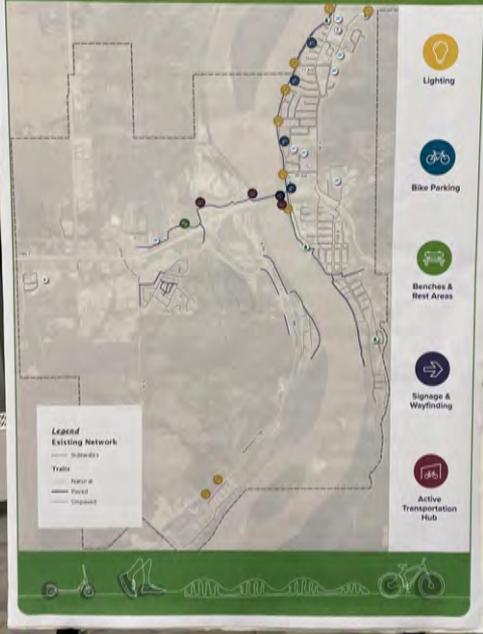
- PR Art Club – murals with lights (a way to get lights on the trails)
- SPCA “Dark walk” shows need for lights
- Graduates – light per Grad
- Sagitawa?



Public Open House

Where Do You Want to See Active Transportation Amenities?

Place a sticker in the location(s) where you would like to see supporting amenities.



Where Do You Want to See Active Transportation Amenities?

Participants placed stickers where they would like to see active transportation amenities, including lighting, bike parking, benches and rest areas, signage & wayfinding, and active transportation hubs.

- Eight Lighting location suggestions
- Four Bike Parking location suggestions
- Three Active Transportation Hub location suggestions
- One Wayfinding location suggestion
- One Benches & Rest Areas suggestion



Public Survey Response Summary



445

**Total
Respondents**

244 complete responses | **201** partial responses

Respondents were not required to answer every question. The number of respondents that answered a particular question is noted. Percentages within the report are rounded.

The outcomes of this survey represent a sample from Peace River residents. The results provide the Project Team insights on how to prioritize, build out, and improve Peace River's active transportation network over the long term.

A full detailed survey report is included in Appendix B.



Respondent Demographics Comparison to Survey #1

Public Engagement Survey #2

87%

**Residents of
Peace River**

(248 respondents)

74%

**Are Currently
Employed**

(248 respondents)

73%

Identify as Female

(247 respondents)

78%

Aged 54 and under

(247 respondents)

8%

**Live with a
Disability**

(244 respondents)

Public Engagement Survey #1

87%

**Residents of
Peace River**

(217 respondents)

77%

**Are Currently
Employed**

(222 respondents)

69%

Identify as Female

(221 respondents)

66%

Aged 54 and under

(222 respondents)

8%

**Live with a
Disability**

(219 respondents)



Level of Support for the Peace River Active Transportation Plan

 **80%**

Respondents **support or strongly support** the Active Transportation Plan Goals

(288 respondents)

 **85%**

Respondents **support or strongly support** the proposed Long-Term Active Transportation Network Plan

(227 respondents)



Of those who **support** the Long-Term Active Transportation Network Plan, key reasons related to improving **safety** and **connectivity** around the Town.
(Mentioned in 87 comments)



Of those who **do not support** the Long-Term Active Transportation Network Plan, the main concern was the **cost** and **maintenance** of the new and existing facilities.
(Mentioned in 69 comments)



Support for Active Transportation Infrastructure Improvements

PATHS

For people of all ages and abilities travelling by a variety of active modes.



Source: Rhonda Krause – Adventure Alberta



Source: Halifax – Regional Multi-Use Pathways

ROAD CROSSINGS

Visible and distinctive crossings create awareness for drivers and establishes priority for active modes.



Source: Bunt & Associates – Tyler Thomson



Source: Bunt & Associates – Tyler Thomson

87%

Respondents **support or strongly support** new or improved paths

(288 respondents)

83%

Respondents **support or strongly support** new or improved road crossings

(286 respondents)



Support for Active Transportation Infrastructure Improvements (Cont.)

RAIL / HIGHWAY CROSSINGS

Accessible and functional path crossings at the railway/highway closes gaps in the network. Must conform with CN design standards.



Source: dgl-llid.com - Roachton Road Multi-Use Path



Source: Hotcore.info

80%
Respondents **support or strongly support** new or improved rail/highway crossings

(285 respondents)

DYKE / PATH ACCESS

Clear and accessible entry/exit to trail and directional wayfinding signage.



Source: Natchez Trace Travel - Chisha Foka Multi-Use Trail, MS



Source: Iron Bull - Trillium Trail, WI

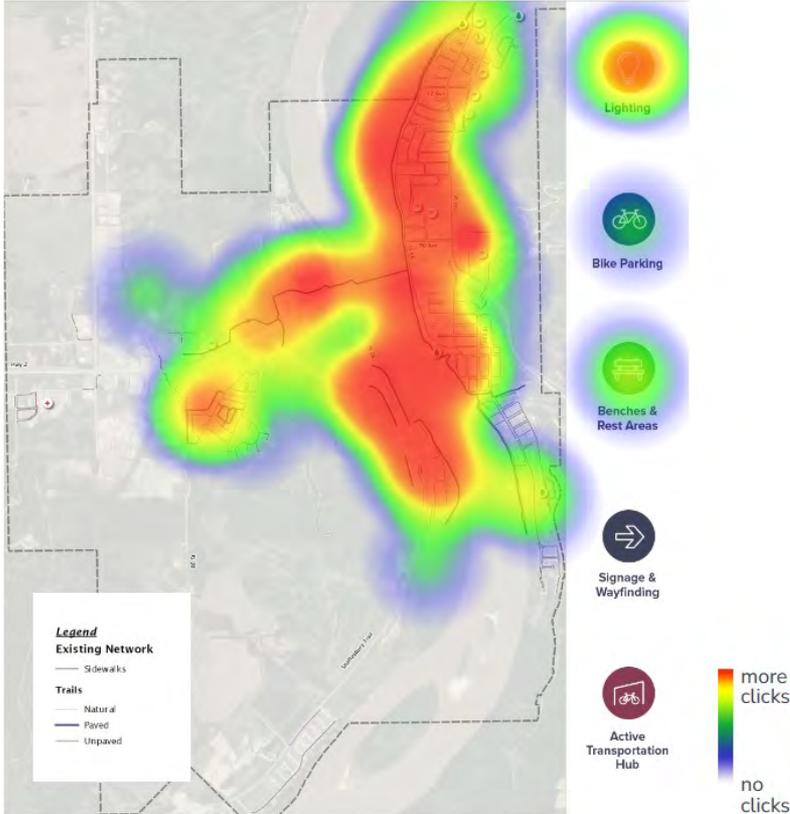
88%
Respondents **support or strongly support** new or improved dyke/path access

(287 respondents)



View Answer Option:

Lighting



Support for Lighting

86%

Respondents **support or strongly support** improved lighting

(285 respondents)

92

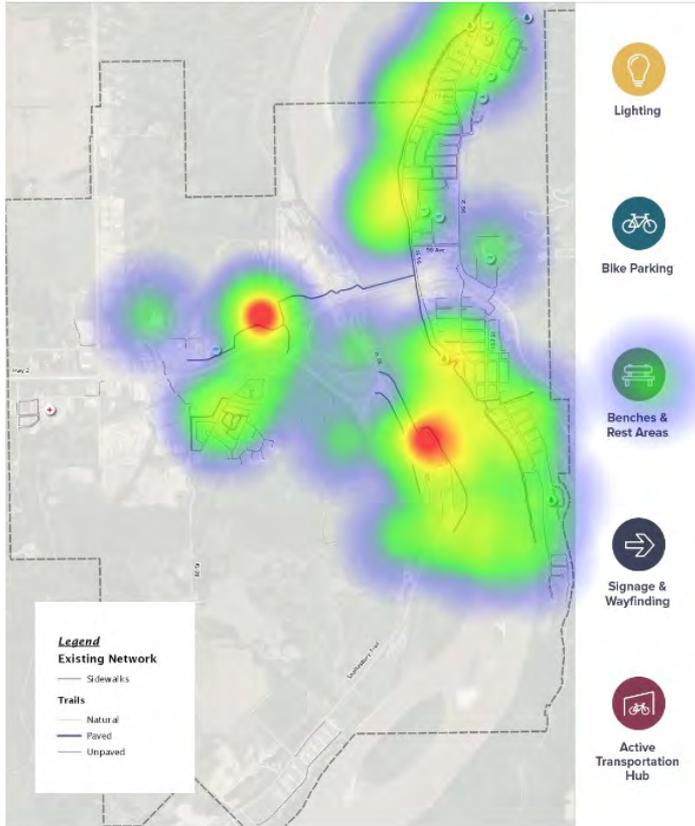
Suggested locations for lighting

Several comments include suggestion to improve lighting around the dyke



View Answer Option:

Benches & Rest Areas



Support for Benches & Rest Areas

80%

Respondents **support or strongly support** improved benches & rest areas

(285 respondents)

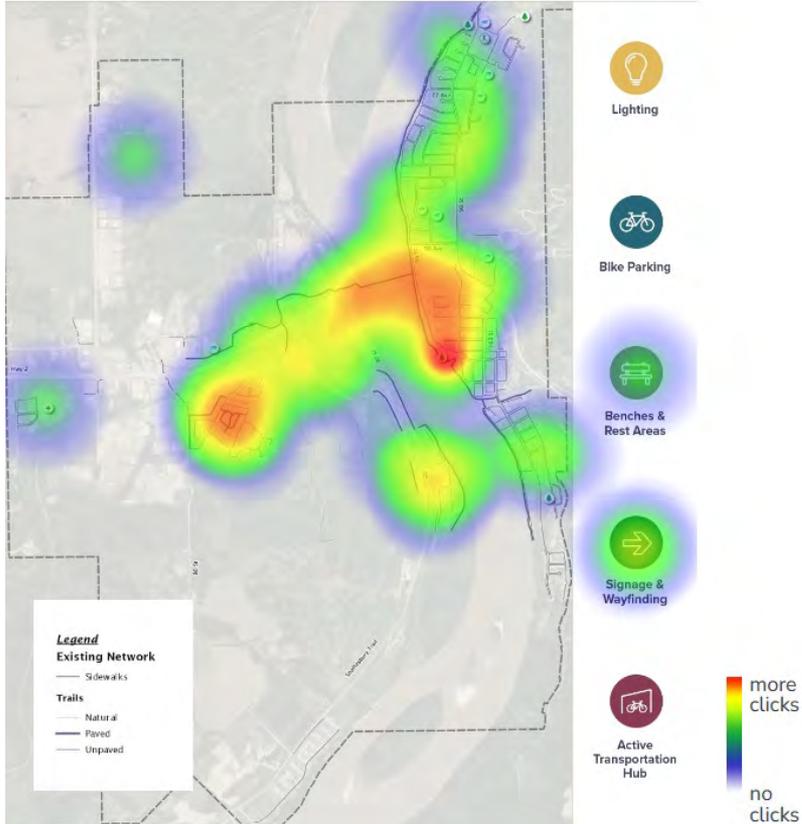
34

Suggested locations for benches & rest areas



View Answer Option:

■ Signage & Wayfinding ▾



Support for Signage & Wayfinding

75%

Respondents **support or strongly support** improved signage & wayfinding

(285 respondents)

40

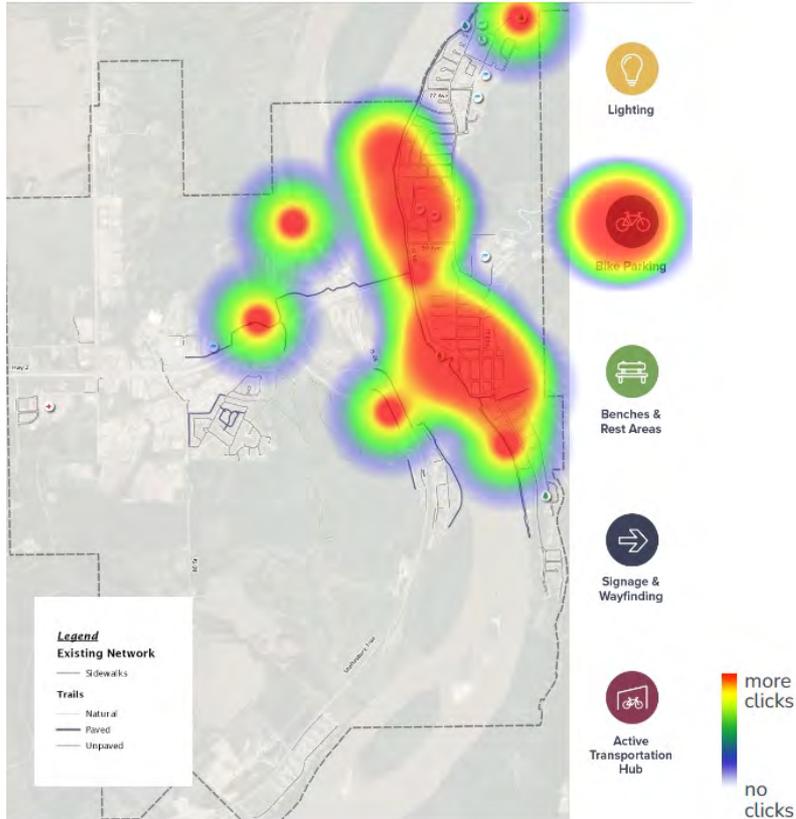
Suggested locations for signage & wayfinding

Several comments include suggestion for improved signage with bike lanes



View Answer Option:

Bike Parking



Support for Bike Parking

66%

Respondents **support or strongly support** improved bike parking

(285 respondents)

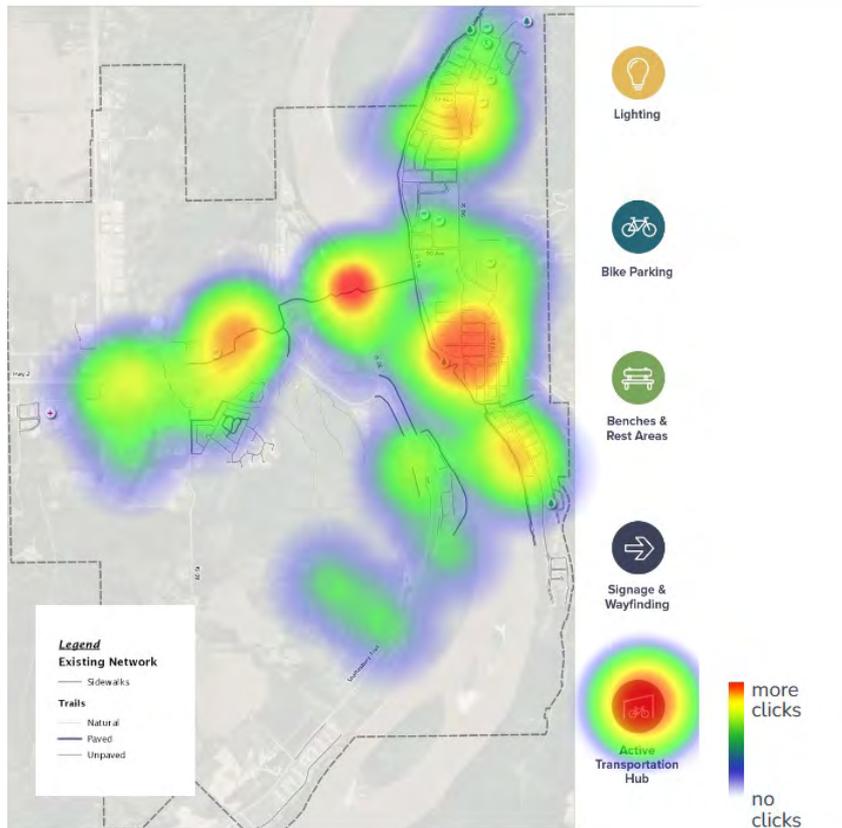
23

Suggested locations for bike parking



View Answer Option:

Active Transportation Hu ▾



Support for Active Transportation Hubs

65%

Respondents **support or strongly support** improved Active Transportation Hubs

(285 respondents)

45

Suggested locations for Active Transportation Hubs



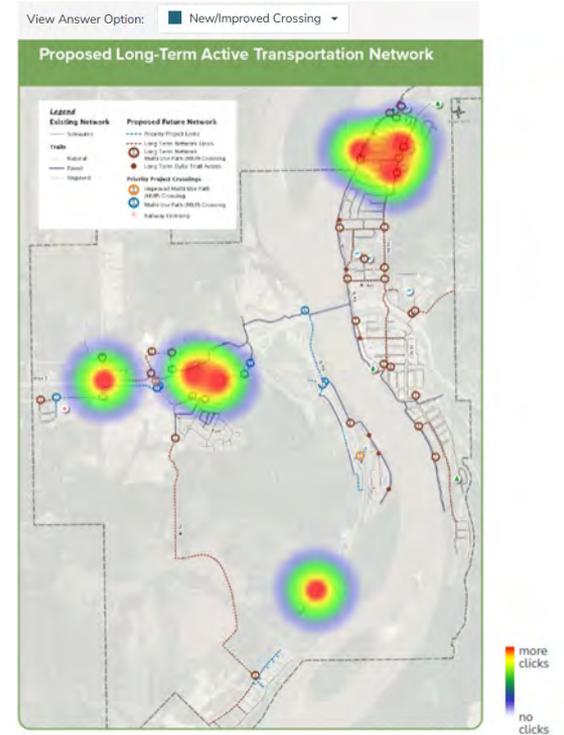
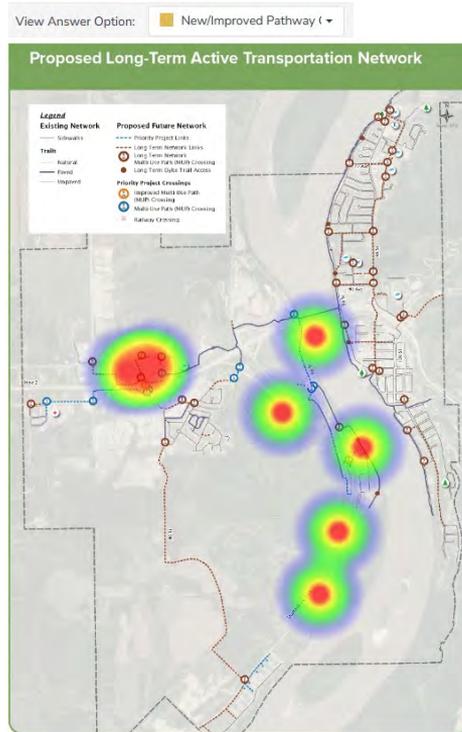


8 New/Improved Pathway Connections Identified



7 New/Improved Crossings Identified

When asked: Are there essential pathway connections and crossings missing from the proposed Active Transportation Network?



Comments when asked: Are there essential pathway connections and crossings missing from the proposed Active Transportation Network?



New/Improved Pathway Connection	There are a couple of mini-residential areas between upper west peace and Shaftesbury that appear to have not been considered in this plan.
New/Improved Pathway Connection	Parking lot not safe for pedestrians. Safer to drive across the parking lot which is not good for the environment or for physical health
New/Improved Pathway Connection	A connection from 78th St to 99th ave via the powerline corridor in between Dairy Queen and Thomas Homes. 
New/Improved Pathway Connection	A trail system from Misery Mountain (Upper West Peace) to both Saddleback and the West Hill Ball Diamonds that is similar to Grande Prairie's Muskoseepi Park trail system would be ideal. The trails would exist through the hills and would be wide with benches and possibly bear-proof garbage's. There would be plenty of access to roads and sidewalks. This trail system would have potential for future expansion to include access to Shaftesbury Estates and/or loop all the way around the hill that is Misery Mountain. This would promote biking + walking for those who live on the west side of the river and don't have as easy of access to the east-side's dyke path.
New/Improved Crossing	New pedestrian bridge over the highway to provide easy access from Saddleback to the West Hill Ball Diamonds. This crossing would also eliminate the problem of pedestrians consistently crossing the highway near Esso/Nova Inn. This issue seems to be a result of a lack of crossing that is further east than the 78th St. intersection. To simplify the design, perhaps an addition could be added to the side of the existing rail bridge that would isolate the pathway from the train tracks but take advantage of the existing bridge already in place.
New/Improved Crossing	There is no crosswalk sign on 82st right off 102ave for pedestrians crossing to use the paved walking path. There needs to be proper signage/lighting so drivers can distinguish where crossing is. I have seen many people speed past while I was walking because it is unknown that there is a crosswalk there.
New/Improved Crossing	A trail along the highway would be ideal
New/Improved Pathway Connection	It would be nice to have more pathways that are in some nature. Maybe behind the high school up in the schools or just outside lower west



Support for Priority Projects/Improvements

Hospital & Commercial Connections

Improved connectivity and safety between Saddleback, the hospital, and West Hill commercial areas.

-  New Pathway
-  New Pathway Crossings
-  Improved Railway Crossing

78%

Respondents **support or strongly support**
(258 respondents)

74% West Side Residents Support

77% East Side Resident Support

Upper/Lower West Peace Improvements

New connections between Lower West Peace, Upper West Peace, and paths toward the bridge.

-  New Pathway Connections
-  Improved Pathway Crossing

75%

Respondents **support or strongly support**
(257 respondents)

81% West Side Residents Support

69% East Side Resident Support

90 Street Bridge Connector

New connections from Upper and Lower West Peace, the Pines, to the Peace River bridge.

-  New Pathway Connections
-  New & Improved Pathway Crossings
-  New Railway Crossing

78%

Respondents **support or strongly support**
(259 respondents)

79% West Side Residents Support

74% East Side Resident Support

Shaftesbury Estates Pathways

Improved connections to Shaftesbury Trail.

-  Improved Pathway Connections

65%

Respondents **support or strongly support**
(259 respondents)

68% West Side Residents Support

58% East Side Resident Support



Proposed priority project ranking, when asked “What proposed priority projects/improvements are most important to you? (1 being the most important)

1 Town-wide Active Transportation Amenity Improvements

2 Hospital & Commercial Connections

3 Dyke Trail Access Updates

4 90 Street Bridge Connector

5 Upper/Lower West Peace Improvements

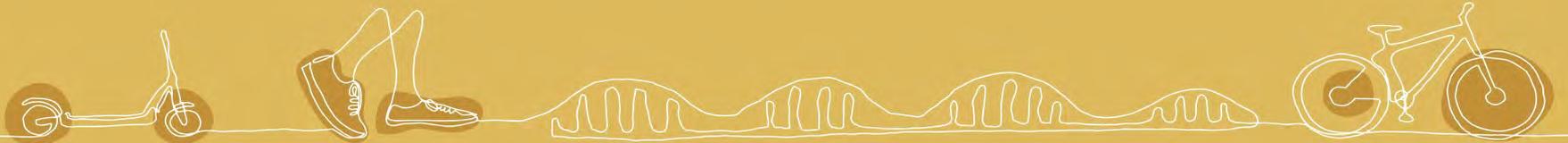
6 Shaftesbury Estates Pathways

7 Another Project Not Listed



Appendix A

Public Open House Project Boards

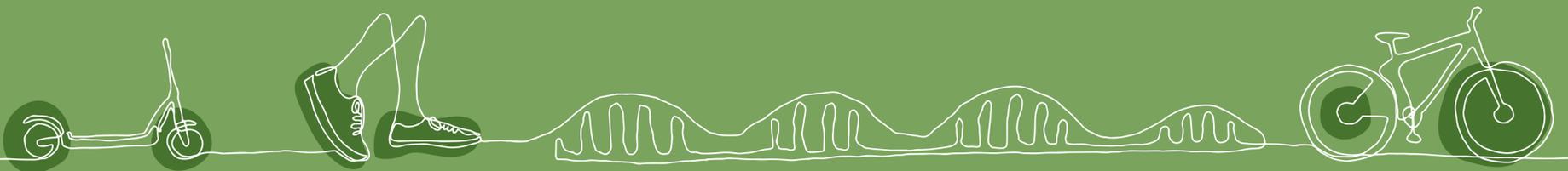




TOWN OF
PEACE RIVER
ALBERTA

ACTIVE TRANSPORTATION PLAN

Taking steps to build a physically
connected community.



What steps do you
want to take?

TAKE OUR SURVEY



Keep up with all the action
peacriver.ca

ACTIVE TRANSPORTATION PLAN

Active Transportation (AT) includes any form of human-powered or power-assisted transportation, and is often synonymous with cycling and walking. There are many other forms such as skateboarding, in-line skating, skiing, and skating.

Advancements in technology have introduced new forms of transportation, including pedal assist or fully electric bicycles, electric scooters and skateboards, and other mobility assistance devices, known as micro-mobility.

Project Schedule

We are here 

PHASE 1

Fall 2022 - Winter 2023

Baselining, Context
Review & Design Toolkit

PHASE 2

Spring 2023 - Winter 2024

Active Transportation Plan
Development

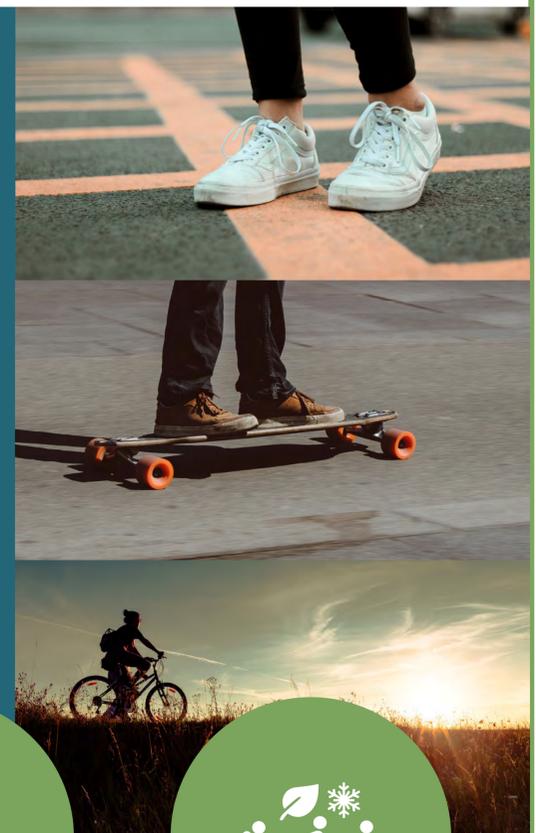
PHASE 3

Spring 2024

Final Plan and
Presentation

Goals of the Active Transportation Plan

The Peace River Active Transportation Plan will guide how to prioritize, build out, and improve Peace River's active transportation network over time. The goals reflect the desired outcomes of the Plan serving as check-ins to ensure that actions are on track with what the Plan is intended to accomplish.



Active Transportation infrastructure and supporting amenities are consistently well maintained.



The Active Transportation Network is available in all areas of town.



The community is well-informed about active transportation options and the benefits of travel opportunities.



The Active Transportation Network supports the local economy.



The Active Transportation Network is safe, equitable, and accessible throughout all seasons.



What We Heard During Phase 1 Engagement

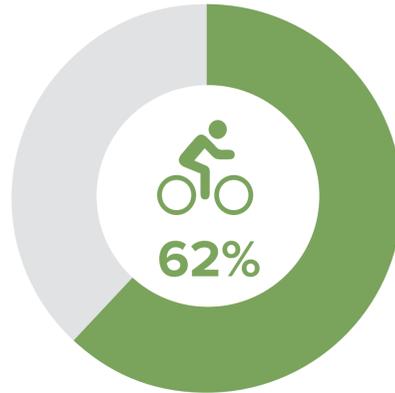
Public Survey #1

Active Transportation Purpose



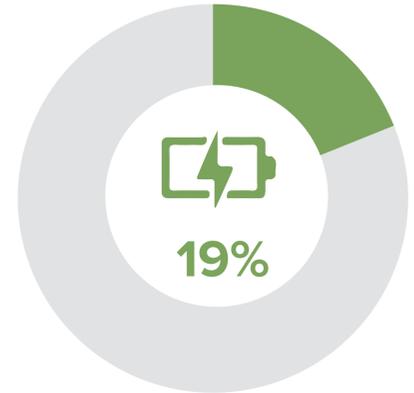
Recreation is primary purpose for walking / rolling

264 Survey Respondents



Recreation is primary purpose for biking

262 Survey Respondents



Use or plan to purchase an **e-bike, e-scooter, mobility scooter, etc.** within the next year

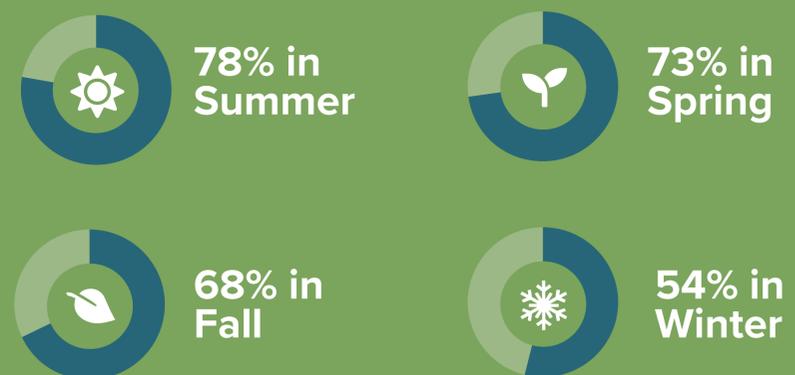
264 Survey Respondents

Active Transportation Considerations and Seasonal Behaviour

Top 3 considerations to getting around Peace River by active modes:

- 1 Safety
- 2 Fun / Recreation
- 3 All Ages & Abilities

Using active modes by the seasons one or more times per week:



(271 survey respondents)

Active Transportation Challenges and Solutions

Top 3 challenges or perceived barriers to getting around Peace River by active modes:

- 1 Lack of infrastructure
- 2 Sharing the road network with vehicles is uncomfortable or intimidating
- 3 Routes are too dark

Top 3 areas for potential active transportation improvements:

- 1 Maintain and/or improve existing sidewalks, bike lanes, and trails
- 2 Improve safety of crossings
- 3 Create more continuous Active Transportation routes that connect to major destinations



Key Actions of the Active Transportation Plan

Peace River's Draft Active Transportation Plan identifies existing, improved, and future active transportation facilities that are intended to be built, managed, and maintained over the next 20 to 25 years resulting in a more complete active transportation network throughout Town.

Close Active Transportation Network Gaps with continuous Shared Pathways between and within neighbourhoods, schools, commercial areas, and community destinations.

Increase the Safety and Comfort of Active Transportation Crossings including new and improved railway and highway crossings.

Improve the Active Transportation Experience with New or Improved Amenities, including lighting and visibility improvements, signage and wayfinding, benches and rest areas, secure bike parking facilities, and active transportation hubs.

Maintain and Upgrade Existing Active Transportation Infrastructure with considerations for safety, accessibility, winter conditions, and snow clearing.

Proposed Active Transportation Infrastructure Improvements

PATHS

For people of all ages and abilities travelling by a variety of active modes.



Source: Rhonda Krause – Adventure Alberta



Source: Halifax – Regional Multi-Use Pathways

ROAD CROSSINGS

Visible and distinctive crossings create awareness for drivers and establishes priority for active modes.



Source: Bunt & Associates - Tyler Thomson



Source: Bunt & Associates – Tyler Thomson

RAIL / HIGHWAY CROSSINGS

Accessible and functional path crossings at the railway/ highway closes gaps in the network. Must conform with CN design standards.



Source: dgl-ltd.com - Roachton Road Multi-Use Path



Source: Hotcore.info

DYKE / PATH ACCESS

Clear and accessible entry/ exit to trail and directional wayfinding signage.



Source: Natchez Trace Travel – Chisha Foka Multi-Use Trail, MS



Source: Iron Bull - Trillium Trail, WI



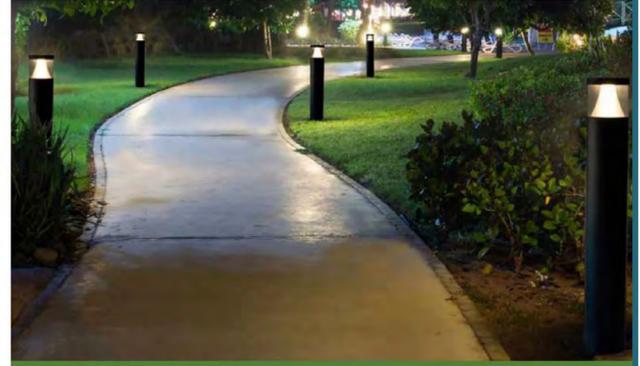
Proposed Active Transportation Amenity Improvements

LIGHTING

Appropriate lighting is important to ensure that the network is safe, accessible, and reliable throughout all seasons and times of day.



Source: Bunt & Associates – Tyler Thomson



Source: Active Services Group

BIKE PARKING

Short-term bicycle parking covered by the elements (where possible) provides convenient access to buildings and destinations throughout town.



Source: Town of Peace River



Source: BikeEdmonton

BENCHES & REST AREAS

Rest areas provide a place for people to stop during a long trip or enjoy a scenic view. They are located along a trail or at gathering areas such as parks, plazas, or trail junctions.



Source: Town of Peace River - Memorial Bench Sponsorship Program



Source: Australian Institute of Landscape Architects

SIGNAGE & WAYFINDING

Signage supports safe and enjoyable trips by providing clear and intuitive information to help people navigate unfamiliar environments and understand how to use the trails appropriately.



Information Kiosk

Source: Hi Signs – City of Edmonton, AB

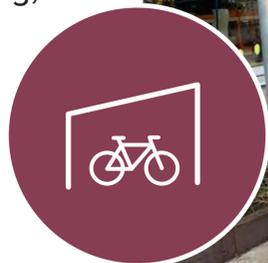


Directional Signage

Source: Hi Signs – City of Edmonton, AB

ACTIVE TRANSPORTATION HUB

A hub is a concentration of amenities that may include: shelter from the elements, seating, bathroom facilities, a bike repair station, a water station, etc. They are best located at junctions or at links to other forms of transportation.



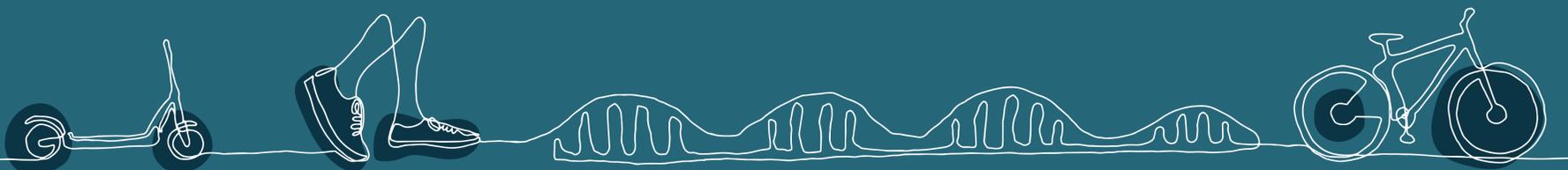
Cycling Repair Station

Source: Bunt & Associates



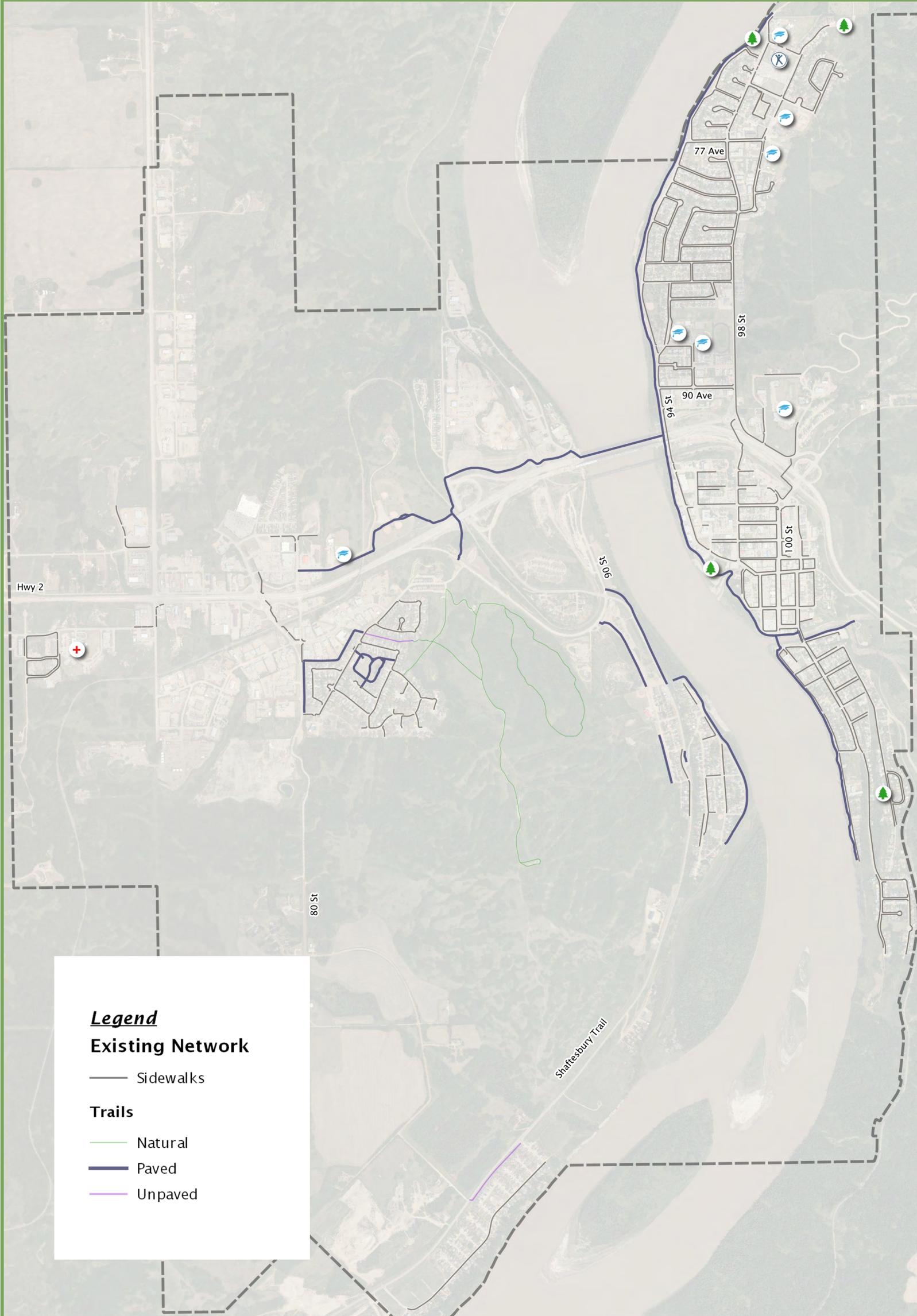
Transportation Hub

Source: Dero - TriMet Bike Shelter, Portland, OR



Where Do You Want to See Active Transportation Amenities?

Place a sticker in the location(s) where you would like to see supporting amenities.



Lighting



Bike Parking



Benches & Rest Areas



Signage & Wayfinding



Active Transportation Hub



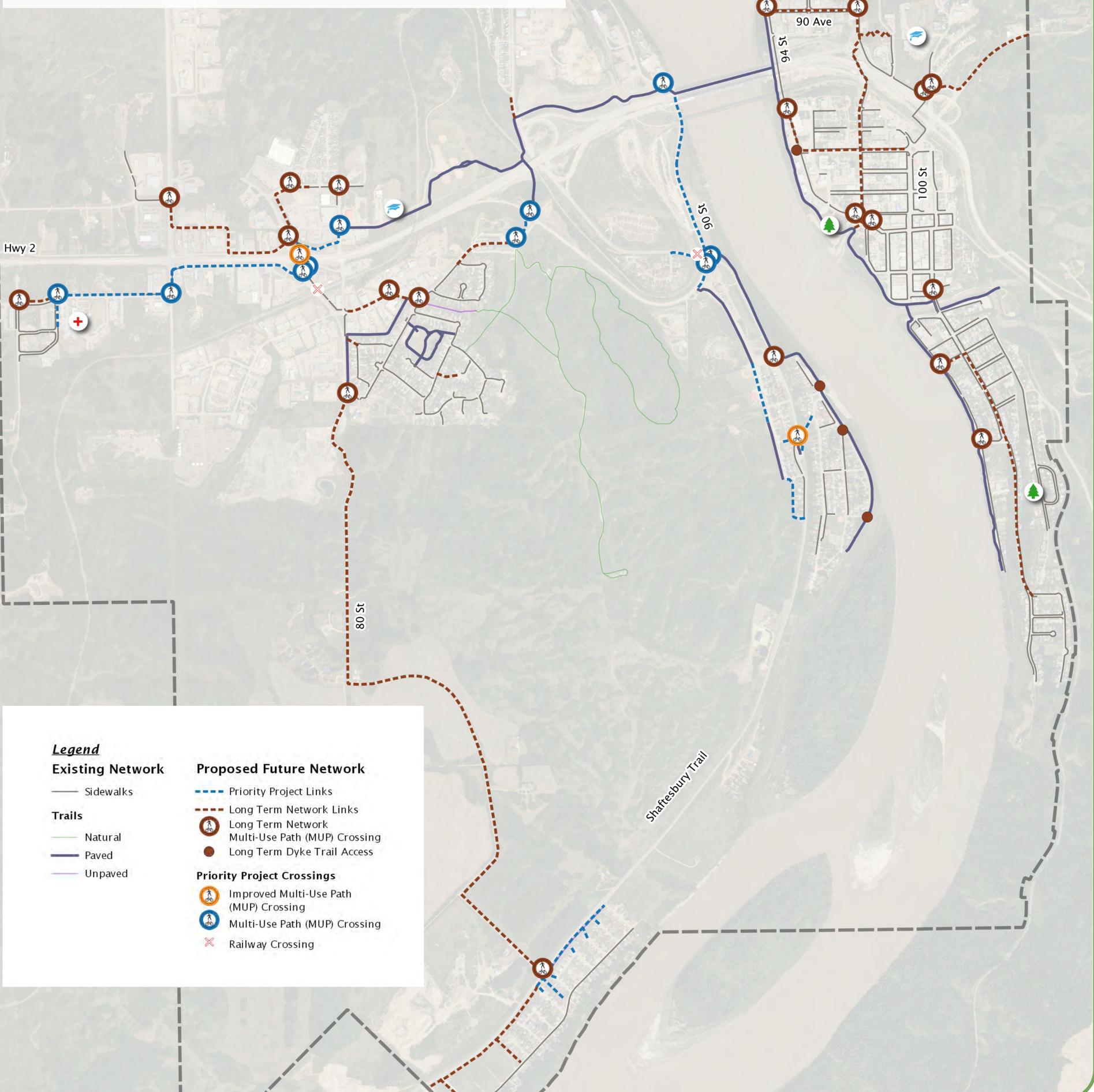
Proposed Long-Term Network Plan

Scale: NTS

The proposed long-term Active Transportation Network Plan identifies measures to support a cohesive, connected, and active Peace River community.

- New and improved sidewalk connections, dyke access, and shared pathways for people of All Ages and Abilities
- New and improved amenities such as lighting, bike parking, benches & rest areas, signage & wayfinding, and active transportation hubs
- Safer road, rail, and highway crossings

Some components of this plan are near-term implementation priority projects. Other components are long-term, given the availability of funding and their relative impact.



Legend

Existing Network

— Sidewalks

Trails

— Natural

— Paved

— Unpaved

Proposed Future Network

--- Priority Project Links

--- Long Term Network Links

○ Long Term Network

○ Multi-Use Path (MUP) Crossing

● Long Term Dyke Trail Access

Priority Project Crossings

○ Improved Multi-Use Path (MUP) Crossing

○ Multi-Use Path (MUP) Crossing

✕ Railway Crossing

Priority Projects

An implementation strategy is being developed in support of the Active Transportation Network, which prioritizes key connections between and within neighbourhoods on the West side of Town. These transportation infrastructure and improvement projects are considered priority projects. Each project involves several phases of improvements.

Order of Magnitude Cost Estimate



Hospital & Commercial Connections



Improved connectivity and safety between Saddleback, the hospital, and West Hill commercial areas.

-  New Pathway
-  New Pathway Crossings
-  Improved Railway Crossing

90 Street Bridge Connector



New connections from Upper and Lower West Peace, the Pines, to the Peace River bridge.

-  New Pathway Connections
-  New & Improved Pathway Crossings
-  New Railway Crossing

Shaftesbury Estates Pathways



Improved connections to Shaftesbury Trail.

-  Improved Pathway Connections

Dyke Trail Access Point Updates



New and improved accesses to the Dyke Trail.

-  New Access Design

Upper/Lower West Peace Improvements



New connections between Lower West Peace, Upper West Peace, and paths toward the bridge.

-  New Pathway Connections
-  Improved Pathway Crossing

Saddleback Path Connection Improvement



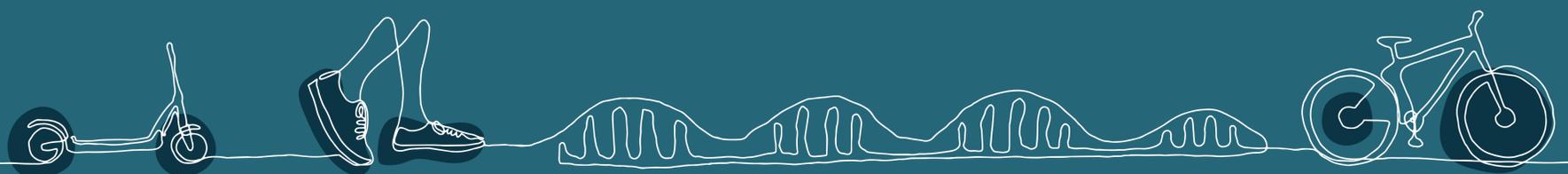
A planned improvement linking 82 Street and Old Highway 2. This project has been designed by the Town of Peace River for 2024 budget approval.

-  New Pathway Connection
-  New Road Crossings

Town-wide Active Transportation Amenity Improvements



-  Lighting
-  Bike Parking
-  Benches & Rest Areas
-  Signage & Wayfinding
-  Active Transportation Hub



Hospital & Commercial Connections



Improved connectivity and safety between Saddleback, the hospital, and commercial areas.

Current Challenges



View to North on 74 St



View to north at Rail Crossing on 78 St

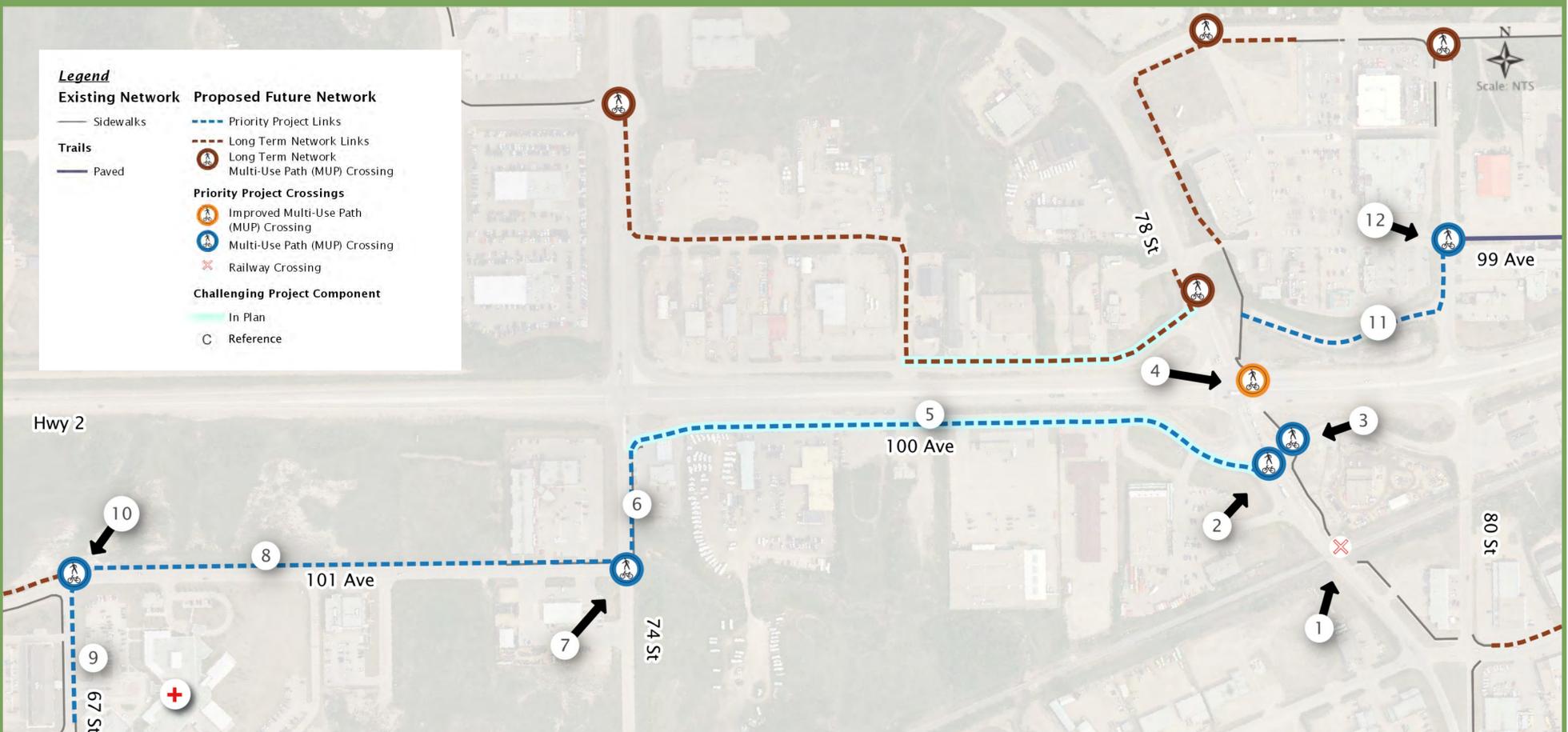


View to East on 101 Ave

- West Hill is an intimidating vehicle-oriented environment.
- No separation between vulnerable travelers i.e., (people using scooters) and vehicles on route to the hospital.
- No existing paths along the majority of 101 and 100 Avenues.
- Safety concern for people who regularly cross Highway 2 where there is no crossing.

Proposed Solutions

1. New Railway Crossing at 78 St
2. New Road Crossing at 100 Ave (East-West) on the South Leg
3. Improved Road Crossing at 100 Ave (North-South) on the East Leg
4. Improved Highway Crossing at Hwy 2 & 78 St
5. New Pathway Connection starting from 78 St towards the Hospital
6. Pathway Connection continued to Hospital on 74 St
7. New Road Crossing at 74 Ave (East-West) on the North Leg
8. Pathway Connection continued to Hospital from 72 St on 101 Ave
9. Pathway Connection continued to Hospital from 101 Ave on 67 St
10. New Crossing at 67 St (North-South) on the East Leg
11. New Pathway Connection from Northern Lakes College to Commercial Areas
12. Improved Road Crossing at 80 St (East-West)



What is your level of support for the Hospital & Commercial Connections?

FULLY SUPPORT

SUPPORT

NEUTRAL

OPPOSE

Upper / Lower West Peace Improvements



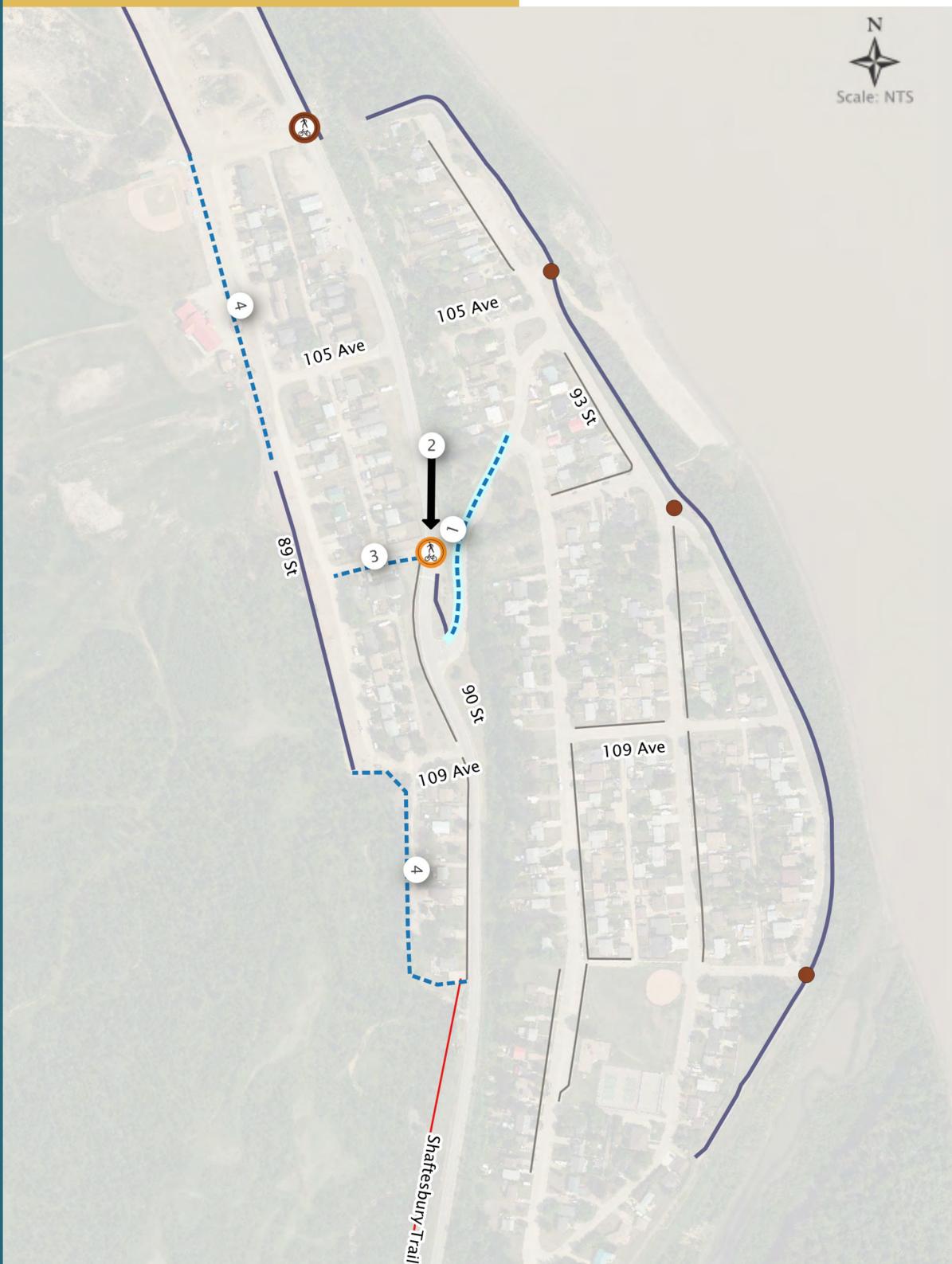
New path connections between Lower West Peace, Upper West Peace, and paths toward the bridge.

Current Challenges



View to North at 89 St

- Path between Shaftesbury Trail and cliff edge has sloughed, making it impossible to maintain a continuous path from Lower West Peace, north along the Shaftesbury Trail.
- The space between the Shaftesbury Trail and the cliff edge is too narrow to provide an adequate shared path.
- At its narrowest point, the entrance into Lower West Peace (Landing Street) is too narrow to fit two vehicle travel lanes and a path or sidewalk within the current road width of 7.75 metres. Steep slopes on either side would require extensive re-grading and slope supports to widen the travelled way.
- The north end of the west side of the Shaftesbury Trail is a drainage ditch, and the south end has significant changes in slope as well as private property near to the road edge, making it difficult to install a path along the west side of the Shaftesbury Trail.



Proposed Solutions

1. With Future Major Road or Slope Project - New Path Connection along Landing St (LWP entrance road)
2. Improved Highway Crossing at Hwy 864 and 107 Ave
3. New Path Connection along 107 Ave
4. Extend Path Connection along 89 St to meet existing path segments

Legend

Existing Network	Proposed Future Network
— Sidewalks	--- Priority Project Links
Trails	--- Long Term Network Links
— Paved	● Long Term Network Multi-Use Path (MUP) Crossing
	● Long Term Dyke Trail Access
	Priority Project Crossings
	● Improved Multi-Use Path (MUP) Crossing
	Challenging Project Component
	■ In Plan
	■ Not In Plan
	○ Reference

What is your level of support for the Upper / Lower West Peace Improvements?

FULLY SUPPORT

SUPPORT

NEUTRAL

OPPOSE

90 Street Bridge Connector



Improved connectivity and safety between Saddleback, the hospital, and commercial areas.

Current Challenges



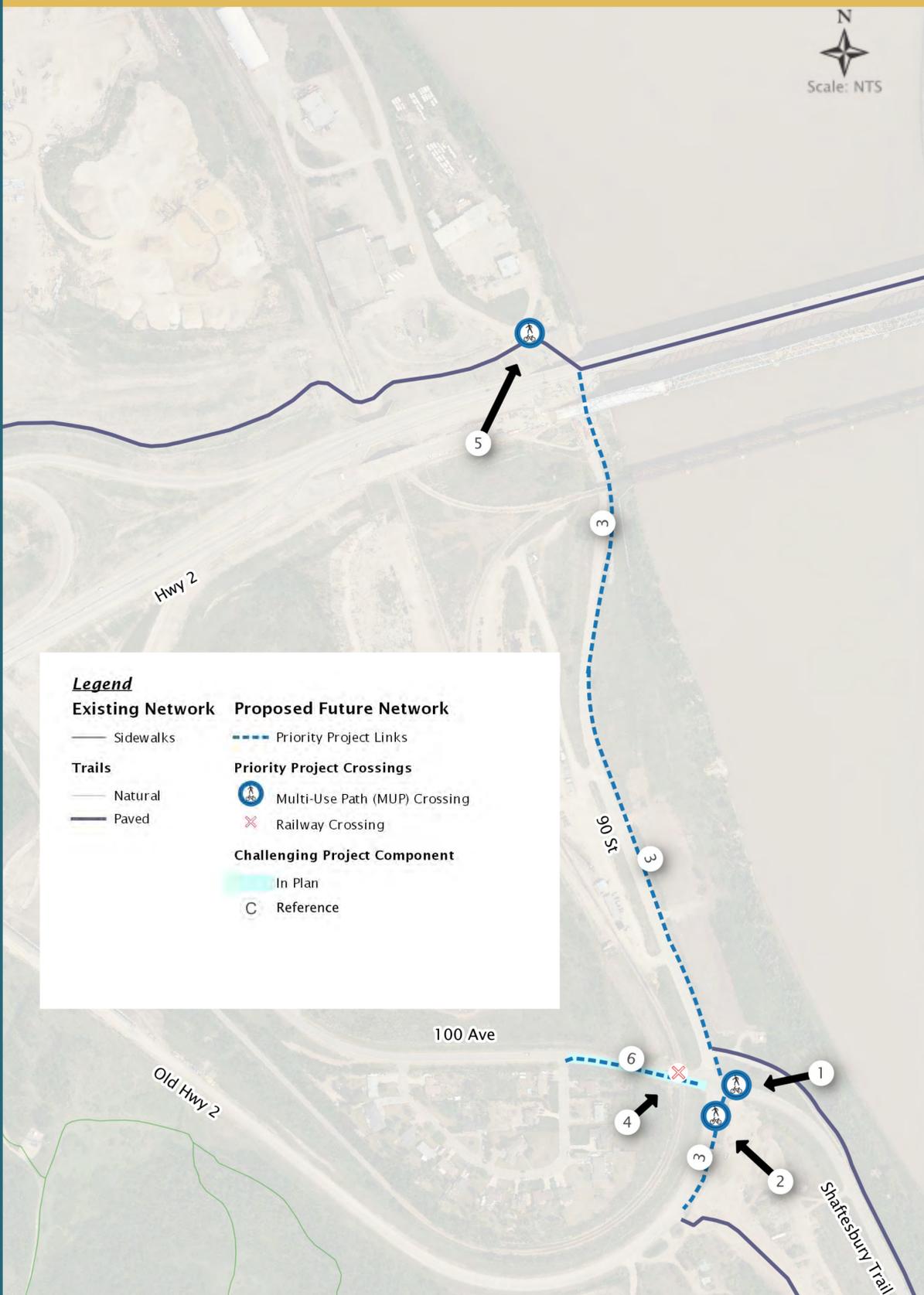
View to North at 90 St & Hwy 684



View to West at 90 St & Hwy 684



View to South at 90 St & Hwy 684



- CN Rail bridge is a pinch point with limited space for a separated path or sidewalk.
- No connection from the existing path to the pedestrian bridge.
- Intersection at Old Highway 2 and Shaftesbury Trail/Hwy 684 was not designed for active travelers and is complicated by the presence of the rail line.
- Vehicle speeds often exceed the limit (50 km/hr) coming down Old Highway 2.

Proposed Solutions

1. New Pathway Crossing (North-South)
2. New Pathway Crossing (East-West)
3. New Pathway Connection from Upper West Peace Bridge
4. New Railway Crossing to connect the Pines to the Bridge
5. New Pathway Crossing to connect the Pines to the Bridge
6. New Pathway Connection connect the Pines to the Bridge

What is your level of support for the 90 Street Bridge Connector?

FULLY SUPPORT

SUPPORT

NEUTRAL

OPPOSE

Shaftesbury Estates Pathways



Improved path connections to Shaftesbury Trail.

Current Challenges

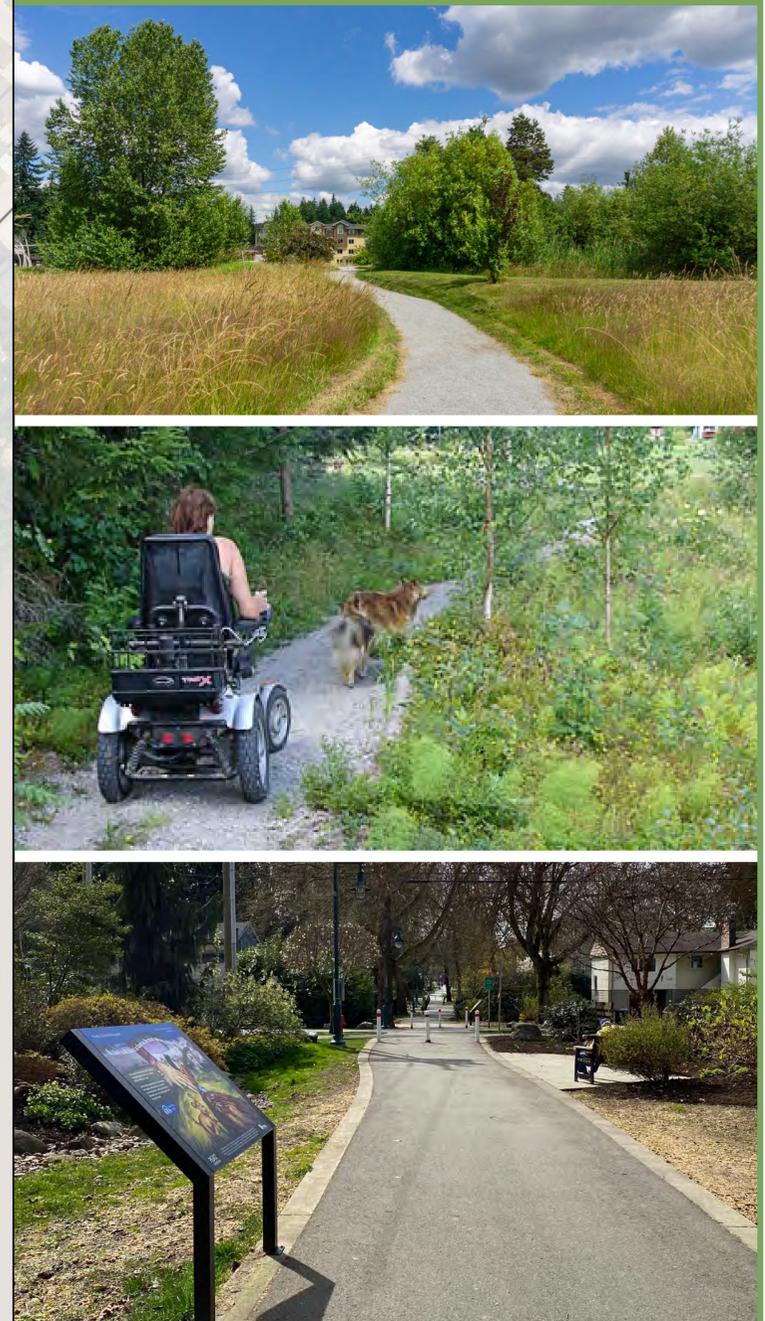
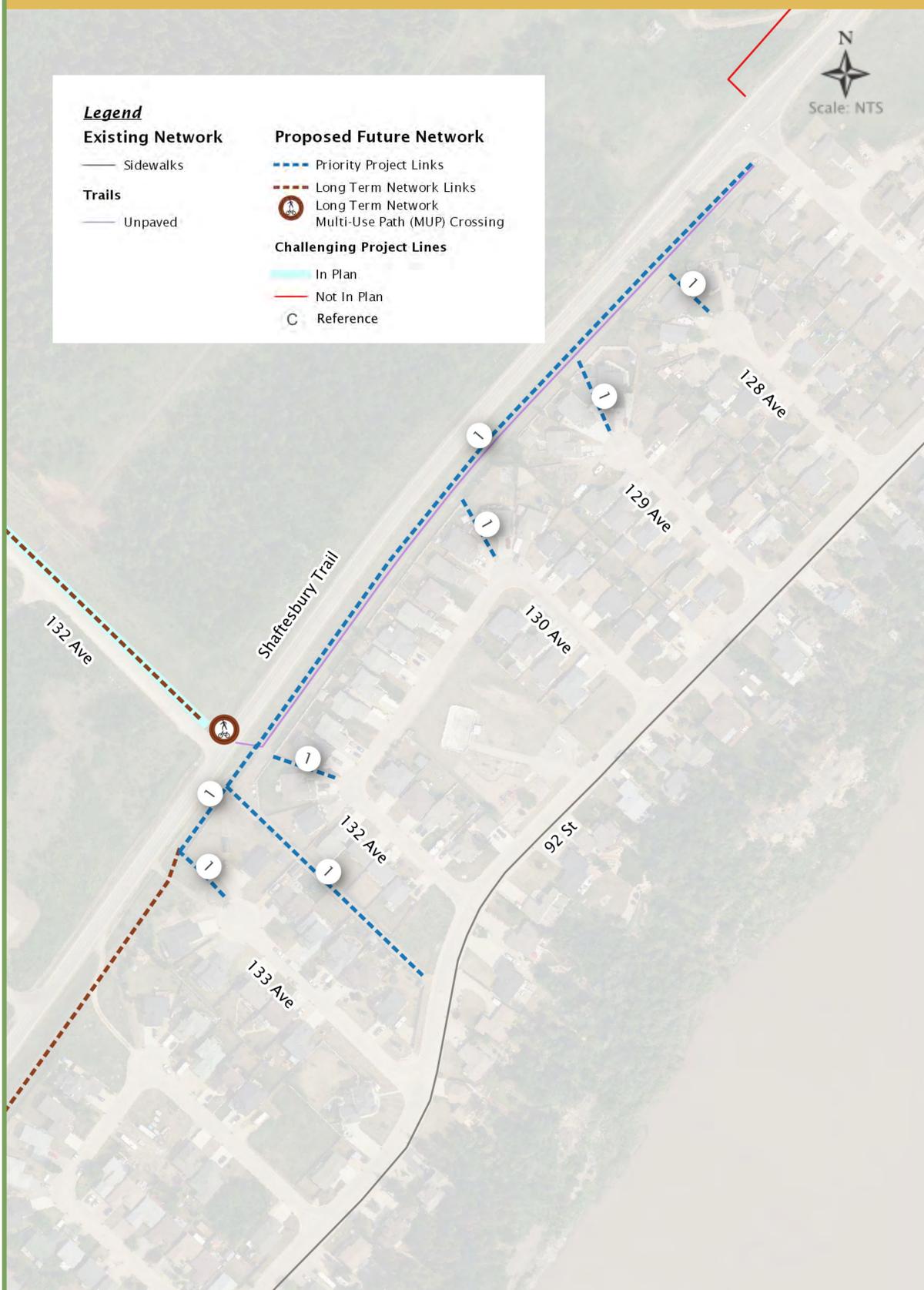


View to Southwest of Trail along Hwy 684

- Shaftesbury Estates is an “island” neighbourhood, over 2 km from Upper West Peace and 3.5 km from Saddleback. Connecting the neighbourhood to the rest of town with a separate active transportation facility requires long paths.
- Full development of Shaftesbury Estates is required for the Town to acquire the land needed to finish a connected path within the neighbourhood.
- All crossings out of the neighbourhood require crossing the highway.
- The existing unpaved trail is not well connected to the neighbourhood.

Proposed Solution

1. Improved Path Connections to Shaftesbury Trail via compact gravel pathways or asphalt pathways



What is your level of support for Shaftesbury Estate Pathways?

FULLY SUPPORT

SUPPORT

NEUTRAL

OPPOSE

Saddleback Path Connection Improvement



A planned improvement linking 99 Avenue and Old Highway 2. The engineered design for this project is complete and is being proposed in the 2024 Capital Budget.

Current Challenges



View to west on 99 Ave



View to east on 99 Ave



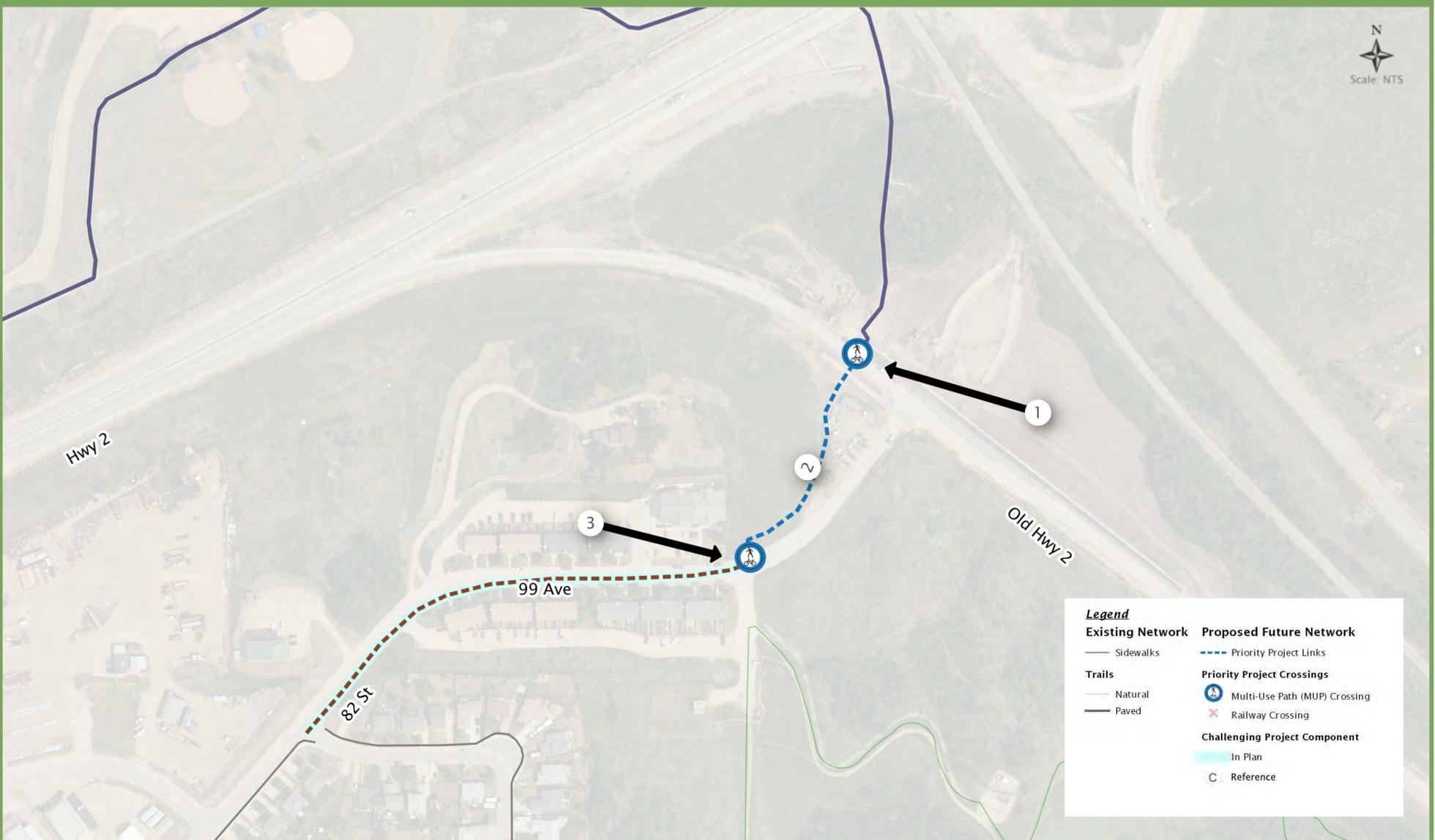
View to Northeast at Trail Access/
Old Hwy 2 off-ramp

- The sightlines on old Highway 2 are limited by the curve in the road
- The path must cross a significant drainage ditch

- The elevation change makes an accessible grade impossible to provide

Proposed Solutions

1. New Road Crossing (North-South)
2. New Pathway Connection from Saddleback to the existing trails and the bridge
3. New Road Crossing to connect from Saddleback to the existing trails and the bridge



This project is being proposed in the 2024 Capital Budget

Key Challenges

Some potential path connections present greater challenges to implement due to:



Spatial Constraints
along roads with insufficient width to accommodate active modes.



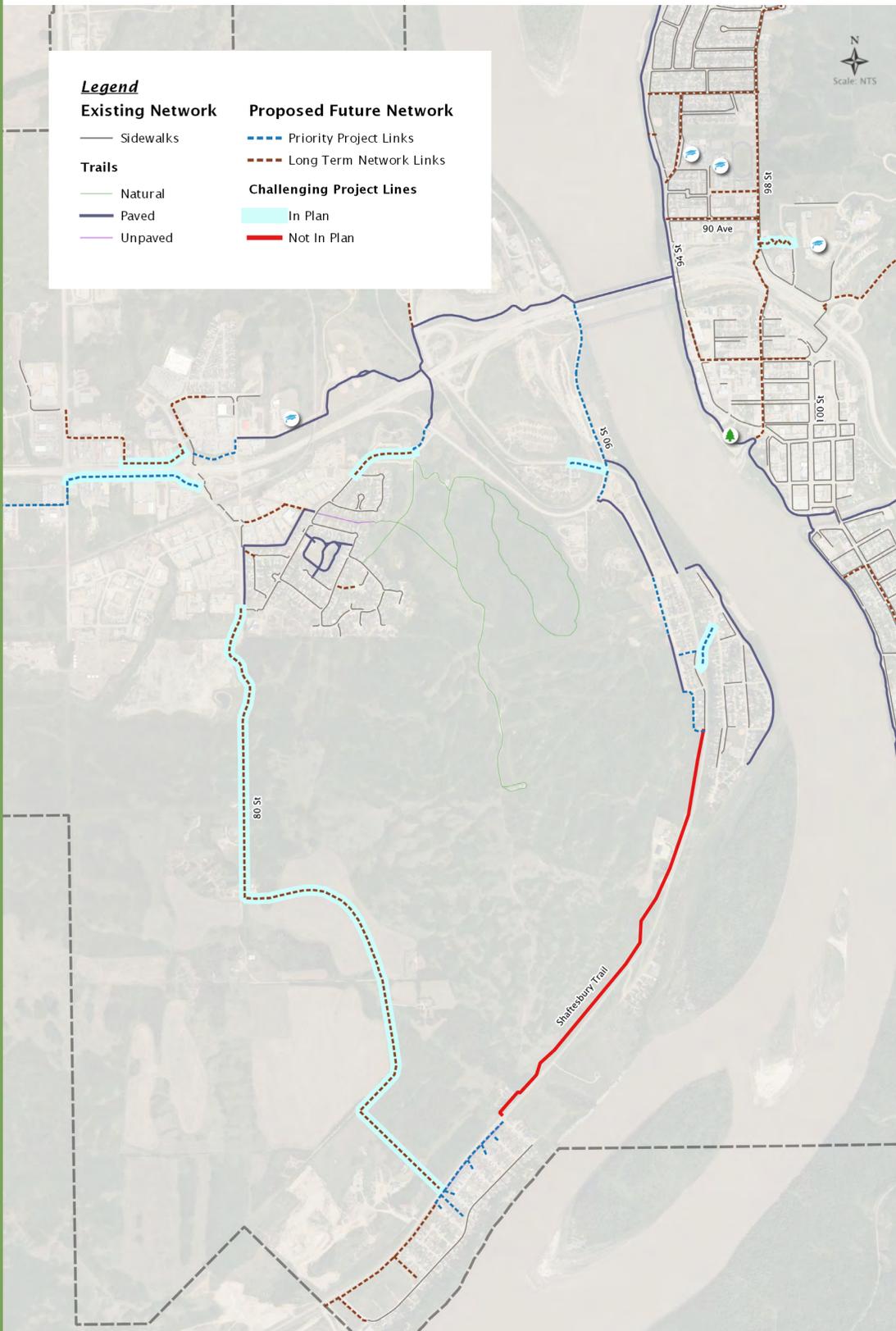
Challenging Grades
that would require significant re-grading and significant slope supports.



Long Distances
between the start and end point of a connection.



Limited Users
along connections that lead to and from areas with low populations.



Other Challenges

1. Jurisdictional Constraints

The Town must work with Alberta Transportation and CN Rail to make key connections.

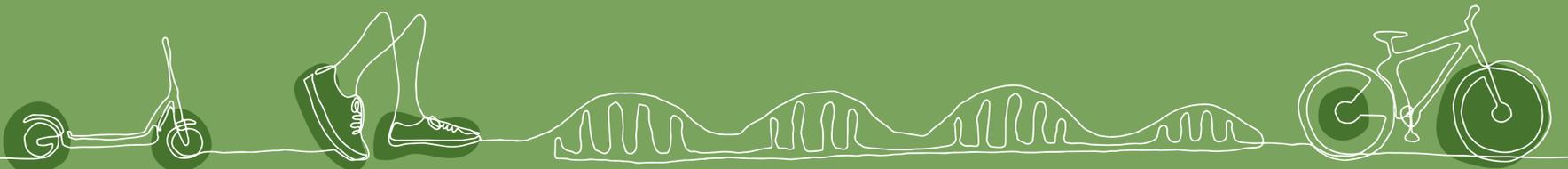
2. Ownership Constraints

Limits where public facilities can be located. The Town cannot build paths on private land.

Shaftesbury Trail Path Between Upper West Peace and Shaftesbury Estates

- Providing a trail on the west/hill-side along this section requires either:
 - a trail through private property, or
 - a trail aligned primarily in the ditch of the road.
- The town does not have access to all the land that is required to complete this connection. Almost half of this trail (~1 km of ~2.1 km) is through private property.
- Aligning the trail in the ditch is:
 - challenging in multiple locations, due to slopes and available space.
 - susceptible to water, washouts and gravel from the highway.
 - impacted by highway winter maintenance operations that push snow into the ditch. Removing hardpacked snow in a narrow trail alignment would be operationally impractical.
- Where the path is in the ditch next to the road, a guardrail is required. Installing a guard rail for the ~2.1 km significantly escalates the cost of this trail segment.
- A trail on the east/river-side of the Shaftesbury Trail is not possible due to sloughing in multiple locations. The infrastructure required to bridge these locations would be cost prohibitive.

The Town does not anticipate being able to make this connection given the existing constraints. This connection is not included in the plan.



Appendix B

Public Survey Report



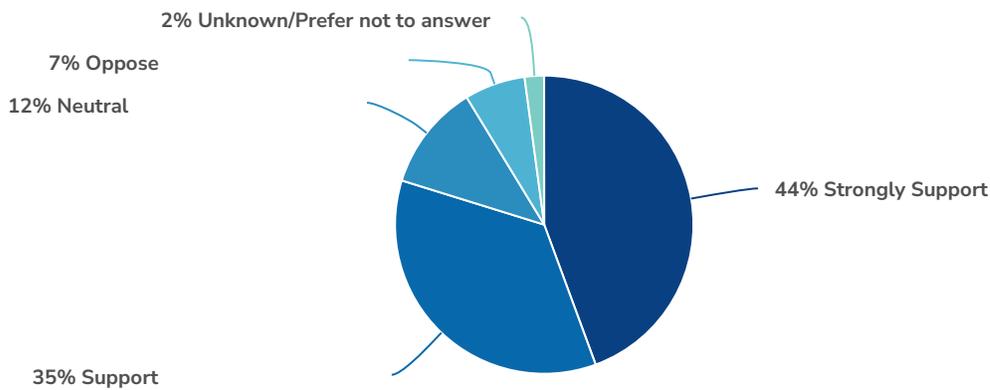
Report for Peace River Active Transportation Plan: Survey #2

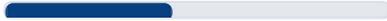
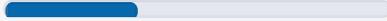
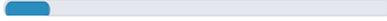
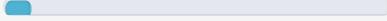
Response Counts



Totals: 445

1. What is your level of support with the goals for the Peace River Active Transportation Plan?



Value	Percent	Responses
Strongly Support	44.4% 	128
Support	35.4% 	102
Neutral	11.5% 	33
Oppose	6.6% 	19
Unknown/Prefer not to answer	2.1% 	6
		Totals: 288

2. What is your level of support with the goals for the Peace River Active Transportation Plan? - comments

ResponseID Response

As long as there is very little tax dollars to build it. Grants as available is the way to go. Also I have ben told this is a long term initiative.

I am in favor of increasing mobility within the town but am I NO way of this including the use of electric or assisted pedal transportation on walking trails.

Oppose due to the increased cost of maintenance over time and repairs forcing property taxes to increase

I love our beautiful valley and getting outside. I use the dyke to walk and e-bike. I would love more areas to explore.

let's repave that walking trail please

As a foreign worker who doesnt own car. Its really a bug help for us if there is public transport at peace river not only taxi. So atleast we can save some money for our foods. Thank you town of peace river for the initiative.

Not sure if this refers to advocacy support, supporting development of or encouraging the support of financial resources. So with all I strongly encourage.

I am a senior and none of these options for transportation apply to me!

As long as it comes with support for summer sports as well.

ResponseID Response

I am not sure if there is a comment section at the end so Ill throw this in now: I have been spending 2-3 weeks out of the month in Peace River working at the hospital for the last 2 years. It amazes me that to leave Lower West where I live there is no direct connection to the other neighborhoods so I am happy this is being done. This may be unrelated but it would be nice to have some stairs that allow people out to lower west peace so you don't have to walk on a road with cars coming both ways. I am sure it is being considered but if possible it would be nice to have the path on top of the Lower West dike extended to meet up with the path under the new bridge. I am full of other great ideas if you ever reach out my cell # is 780-502-3377. I have worked in several small towns doing locum work over the last few years and have paid attention to what works and what does not.

Not sure if we have the population to have a respected scooter community. Bike lanes would also be fine on wider roads however some roads are already narrow. And the town does a poor job of maintenance of clean streets now. Both in the summer and most diffinently in my neighborhood in the winter

I want to say I strongly support the goals but I also understand that having a wonderful Active Transportation Network comes at a cost which means to Town may have to redirect funds from other projects also important to keeping our town healthy, safe, and vibrant.

I think for the dyke this would be good but not on the roads. Consider weather

good

It would be great to have connections between the various walkways and corridors that exist on the different sides of the river!

My support would be stronger if the currently available amenities were consistently well maintained. Paved paths have frost heaves, roots growing through surfaces, insufficient trash bins, NO recycling/refundables bins, weeds and overhanging branches are not regularly trimmed. Crosswalks are not clearly marked and painted at the beginning of summer when more residents and tourists are using walking paths.

Such an important program to connect our beautiful town

Peace River should have some active mode of transportation

Public transportation is the biggest thing, the amount of money thrown away on taxis that could be used to fuel a town bus is ridiculous

I think it's important to build a safe and healthy community.

There's not even a sidewalk from saddleback to Canadian tire. My stroller with twins got stuck on the train tracks.

ResponseID Response

I think it is important to have a safe way to move through all areas of town, especially as costs are increasing and we are likely to see more people unable to bear the expenses of a vehicle.

It would be great for people that walk/bike around town.

There is far more other areas throughout the community that have been neglected over the years that require more attention than this.

Nervous about it increasing crime from the homeless who travel by stolen bicycles.

YAY GO ATP.

Let's pay off debt before over spending

Makes sense to connect the community with paths as there is no option for transport like buses for many individuals who can't afford a car.

Excellent plan and very important

Is this grant specifically for paths on the west side or open to other venues of spending and or elsewhere?

I would LOVE to see full access to all areas of town via paved path. It would be amazing to have a paved path out to Strong Creek. The highway is so narrow, and with so many corners, it is dangerous when running/biking out there.

Something this town surely needs is connection between its neighbourhoods. Similar to the thought behind the confederate railway, it's the unification and physical symbolism that bound people together

You should focus on the current deficiencies around the schools and bus routes FIRST

I think it would be beneficial to our town.

better access and infrastructure will help improve and beautify the town !

Everything to have people outside walk bicycles so there not on the social media what a Great for the mental health bread fresh air this town is so on the right track barb and town council Helen try to bring peace river where it should be they have my support 1000% as a business owner they don't only talk they act yes is not fast but people have no clue of the mess from before go town go we support you

Assuming that there is additional provincial and federal funding for this initiative, it's a wonderful idea. Florida for f***** shovel

Accessibility is super important. I think this should be a huge part of the initiative and am glad to see that it is.

ResponseID Response

Reduce spending on frivolous infrastructure like this. Focus on properly maintaining existing infrastructure like downtown sidewalks and streets.

Has a survey been done on how many people would actually use the trails?

It would be beneficial for everyone to be able to get around safely in the community. It would be good if the town keeps this clear of snow to make it accessible for all to use

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

Stop with the spending taxes on a bunch of shit we don't need when we're drowning with what is actually needed! Maybe invest in fixing a road in this town for once. I've been here since I was born. 29 years. Have never seen a road be replaced here. It's honestly embarrassing. It's like you're purposely looking for ways to waste money so you can increase taxes even further and drive even more people out of this town. At the rate you guys are going you're going to make Peace River nothing but a ghost town crime hole. Focus on the prisoner release problem, the homeless issues downtown, and things much more important. Please.

Activity to enjoy the valley should be a priority

If there was a safe walking path or stairs going up the hill in lower west this idea would be perfect

We need to spend our money on important things in order to keep this town running properly.

3. What is your level of support for considering the following new or improved infrastructure?

	Strongly Support	Support	Neutral	Oppose	Unknown/Prefer not to answer	Responses
Paths Count Row %	161 55.9%	89 30.9%	20 6.9%	17 5.9%	1 0.3%	288
Road Crossings Count Row %	133 46.5%	104 36.4%	32 11.2%	16 5.6%	1 0.3%	286
Rail / Highway Crossings Count Row %	121 42.5%	107 37.5%	41 14.4%	15 5.3%	1 0.4%	285
Dyke / Path Access Count Row %	163 56.8%	89 31.0%	19 6.6%	15 5.2%	1 0.3%	287
Totals Total Responses						288

4. What is your level of support for considering the following new or improved infrastructure? - comments

ResponseID Response

Safety is always an issue and proper designation is a must.

Wder pathways, where possible would be appreciated. As well -- reminders to users they are not only ones on pathway -- encourage courtesy.

Given the bias toward the use of electric vehicles on the trails, I can't support this program. Work on lower taxes instead.

We should make sure we maintain the paths we have

My mom currently lives on the west side and can't even reasonably walk to work without walking almost entirely on streets. As well, the dyke seems good but incomplete. I would love to see more sidewalks leading up the the dyke. This is noticed particularly in the winter where you can see foot paths leading through the snow as the sidewalks going up on to the dyke are spread out very far.

ResponseID Response

Fully support because this means that the town are concern with the people

The walk ways/dykes in North and South End plus the west Wnd dyke area are highly used areas, and the main connection for the areas.

Painting crosswalk lines regularly, high traffic crossing lit up

Once again I am a senior and none of these means of transportation, other than walking, apply to me or most other seniors. Also I live in the valley and although we have the dike to use, we are unable to do so because of the safety issue caused by the street people? I really don't think that increasing the access to the dike is going to encourage more people to utilize it because of the safety issue.

Just the costs is going to be a bit much to make changes. If the costs are low then support

Just had a park Built in my back yard with the promise to have it completed in one Summer and it's been almost 2 years since the project started So any new paths have a what five year plan to complete? Can the townnot utilize existing infrastructure buildings to support?

I think the walking path along the dyke needs to be repaved from the very north end of town all the way to the south end. It was initially paved in 2000 and is showing a lot of wear. It's not bad for walking, but the degradation is really noticeable if you try to skateboard, rollerblade, or push a stroller/wheelchair. The dyke provides residents and tourists with a free leisure/recreation "facility." It is a characteristic feature of our town and needs to be preserved and maintained.

I highly agree with the goals for the category of "paths". That is to say, I live on the West side of Peace River (Lower West Peace) and the amount of paths (sidewalks) that are missing makes it very hard to walk my dog everyday. For example, we don't have an active transportation path that goes out of Lower West Peace, we only have a road.

wildlife overpasses

good

If possible, all new sidewalks need to be wider to accommodate for mobility scooters and pedestrians. Crossing highways and railways can be a challenge so if there's a way to make it safer, I would recommend that it be included. The dyke is used by many people, cyclists, and people riding mobility scooters and as such, where it has heaved or disintegrated should be repaired because those areas are tripping hazards or ankle injuries just waiting to happen.

Funding and desire must be available to maintain existing services at a higher and more consistent level prior to expanding the network.

Great idea to utilize our town's layout.

ResponseID Response

I would love more paths around peace river

In some places pathways , road crossings are so dull ,sometimes its not even visible, make signs more bright and attractive

Please don't add more light pollution.

Currently from Shaftesbury estates there is no path access. All communities should have full access to the pathway system.

It has to be maintained, otherwise it's pointless. Painting should be done in spring, not fall when it'll just be covered by snow and get worn off by salt.

It is essential to provide this path as additional option and will encourage a healthy living and safety

Sounds great but will be difficult to maintain. I think we should focus efforts on maintenance of existing infrastructure.

As long as paths are maintained

It will be great for the town and people.

There needs better access to the dyke path especially on steep parts. But there needs to be a monitoring of it under the new bridge. We no longer feel safe to visit that area of town.

Road crossings are great - but may not be particularly useful because most of the time people cross wherever they want. Unless they are accompanied by light signals, I notice many drivers also don't usually stop for pedestrians waiting at a crosswalk.

Pay down debt before over spending

I fully support it if it gets done and is maintained after completion. Many of peace rivers paths were left to weather and fall apart and never were repaired. Ex. Ski hill path along the road

A trail system from Misery Mountain (Upper West Peace) to both Saddleback and the West Hill Ball Diamonds that is similar to Grande Prairie's Muskoseepi Park trail system would be ideal. The trails would exist through the hills and would be wide with benches and possibly bear-proof garbage's. There would be plenty of access to roads and sidewalks. This trail system would have potential for future expansion to include access to Shaftesbury Estates and/or loop all the way around the hill that is Misery Mountain. This would promote biking + walking for those who live on the west side of the river and don't have as easy of access to the east-side's dyke path.

ResponseID Response

Trails are relatively inexpensive to build and maintain and make a huge difference whether an individual chooses active transport or not. Road crossings are important to reduce the real and perceived risk of vehicle- pedestrian collisions.

Paved paths would help make the whole town accessible to all mobility types. It also sets us apart from other communities that don't have a paved trail system.

Improvement to the functionality of pathways in Peace River would greatly increase the desire of locals and visitors to use and explore the region to a greater extent.

You want to build new pathways and you can't upgrade the road to école des Quatre Vents so the bus loop for their new school can be used. Instead children are forced to walk through a construction zone twice a day because you won't pave the street there

I do think along the river tho should be fenced.

This would really improve our town

Better lighting on the streets at night, like the leds on the bridge

helps to move people and shows off the town to visitors

I support crosswalks but they should remain white stripes

□□□

Fiscally responsible planning to improve the trail system is important. It's nice to see additional funding coming into the town.

.

More needed downtown by Peace Valley Dental/River Front to BCMI

Don't increase spending on new infrastructure. You claim you can't afford to maintain existing infrastructure without annual tax increases. Townspeople cannot afford to continue to support your mismanagement of the infrastructure inventory.

There are more important priorities than trails. This sounds like the bicycle lane fiasco in Edmonton that people rarely use.

Definitely needs updating for accessibility and safety purposes. Lighting along the dyke and walkways would increase safety for pedestrians and cyclists

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

Let's get the whole town connected and accessible to everyone

ResponseID Response

A staircase from Shaftsberry down to Lower West Peace. Town needs to improve the accessibility for wheelchairs - there are many walk ways with steps instead of ramps.

Refer to previous comment. Just stop.

As long as my taxes don't go up again

Walking paths around town make for a more enjoyable community. It is very difficult to cross the highway on the west hill and to walk in that area. Safe pathways would be a big improvement

5. What is your level of support for improving the active transportation experience with the following amenities?

	Strongly Support	Support	Neutral	Oppose	Unknown/prefer not to answer	Responses
Lighting						
Count	181	65	21	18	0	285
Row %	63.5%	22.8%	7.4%	6.3%	0.0%	
Bike Parking						
Count	101	86	75	21	2	285
Row %	35.4%	30.2%	26.3%	7.4%	0.7%	
Benches & Rest Areas						
Count	130	98	31	25	1	285
Row %	45.6%	34.4%	10.9%	8.8%	0.4%	
Signage & Wayfinding						
Count	105	110	50	20	2	287
Row %	36.6%	38.3%	17.4%	7.0%	0.7%	
Active Transportation Hub						
Count	94	91	53	44	4	286
Row %	32.9%	31.8%	18.5%	15.4%	1.4%	
Totals						
Total Responses						287

6. What is your level of support for improving the active transportation experience with the following amenities? - comments

ResponseID Response

I don't support hostile architecture. I support benches that all people can use including the homeless

Any sort of shelter will likely be destroyed by our towns homeless population. It will not get used if the homeless use it to shelter from the elements

Considering the increase in crime lately this is a very good idea. I oppose to hubs because it will soon be used as shelters for the homeless. There's already a problem with that. I'm not discriminating against the homeless but the streets are not their home. Peace River should focus on shelters to keep these people off the streets.

More benches and rest areas will lead to more homeless problems like with the areas downtown

Consideration should be used to choose lighting that does not contribute to light pollution.

Currently the benches and garbages are almost useless as they are spread out very far. Particularly for dog bags, a majority of the time is spent walking long distances holding poop bags, sometimes forcing you to turn around or walk further just to get to a garbage.

With the high level of bike theft in town this seems a bad idea to me. If bike theft can be reduced this would be nice for cyclists that commute for the 5 months of the year commuting by bike is a thing.

Along the dyke on the north side there are minimal rest spots and only 2 garbage cans.

Peace River is so spread out and supporting the Downtown Core and West Hill area for economic gains, would be ideal.

Bench and rest areas to have access to the views. Some spots are over grown

I would like to hear where the proposed location(s) would be first

As I said I support as long as the costs are not ridiculously high

Would support if the achieving goals are completed before moving onto other areas

I cant imagine how this would look. Like we don't even have a reliable cab service in town. Don't you have to have a transportation system in order to call it a "hub"?

ResponseID Response

I enjoy riding my bike in the summer and have never found it difficult to find a parking space. I only ride on the east side of town though. The West Hill makes it difficult for Peace River to be truly bike-friendly.

I highly agree with the lighting and rest areas. This is because, first of all, the lighting provides better vision for those who want to go on later walks/biking trips. This could also prevent accidents from happening, such as falling down stairs or slipping on ice. Second of all, more/frequent resting areas can encourage people who have trouble walking/biking long distances, whether from health issues or not, to take the time to get the exercise they need. More/frequent resting areas can, therefore, increase morale and the overall amount of people who find exercising less of a task and more of a fun activity.

good

There is so much of the dyke and some streets that lack adequate lighting that it is a safety concern, especially when the daylight hours are short. Again, proper lighting can show where the dyke is in disrepair. Being able to park my bike would be nice but not necessarily needed at this time, I'm usually riding it around. I support benches and rest areas because the benches are being used and it might encourage more people to walk if they could rest along the way. It would be nice to know how far it is to the other side of town from the main facilities, like how far is it from the Baytex to the bridge pedway.

If the bike parking is in a vicinity that can be supervised I would be inclined to provide greater support as theft and vandalism - specifically around bikes - is a known concern in our community. I have the same concern around a "transportation hub" which will be vulnerable to theft and vandalism if it is not under 24 hour active surveillance.

Again, funding and desire must be available to maintain existing services at a higher and more consistent level prior to adding amenities that will require continual maintenance.

Adding infrastructure is important for creating a great experience for the user.

Much needed good lightning, specially in winter season, places like behind the mall is so dull, More creative landscape needs to be done around places where people take times to sit and relax.

Free things means people abuse them and don't take care of them.

Hub sounds good but it won't work - it'll just become another shelter for the inmates. Benches, while helpful, won't work if people can take them over and sleep on them.

Definitely not needed. We have more urgent priorities

I think if we could have it all that would be amazing, but lighting and bike parking are my preferred focus.

The signs and what's ahead sign will be good for people to know where they are heading to.

ResponseID Response

There are other areas that should be looked after first

there should be a bus system in this town. There is enough demand for it. it would help kids/elderly/disabled get around town, as well as people who just cant afford a vehicle. there should be monthly and yearly passes available and day ride fee should not exceed \$4

the ATHub may not be the best idea with the level of homelessness. I think it would promote the homeless to use these hubs as shelter. they also may not be necessary if there is bike parking and benches.

.. Pay off debt first

I support signage and lighting but worry that the transport hub may entice transient people to find safety from the elements. How can we ensure the hub is safe for everyone?

Lighting and rest areas are a necessity that the Peace Region is missing out on as of right now.

Nobody really uses the bike parking that the town has already

I think improved lighting makes people feel safer although I am unclear it actually makes a statistical difference in actual crime. Bike parking is important but can also use a sign post / serious cyclers would never leave their bikes unattended with rates of bike theft. I find the benches and signs pretty good already

Until the homeless population is under control, it makes no sense to build out this type of infrastructure.

Benches are often vandalized so don't waste the money. Signs are a great idea.

Lower west peace has no way of getting anywhere

Creating an interactive trail system would greatly increase the user experience. So much so that a small town like Peace River, could be considered a desired destination to visit and explore

Focus on the current deficiencies in your school zones before you go blowing more money on pathways and bike racks. The children are not currently safe in their own school zones. A construction fence fell on a child because you refuse to allow their buses to use the bus loop at their new school

markers on the dike that show distance and km markers would be great..from the central point like using the Park

Benches that are of anti-homeless design would be a good idea.

ResponseID Response

□□□

Is it needed?

And garbage cans

The more light, the safer the space, encouraging bike use is great, again, encouraging more activity.

So helpful!

People who want to be active, can do so without Town government intervention. This is not the biggest priority for this town to address. You can't afford this. Reduce taxes and utility franchise fees instead!

We have a transportation problem. People cannot get to Peace River or leave Peace River unless they drive. We need to focus on that type of accessibility.

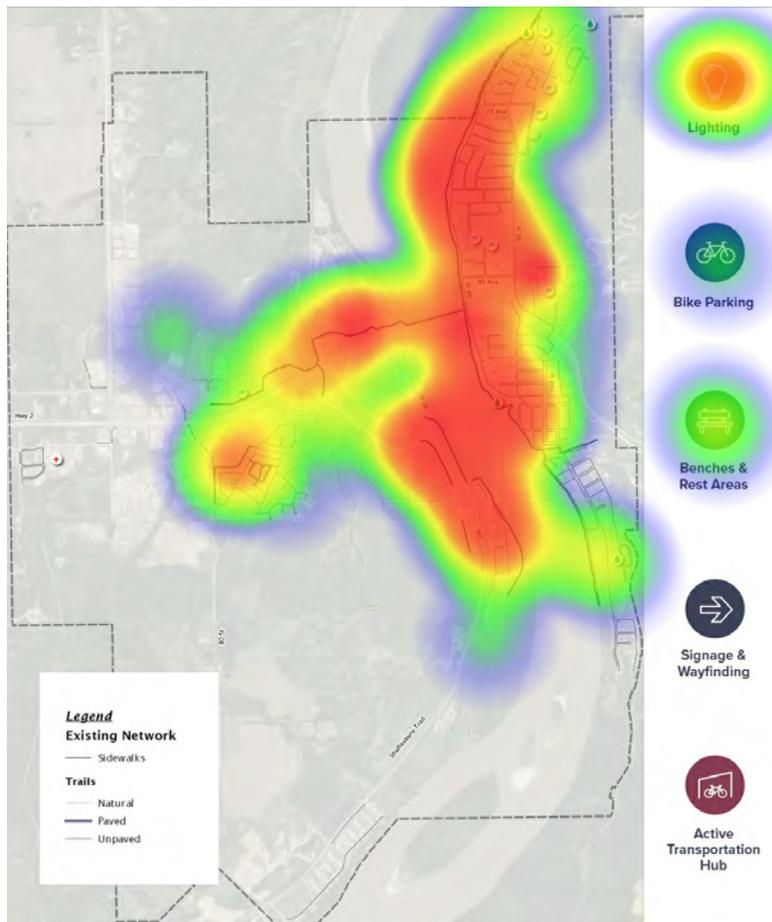
As the town grows it definitely needs updating

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

Seriously?

No AI cameras

7. Where do you want to see new or improved active transportation amenities in Peace River? Click the location on the map where you would like to suggest an amenity be added. Use the comments box to indicate the specific location if known and details as appropriate.



Value	Count	Comment
Lighting	92	98

ID	Option	Comment
46		
51		
52		Additional lighting along the west hill walkway would be great. It can get dark there during the fall/spring in the mornings and evenings. Considering the amount of wildlife that can be in that area being able to see your surroundings would make for a safer walk.
61		
61		

ID Option Comment

61		
78		Lights in this area would be awesome. There are some, but it is very dark. 114 ave 103 street Riverview area
91		
99		
99		
102		
106		
124		The entire north end dyke needs more garbage cans and more paved access to the dyke from river road. As of now there are only 3 access point north of the bridge which makes it very inaccessible for strollers, wheelchairs and winter access for everyone
142		
142		
148		
149		Need lights and trees (and a watering station)at the Dog Park
156		
156		
156		

ID Option Comment

156		
156		
156		
156		
156		
157		
160		Lights along the dyke for evening use
170		
170		
170		
170		
173		We need better lighting on the dyke behind Stonehedge condominiums.
173		We need better lighting on the dyke behind the Sisson property
175		
175		

ID Option Comment

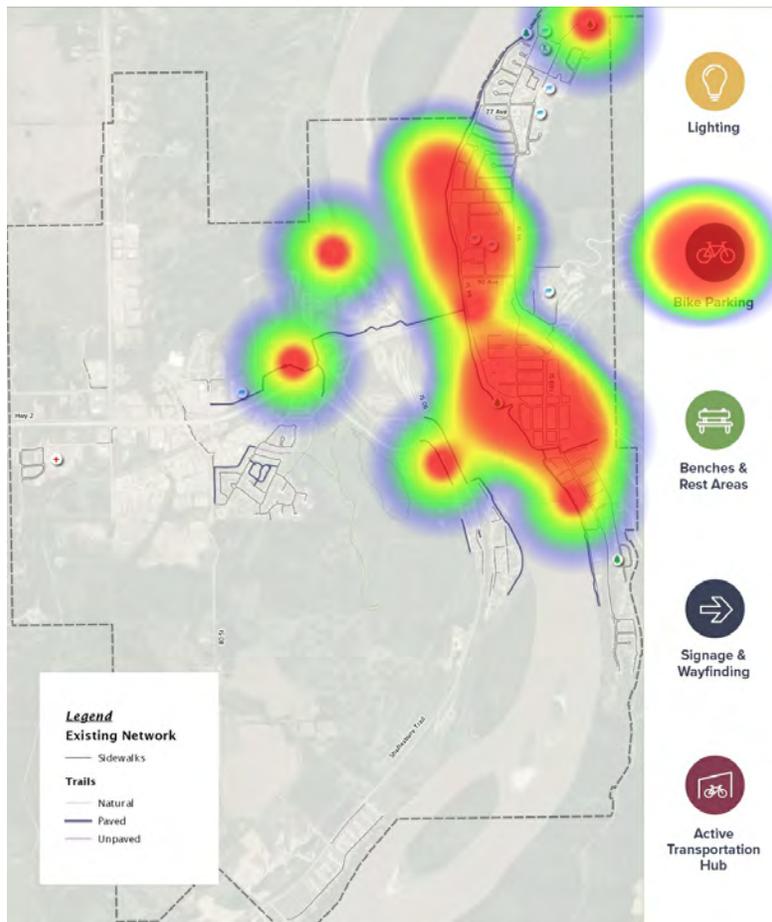
185		
188		Currently very dark in upper west peace
204		
204		
204		
204		
204		
204		
204		
208		All along the dyke
212		
217		
217		
233		
233		

ID	Option	Comment
235		Add a path along Shaftesbury so I can ride my bike or walk to town
243		
243		
243		
243		
250		
251		
251		
251		
256		Lighting along dyke
266		Solar powered lighting
291		Lighting would help here
291		Pitch black in winter.
292		this road is incredibly dark, there should be even two lamps, but preferably more. especially with the amount of animals troling about over there. the road that goes up behind upper west peace.
292		better lighting along this street as it is very dark, it can be unsafe for kids during the winter

ID Option Comment

295		
297		
297		
297		
300		
311		
322		
322		
322		
326		On the walking trail through Saddleback. Especially since it has been getting darker earlier in the day. I often feel nervous or unsafe walking the path by myself because it is so dark. Benches and rest areas throughout this trail would be a great benefit as well.
327		
340		
341		
366		Better street lighting
368		

ID	Option	Comment
389		Many parts of the north end neighborhood are dark, I don't always feel safe at night without light
401		
421		
424		Walking path from bridge to lower west
425		The lighting is very sparse in lower west peace. Very dark in areas.
430		
430		
432		Lighting on dyke/path you can walk along
446		
453		
462		Lower west peace
468		More lighting in lower west peace around the boat launch for safer walking when the boat launch is used often



Value	Count	Comment
Bike Parking	23	98

ID	Option	Comment
9		
61		
99		
124		
139		Near the mall and in various areas along Main Street as well as local parks
204		

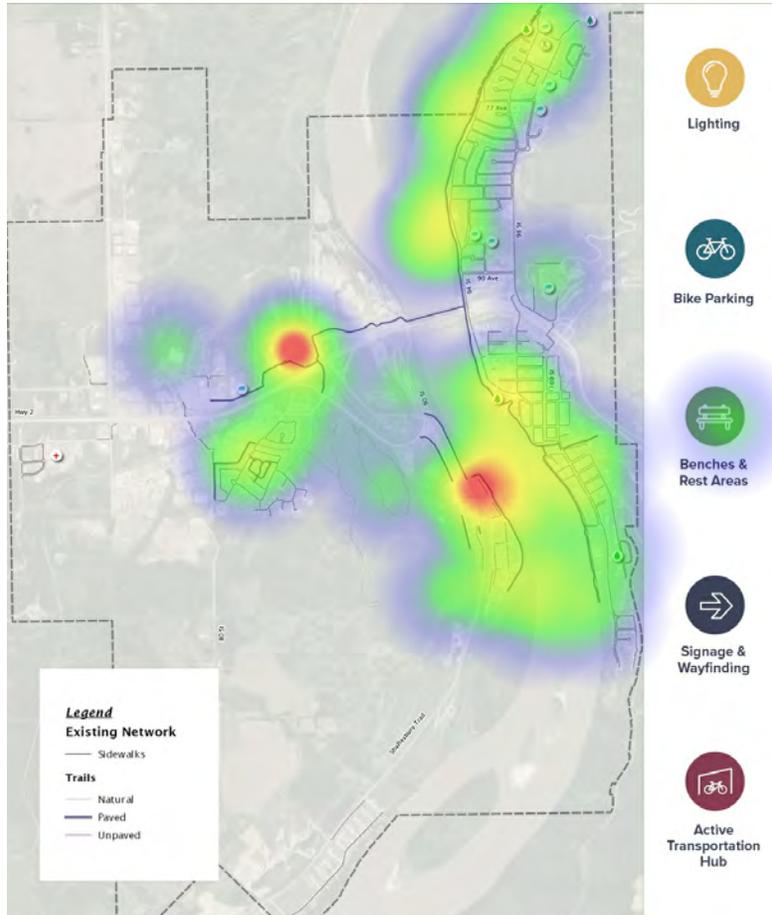
ID Option Comment

204		
204		
231		
268		
283		River Front Park
292		more efficient bike parking downtown. a bike lane would be cool as well
297		
297		
322		
322		
322		
340		
351		
367		
389		Being able to bike downtown and then park bikes while eating out or shopping would be terrific

ID Option Comment

430		
-----	---	--

430		
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Value	Count	Comment
 Benches & Rest Areas	34	 98

ID Option Comment

46		
----	---	--

48		
----	---	--

ID Option Comment

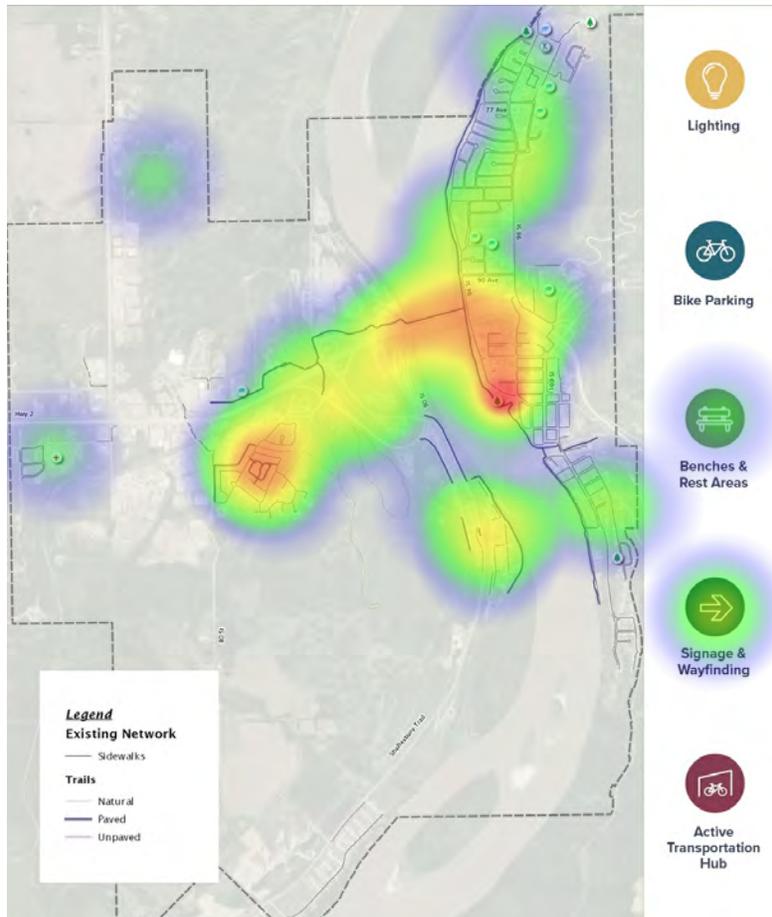
61		
61		
61		
61		
64		Picnic area at lower west boat launch + lighting
91		
96		
97		
117		pave me
117		extend walking path east
117		re-pave me
149		more benches and community gathering places in high density seniors areas
175		
185		
198		Down at the north boat ramp Have some tables for families to gather and light.. people that don't own a boat but still enjoy the river often meet there for the kids to play and explore

ID Option Comment

203		
208		There are some benches but more could be placed in between existing ones. Benches should be placed where there is adequate lighting too, as a safety measure.
275		
292		there is a big patch of grass south of walmart (across the road). it would be nice if this could be maintained as a small community park. No jungle gym or anything just some benches and tables. some trees. just make it look nicer. There isnt a lot of parks or nice sit down places over there. i think it would be nice amidst all the concrete. also add some ambient lamps in there as well.
311		
322		
322		
322		
323		A trail system from Misery Mountain (Upper West Peace) to both Saddleback and the West Hill Ball Diamonds that is similar to Grande Prairie's Muskosepi Park trail system would be ideal. The trails would exist through the hills and would be wide with benches and possibly bear-proof garbage's. There would be plenty of access to roads and sidewalks. This trail system would have potential for future expansion to include access to Shaftsbury Estates and/or loop all the way around the hill that is Misery Mountain. This would promote biking + walking for those who live on the west side of the river and don't have as easy of access to the east-side's dyke path.
338		
340		
368		

ID Option Comment

368		
418		
449		
462		
468		



Value	Count	Comment
 Signage & Wayfinding	40	 98

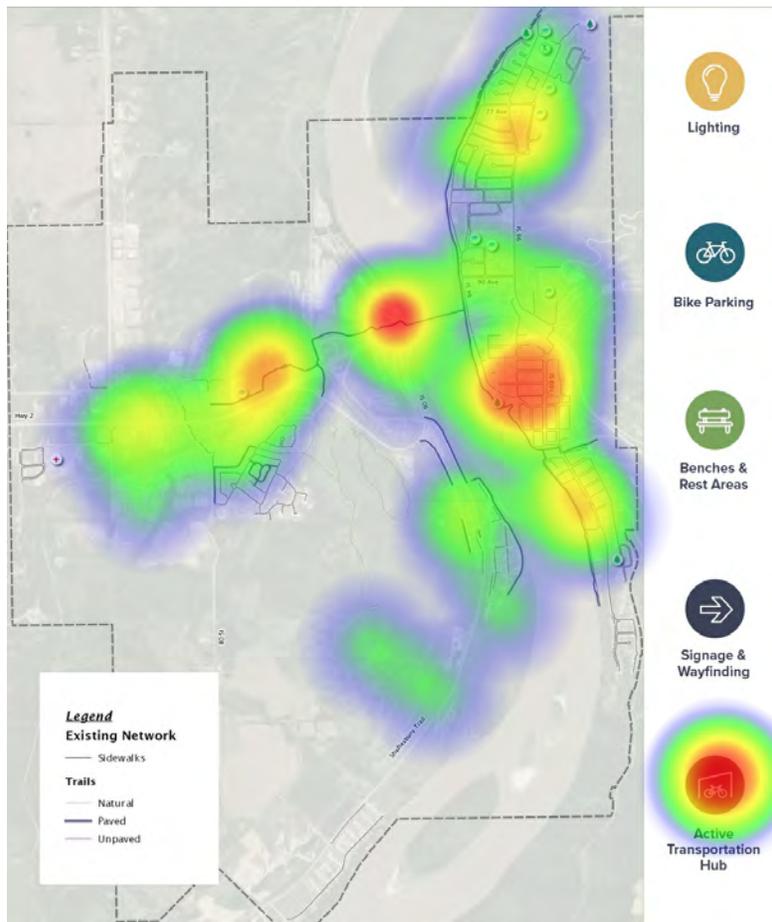
ID	Option	Comment
9		
46		
49		
51		
61		
61		
149		Need more signage to Pats Creek trails AND a partnership with Northern Sunrise to place interpretive historical signage along the trail - I offered years ago but so far nothing has happened
160		Back side of mystery mountain needs signage for dogs On leash and Padres train usage as atvs and off-road machines are A issue with padestrians here
170		
187		Connecting Lower West Peace to east side of river. No sidewalk leaving lower west and no connection between the pines area and the bridge.
203		
208		Signage to show distance to various points along the dyke. As well, which path to take to get to places on the west side.
217		
235		
235		

ID Option Comment

235		
243		
243		
283		
291		If you don;t know where the path is you may not find it
292		bike lanes
292		i propose a protected walking path straight along the highway, it would be way quicker and easier for people taking that path. people already walk the bridge and highway often, may as well make it safer for them.
292		bike lanes, if the bike lane becomes available, then more bikes will come out. especially downtown and around neighborhoods. The bike lane makes it safer for pedestrians, and safer for bikers. however that means that people disrespecting the bike lane would have to be fined. for example parking on the bike lane, driving on the bike lane. even if just downtown there is bike lanes that would be awesome. the roads are so wide you can easily squeeze a bike lane on either side and they would travel like cars do on either side of the road. put the lane between parking and the sidewalk. put barriers poles, or a 1 foot concrete lip before the lane, as to protect it from parkers going too far or drivers who might not be paying attention. make the sidewalk homogeneous with the bike lane so there isnt any concrete lip on the sidewalk side. that way if need be bikers can retreat to sidewalk if their path dictates it or theres an emergency.
292		bike lanes
292		bike lanes
295		
297		

ID Option Comment

302		<p>Better signage to direct way to North end to the Pool, Baytex and Schools. Out of town sports team always have the most difficult time finding our facilities.</p>
311		
322		
322		
322		
339		
352		<p>walking access from the Pines to other neighborhoods on the west side and to hook up with existing path ways.</p>
367		
367		
367		
420		
484		<p>Add more benches along the dikes. The new walking route in upper west peace needs to be clearly marked. Also signage near the new bridge needs to direct pedestrians away from the bridge towards the walkway underneath it.</p>
484		<p>More benches along the dikes Signage at the new bridge to direct pedestrians to the walkway, especially on the west hill.</p>



Value	Count	Comment
 Active Transportation Hub	45	 98

ID	Option	Comment
61		
78		
91		
103		
103		
127		

ID Option Comment

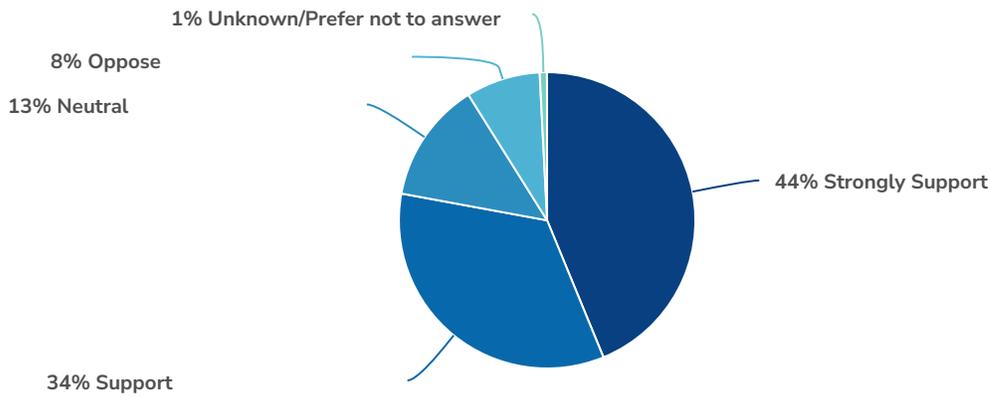
127		
131		
160		More paths utilized to site see close to the river
170		
185		
203		
211		
213		
217		
225		Cross walk at bottom of 'blue stairs'
231		
235		
237		
237		
287		

ID	Option	Comment
292		bus station here
292		there should be a clear and straightforward path from out of lower west peace that connects with the bridge path. currently there is none. i always drive over there and several times there is someone taking a run or something and those roads dont have a lot of shoulder. its unsafe.
292		bus station around here or somewhere else near downtown
295		
315		
322		
322		
322		
323		An Active Transportation Hub would make sense at the West Hill Ball Diamonds. Those who would want to park-and-bike would be able to park at the ball diamonds and have access to the Towns trail system. The water fountain would be available for those who have just completed "the climb" from the bridge up the hill to the diamonds.
336		Sidewalk from nova hotel to hospital
336		Better trail from Shaftesbury to lower west peace
345		I'd like to see the whole town be connected via trails. Lighten would be amazing since we have so many months of darkness. Living in the north end, it would be nice to venture off the dyke onto some other paved trails that are easily accessible.

ID Option Comment

355		It would be a nice addition to have a hub near or at riverfront park. Bringing additional attraction to the park. I do have a concern with the homeless and a the addition of a hub, I believe everyone should have access but I'm concerned the space will be abused with liquor or drugs developing an unsafe location for the community
367		
368		
375		
375		
389		I think public transportation to public places would be great, the library and parks come to mind
403		
411		
411		
416		
430		
430		

8. What is your level of support for the proposed Hospital & Commercial Connections project?



Value	Percent	Responses
Strongly Support	43.8%	113
Support	34.1%	88
Neutral	13.2%	34
Oppose	8.1%	21
Unknown/Prefer not to answer	0.8%	2

Totals: 258

9. What is your level of support for the proposed Hospital & Commercial Connections project? - comments

ResponseID Response

Improvement of the railway crossing on 78st would be welcome as presently you have to go out onto the road to cross there which is a problem especially in the winter. Living in Saddleback a pathway along 100 ave is something I would use.

ResponseID Response

I don't use the area enough to answer

good

It just isn't safe to walk or ride from the east side of the river over to the west side and make connections to the hospital or shopping areas.

This isn't the fix. People walking back from the hospital down that hill isn't going to be safer with a sidewalk or something. There NEEDS to be public transportation that goes to the hospital. As a healthcare professional who works near the hospital, I see people walking that road all the time & it isn't the lack of sidewalk or infrastructure that is the problem, it's lack of transportation.

Important to create a safer experience on the West Hill. It's definitely currently more geared towards vehicle traffic.

Anything that makes it easy for people to move throughout the community is a benefit

Easy to get to the hospital with signs and walk trials if need be.

definitely need more paths there. for the residents who live in those apartments and senior residents. i see people walking all the time there and its unsafe. there could easily be a sidewalk put it.

Personally I feel that the road is wide enough for pedestrians to travel.

Pedestrians 100% need safe access from Saddleback to the Freson commercial area. Currently there are always pedestrians trying to cross the highway near the train bridge/Esso. A pedestrian bridge would be expensive but worth it as an alternative that is further east. Perhaps an addition could be added to the train bridge itself that would include a protected pathway across the highway. A pathway from 78th st. to 99th ave. (UFA road) could also be proposed to run behind Dairy Queen/The Brick, through the corridor that has the existing powerline, beside Thomas Homes. This keeps pedestrians away from the dangers of the highway and the busy traffic of 100th ave.

I believe there should be walking paths that connect our hospital to other parts of our town.

Would it not be more cost efficient to path from Terrace up through the DMI townhouses, up to public works, only requiring one rail crossing and utilizing existing sidewalks in saddleback

To stop pedestrians from walking the highway's or service roads to those structures

I don't see a need for majority of it. Who would be using those paths?

Improve the taxi-pass program instead.

ResponseID Response

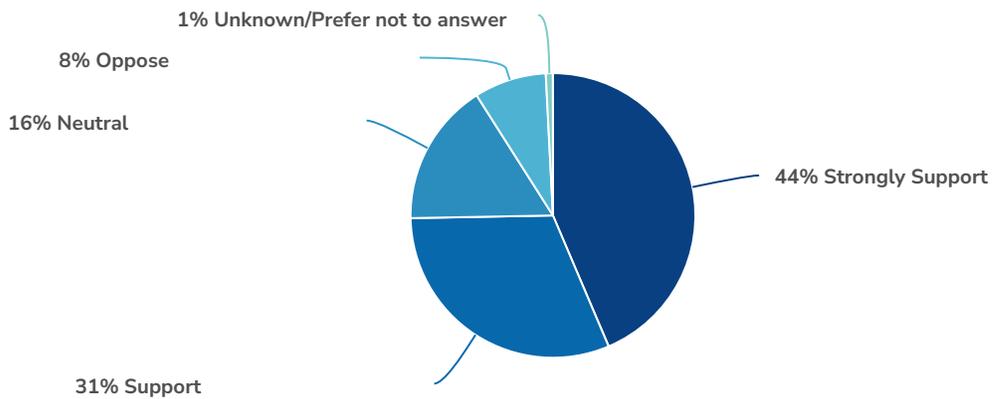
Accessibility for people getting to their appointments safely especially seniors is required

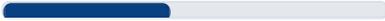
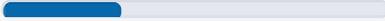
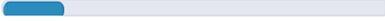
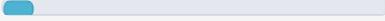
There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

No.

All of the above!

10. What is your level of support for the proposed Upper / Lower West Peace Improvements project?



Value	Percent	Responses
Strongly Support	43.6% 	112
Support	31.1% 	80
Neutral	16.3% 	42
Oppose	8.2% 	21
Unknown/Prefer not to answer	0.8% 	2
		Totals: 257

11. What is your level of support for the proposed Upper / Lower West Peace Improvements project? - comments

ResponseID Response

Do not usually walk in this area so not a priority for me personally.

Improvements here could prove valuable in creating future connections to other trails/paths along Shaftsbury creating important opportunities for trails tourism. This could potentially increase the ease of access to town amenities for trails users.

Would love to see access in/out of lower west as a high priority. If widening the entrance of lower west peace (1) is too costly, possibly consider a stair case at either the north end of lower west peace dyke by the large pipes on 91st street by the electrical boxes.

A connection from shaftsbury to lower west would be nice. I know it would be a lot of work but it is such a beautiful scenic area, it would be nice to enjoy it on a bike without worrying about getting hit by a truck.

Any "improvements" are quite costly and with everything being astronomically high I worry that costs are too much.

I don't use the area enough to answer

good

I support paving the area/path marked 4, so there is a continuous paved path to connect the existing pavement.

ResponseID Response

#3 & #4 are especially important for safety and access.

It feels very unsafe along Shaftesbury trail from the bridge to LWP (I haven't gone further), improved pedestrian/bike paths would be a big benefit

Need but pay down debt first

Again, it's a part of Peace River, just like all the other neighbourhoods, it should be connected to the rest of the towns trail system.

Focus on the school roads that are deficient first

I don't fully understand the project from the page so I can't strongly agree. The idea is a great one, just don't understand what it would be like in practicality

This is top priority.. having to walk along busy roads to get to downtown is unacceptable

Something else that is really needed, is a safe way to walk out of West Peace. There is little area to do so on the current hill. Barely enough room for the vehicles. Maybe stairs.

Pedestrians can detour along other streets. This area of town is not so large that it's impossible to navigate. This project expenditure is unnecessary

Lower west needs a sidewalk where the exit is (going up the hill). Many people travel up and down either walking or biking and it's so unsafe. Also difficult when cars on traveling up and down. Not much room to around when someone is walking. Lower west also needs a second exit. If something were to happen to our only exit many people would be stuck down there.

Walking paths with lighting for safety would be great

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

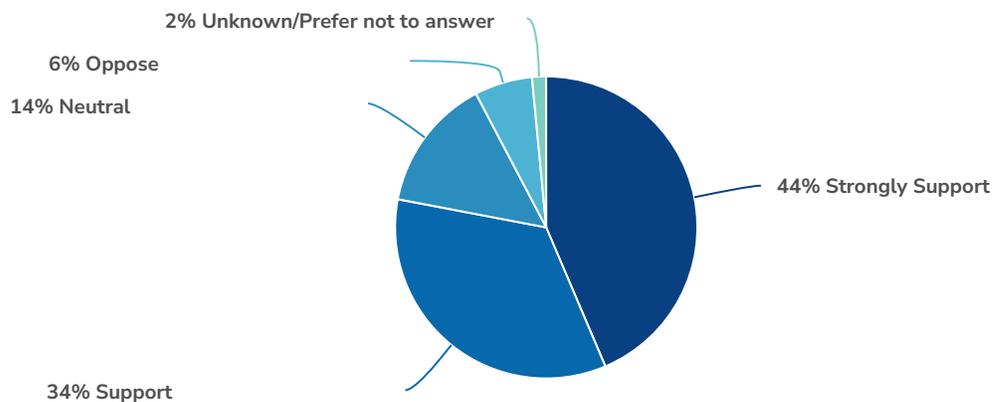
No.

Walking up landing street to Shaftesbury is extremely dangerous. This has to get rectified before someone is seriously hurt. One road in and out of a neighbourhood is absolutely problematic.

Need stairs to access walking up to Shaftesbury trail from lower west peace

Spend money fixing the roads in lower west first

12. What is your level of support for the proposed 90 Street Bridge Connector project?



Value	Percent	Responses
Strongly Support	43.6%	113
Support	34.4%	89
Neutral	14.3%	37
Oppose	6.2%	16
Unknown/Prefer not to answer	1.5%	4
		Totals: 259

13. What is your level of support for the proposed 90 Street Bridge Connector project? - comments

ResponseID Response

Would love to see this connected with the trail network.

I don't use the area enough to answer

good

A paved path from the pedestrian bridge to Shaftesbury would be most welcome!

This is okay, but public transport is more the issue here

Would love to see #3 especially

It will be good trail to walk up the east hill.

It would be great to have walking/biking access in these areas, especially with the higher vehicle traffic, it would be a lot safer for pedestrians. The view of the river from this side is also very nice and would be great for tourists to experience.

Needed but pay down debt first

This pathway would add much needed pedestrian access from West Peace to the existing bridge path and downtown's dyke path.

I think this is a great proposal. However, the connection up the hill (old highway 2) should accommodate to travellers who regularly use the road as a walking pathway. Lights on this hill would also benefit traffic and pedestrian encounters.

There is too much traffic to walk on the road by the pines. The lanes have no shoulders and very narrow. People travel too fast.

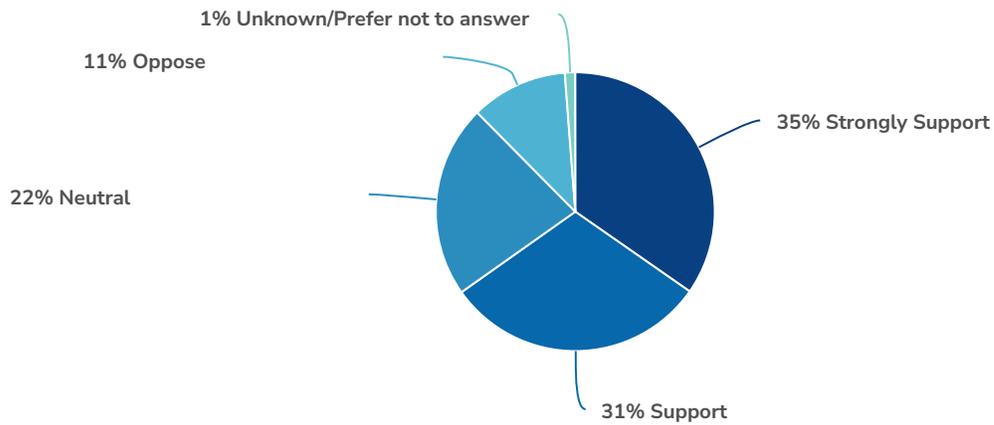
If it was more like this I would use it, I love the idea

There has never been an expectation that people could walk this route, why would they expect it now? Let the users get together and fundraise if there are that many of them and they want to change this area to be a walkable neighborhood. We can't afford it.

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

No.

14. What is your level of support for the proposed Shaftesbury Estates Pathways project?



Value	Percent	Responses
Strongly Support	34.7%	90
Support	30.5%	79
Neutral	22.4%	58
Oppose	11.2%	29
Unknown/Prefer not to answer	1.2%	3

Totals: 259

15. What is your level of support for the proposed Shaftesbury Estates Pathways project? - comments

ResponseID Response

If and when the area becomes buildup then as construction is done for new roads etc. then a path could incorporated into any subdivision plans.

ResponseID Response

Very good for bikers who'd like to get to town besides following the ditch or road

I don't live in this area or visit often, so have opted to not answer

It is not practical to spend the money to connect Shaftesbury Estates to the rest of Peace River at this time. Make this a long-term goal, but focus on the other parts of town first.

It would be good to see this in the future.

I share the concern around the potential for safety issues alongside or across the highway connecting Shaftesbury towards town. I don't know how that could be mitigated beyond lowering the speed limit a further distance down the trail than it currently is set to return to the 80 km.

This is a very accessible neighborhood already and time & money needs to be put into other areas

Better access is needed, and better pathways. Lots of walkers/runners end up using the highway.

I walk around this neighborhood twice a day and would love more developed paths within the neighbourhood and to connect to town

These paths already exist and do not need to be paved

Rather than along Shaftesbury, could it not connect to town through Westbrook neighborhood?

definitely put some paths, the neighborhood is too isolated from the rest. i also see people taking walks and runs along the shaftsbury trail frequently which is unsafe for both driver and pedestrian

People who chose to live in Shaftesbury know it is remote and typically chose that neighborhood for that reason.

Needed but pay off debt first

A trail system such as this would open up possibilities for connecting Shaftesbury to Upper West Peace.

Again, this is a step in the right direction. Improvements to all the pathways should be implemented when available to do so, including that of shaftsbury.

Add flashing pedestrians lights.

I think the town needs to focus on other problems before this. I like the idea, I just feel it's unnecessary maybs

ResponseID Response

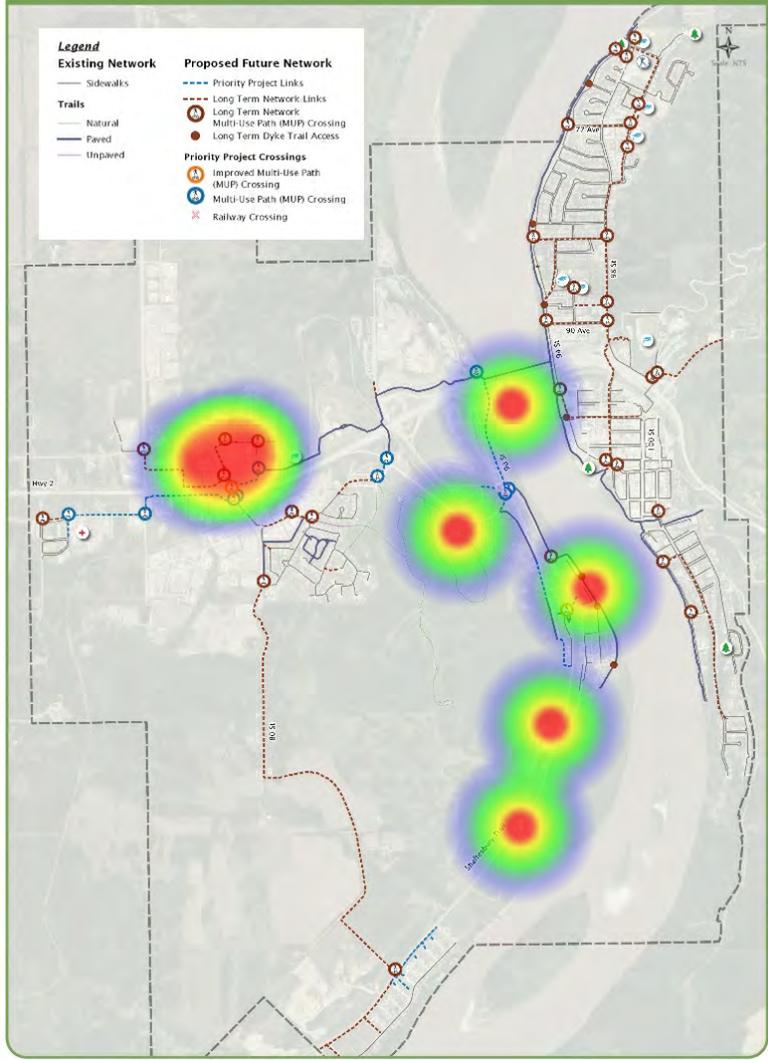
There was no connected walking path when those people decided to move way out there. The rest of the Town shouldn't be on the hook to create one for them

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

To be fiscally prudent, this will benefit a small number of PR residents compared to other projects. There are a lot of walking areas in this neighbourhood that currently exist.

16. Are there essential pathway connections and crossings missing from the proposed Active Transportation Network? Click the location on the map where you would like to suggest a pathway connection or crossing. Use the comments box to indicate the specific location if known and details as appropriate.

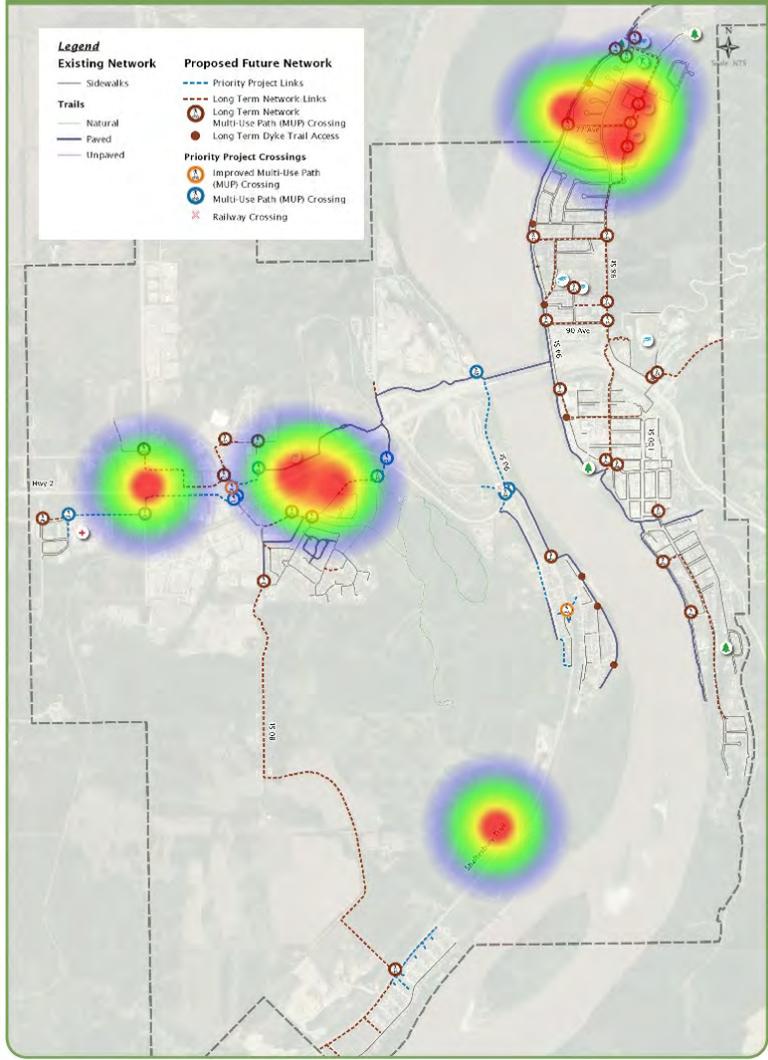
Proposed Long-Term Active Transportation Network



Value	Count	Comment
New/Improved Pathway Connection	8	10

ID	Option	Comment
156		
185		
221		
221		There are a couple of mini-residential areas between upper west peace and Shaftesbury that appear to have not been considered in this plan.
268		Parking lot not safe for pedestrians. Safer to drive across the parking lot which is not good for the environment or for physical health
323		A connection from 78th St to 99th ave via the powerline corridor in between Dairy Queen and Thomas Homes.
323		A trail system from Misery Mountain (Upper West Peace) to both Saddleback and the West Hill Ball Diamonds that is similar to Grande Prairie's Muskoseepi Park trail system would be ideal. The trails would exist through the hills and would be wide with benches and possibly bear-proof garbage's. There would be plenty of access to roads and sidewalks. This trail system would have potential for future expansion to include access to Shaftesbury Estates and/or loop all the way around the hill that is Misery Mountain. This would promote biking + walking for those who live on the west side of the river and don't have as easy of access to the east-side's dyke path.
430		It would be nice to have more pathways that are in some nature. Maybe behind the high school up in the schools or just outside lower west

Proposed Long-Term Active Transportation Network



Value	Count	Comment
👁️ New/Improved Crossing	7	10

ID	Option	Comment
91		
91		
91		
203		
323		<p>New pedestrian bridge over the highway to provide easy access from Saddleback to the West Hill Ball Diamonds. This crossing would also eliminate the problem of pedestrians consistently crossing the highway near Esso/Nova Inn. This issue seems to be a result of a lack of crossing that is further east than the 78th St. intersection. To simplify the design, perhaps an addition could be added to the side of the existing rail bridge that would isolate the pathway from the train tracks but take advantage of the existing bridge already in place.</p>
326		<p>There is no crosswalk sign on 82st right off 102ave for pedestrians crossing to use the paved walking path. There needs to be proper signage/lighting so drivers can distinguish where crossing is. I have seen many people speed past while I was walking because it is unknown that there is a crosswalk there.</p>
338		<p>A trail along the highway would be ideal</p>

17. What proposed priority projects/improvements are most important to you? Please rate (1 being the most important).

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Town-wide Active Transportation Amenity Improvements	1		996	195
Hospital & Commercial Connections	2		956	182
Dyke Trail Access Updates	3		835	180
90 Street Bridge Connector	4		819	178
Upper/Lower West Peace Improvements	5		785	173
Shaftesbury Estates Pathways	6		587	172
Another Project Not Listed (describe using the comments box)	7		224	81

Lowest Rank Highest Rank

18. What proposed priority projects/improvements are most important to you? Please rate (1 being the most important). - comments

ResponseID Response

I don't support this program. Council members should be working to lower taxes, not increase them.

Fix the current roads first. Can't even do that, why you figure they should start other projects

What happen to the bus service that was promised for the town when it was feasible again. I think a lot of older people would benefit from that than a bike lane.I think you are only thinking of the people who are young,fit and able.

1. Town wide improvements. 2. 90 street bridge connector, 3 hospital and commercial the remaining numbers does not matter.

there is no indication of connecting from 89 st to shaftesbury estates

re-pave the walking trails - clear trees back in north end

I don't support many of these suggestions as I don't feel there are enough people who will take advantage of these changes and feel these funds could be used elsewhere!

ResponseID Response

A Bus system - WE need it for the future for the elderly for students and for Immigrants working for businesses and for the environment so people have choices

Deal with homelessness issues before embarking on a new Connection project. This will just encourage more homelessness. And give them more areas to trash.

wildlife overpasses

Having an active transportation network is all fine and good but there is minimal upkeep. In winter it's unstable because it's not cleared and in other months the trees grow into the path and aren't trimmed.

Fix and beautify the river road walking trail in the north end/down town/south end area

Access to downtown on a bicycle

Public's transit is needed in addition to these projects. One cannot succeed without the other in this case

Bring new businesses or projects to open in Peace River to have further developments. Have a 3 -5 year plan to have new building construction, specially downtown, its looking like a town from 20th century.

Signage for no motorized vehicles on misery mountain!!! I've seen dirt bikes and snowmobiles using the town's trail system and using residential streets to gain access onto misery mountain. This is a huge safety concern with the use of motorized vehicles within our town limits to access misery mountain. We need more " No ATVs" signage.

I would rather my utility bill go down to buy groceries, my garbage picked up on time, and a hottub at the pool.

Shaftesbury estates represents a micro fraction of the community. That should be last on any list.

The town should look at repairing roadways and water system that become a problem every year, like the road giving way on the south end of town by the old hospital or the water lines that burst every year on mainstreet. Creating new infrastructure should be less of a priority than maintaining what we currently have

Lighting between Saddleback and trail on old highway 2

Clear back trees on existing trails you already can't manage

Nova Inn to Esso pedestrian bridge.

ResponseID Response

Proper sidewalks and crosswalks on 102ave industrial areas.

Would you consider a walking path from saddleback though to westbrook then down to Shaftesbury estate?

First and foremost, our town needs a connection and proper trail system to our hospital.

Upgrade the school road to école des quatre vents so they can use their new bus loop and avoid children walking twice a day through a construction zone and having children hurt and knocked down by falling metal fences. Then you can talk about pathways

Workout areas along dyke

Fix the existing sideways and roads, particularly downtown. Don't spend another dime on new infrastructure until you can reduce taxes and utility franchise fees. Quit budgeting like children!

What is the cost of these projects? And does the town have the budget to maintain these pathways. I use the Dyke pathway in the summer, but no so often in the winter. It tends to be icy and slippery. Not well maintained!

Do not move forward on any of these proposed projects. Cut spending, lower my tax rate, pay down our existing debts, maintain what is already in place. These projects are not financially viable for our town at this time and are not required.

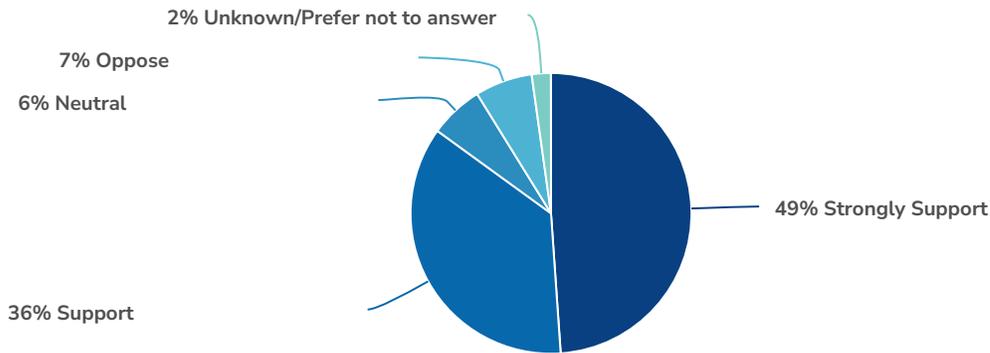
Lighting on lower west peace dyke trail is very poor

Do not waste more tax money on this shit ffs.

A few larger parks for children also a pet park

A few more family parks a pet friendly park and bring peacefest back along with more festivals and fairs

19. What is your level of support for the proposed Long-Term Active Transportation Network Plan? Please use the comments box to provide any additional feedback.



Value	Percent	Responses
Strongly Support	48.9%	111
Support	36.1%	82
Neutral	6.2%	14
Oppose	6.6%	15
Unknown/Prefer not to answer	2.2%	5
		Totals: 227

20. What is your level of support for the proposed Long-Term Active Transportation Network Plan? Please use the comments box to provide any additional feedback. - comments

ResponseID Response

ResponseID Response

This is a long term project. But it must be remembered that as more infrastructure is added more maintenance costs will increase thus this project should only be done as the population and tax base increases

Shove your 15 min cities up your ass

Fix what we have first

I strongly feel that these funds should be used in other important areas. I do however feel that once the "safety" issues are controlled or solved, residents including myself, would be more comfortable using all these new changes to our community! However, at this time I do not support this plan! As a community we have bigger and more serious issues to deal with!!

Its really important to remember this survey and your open house at the Multiplex leaves a huge demographic out of your research data the elderly should be consulted

I think about my time biking through the Edmonton River Valley and how much fun it was. I feel like Peace River could be like that. Anything that promotes outdoor activity in the community I think is very important

Deal with homeless issue first.

Peace river would benefit greatly from improved active transportation access. Especially improved lighting and bike parking

Improving the network would be fantastic

The plan looks good and I hope that steps are taken to move it along as soon as feasible.

Peace River is my home and would love to see it flourish. It would be great to make things easier for people that don't have vehicles.

Not the best use of funds. I would prefer either lowered taxes or better maintenance of existing infrastructure.

I think it will be great.

Need but pay down debt first , town can't manage trails that are existing

I know there will likely be many voices calling for lower taxes etc but I think this project is so crucial to the health of our community. As a physician I see daily how the built environment impacts the health choices people make every day. We can't change winter but the easier and safer the town makes active transportation the more people will be able to make better sustainable choices for their health and our environment whenever possible. Thank you so much for your hard work on this huge undertaking!

ResponseID Response

Strongly support, however not if that is the reason why town taxes would increase. Grants should be acquired to do the work

The proposed cost is quite high.

There is a time and place for this. You need to focus on the current deficiencies and where you've fallen short on the things you already have before you take on new projects

west hill as the town expands will only help to move people and hopefully bring more construction of housing to the area

I support this planning initiative with the KV yet that provincial and federal funding grants are accessed for this development.

As someone who enjoys walking and finding opportunities to be active it, I can appreciate why the areas chosen were chosen. I have walked in areas without designated pathways and it feels awkward and safety is at the back of my mind. That being said, if these changes are using direct tax dollars, I wouldn't rush to complete projects - I'd rather not have my utilities bill increase and have funds go towards that.

Especially accessibility for people with mobility issues

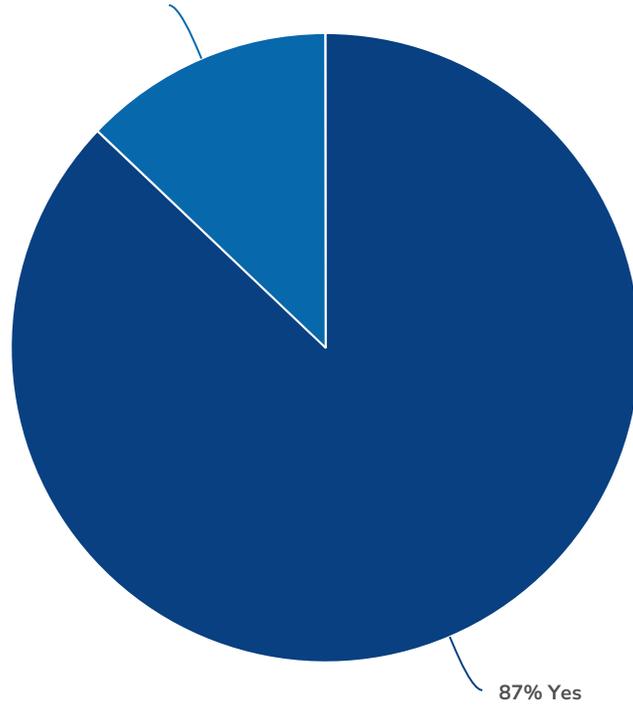
There's no sense window-shopping when your pockets are empty. Quit taking on more then the residents here can afford!

There should not be any taxpayer money going towards what I would consider "nice to have but not vital or required" infrastructure at this time. Please work on balancing the budget and lowering tax rates for town of Peace River residents.

It's excellent that the Town is looking at this. Facilitating walking and biking options is important

21. Are you a resident of Peace River? Response required

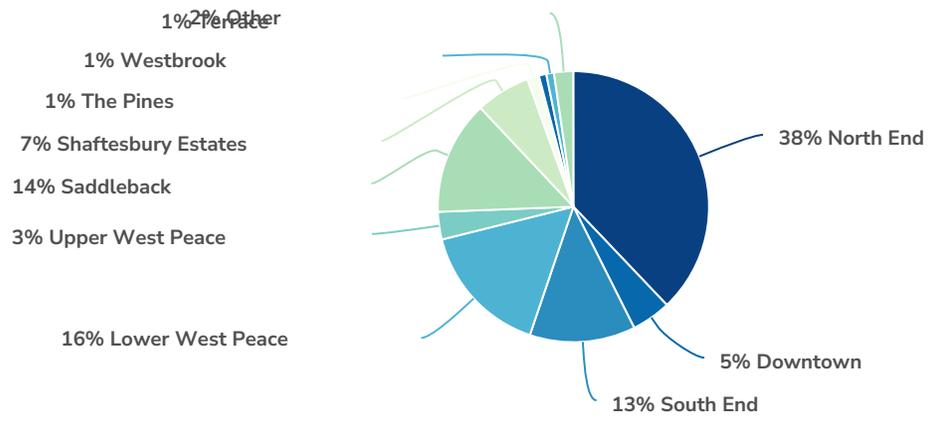
13% No



Value	Percent	Responses
Yes	87.1%	216
No	12.9%	32

Totals: 248

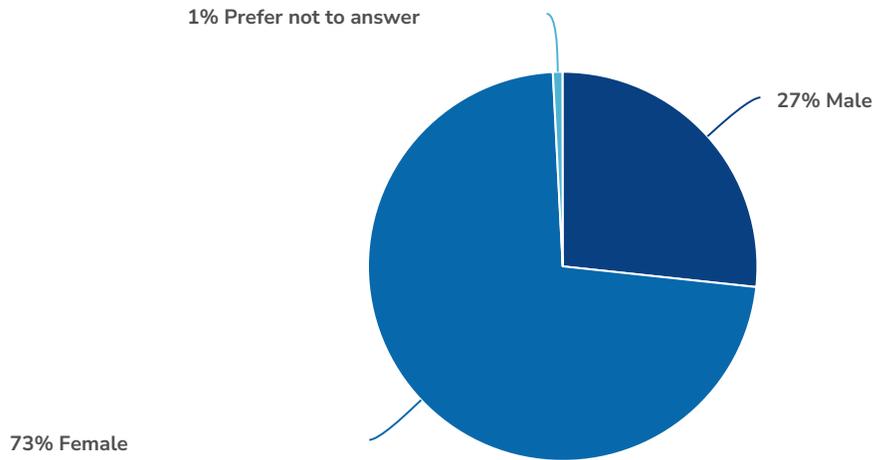
22. What area of Peace River do you live in?



Value	Percent	Responses
North End	37.9%	81
Downtown	4.7%	10
South End	12.6%	27
Lower West Peace	15.9%	34
Upper West Peace	3.3%	7
Saddleback	13.6%	29
Shaftesbury Estates	6.5%	14
The Pines	1.4%	3
Terrace	0.9%	2
Westbrook	0.9%	2
Other	2.3%	5

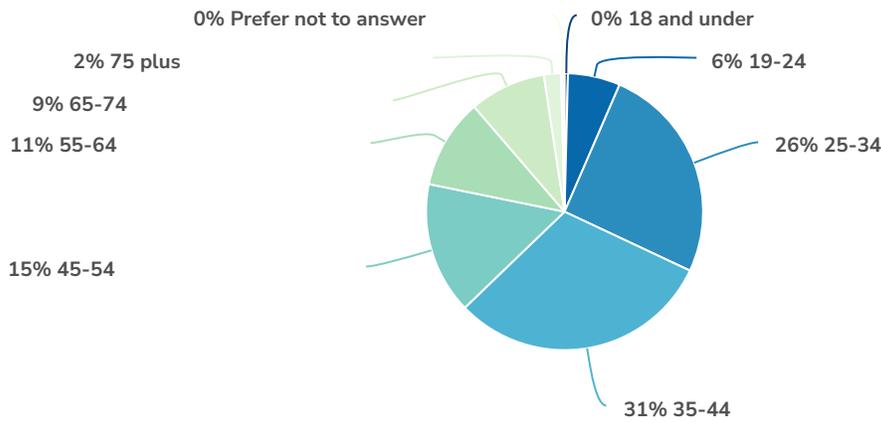
Totals: 214

23. What is your gender?



Value	Percent	Responses
Male	26.7%	66
Female	72.5%	179
Prefer not to answer	0.8%	2
		Totals: 247

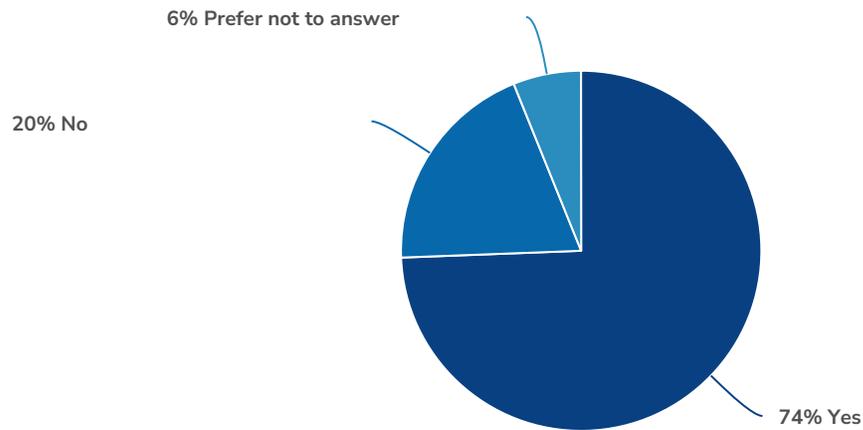
24. What is your age range?



Value	Percent	Responses
18 and under	0.4%	1
19-24	6.1%	15
25-34	25.5%	63
35-44	30.8%	76
45-54	15.4%	38
55-64	10.5%	26
65-74	8.9%	22
75 plus	2.0%	5
Prefer not to answer	0.4%	1

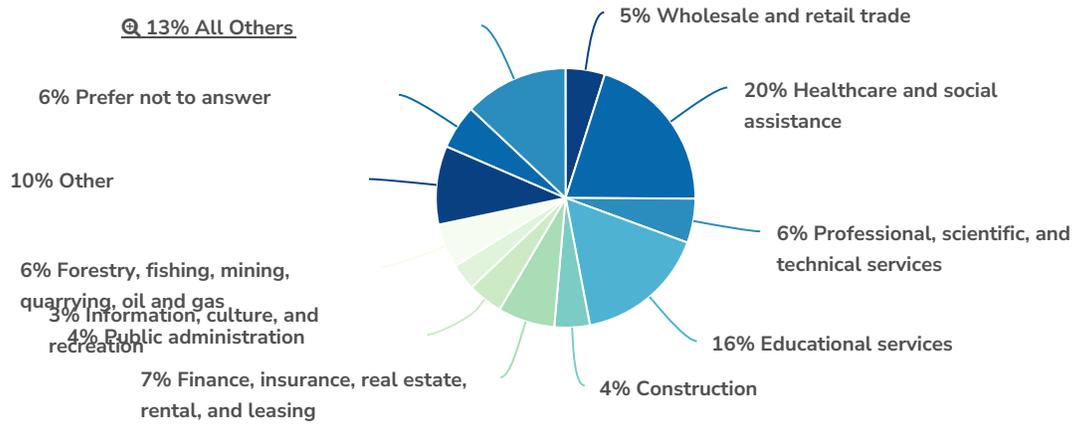
Totals: 247

25. Are you currently employed?



Value	Percent	Responses
Yes	74.4%	183
No	19.5%	48
Prefer not to answer	6.1%	15
		Totals: 246

26. What employment sector do you work in?



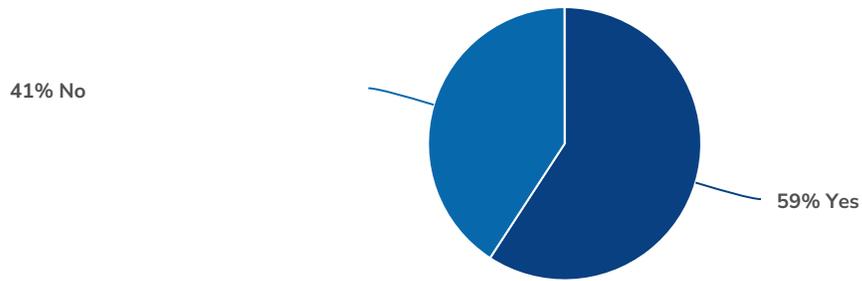
Value	Percent	Responses
Wholesale and retail trade	4.9%	9
Healthcare and social assistance	20.2%	37
Manufacturing	2.7%	5
Professional, scientific, and technical services	5.5%	10
Educational services	16.4%	30
Construction	4.4%	8
Finance, insurance, real estate, rental, and leasing	7.1%	13
Public administration	4.4%	8
Transportation and warehousing	1.1%	2

Totals: 183

Value	Percent	Responses
Accommodation and food services	1.6%	3
Other services (except public administration)	2.7%	5
Information, culture, and recreation	3.3%	6
Business, building, and other support services	1.1%	2
Forestry, fishing, mining, quarrying, oil and gas	5.5%	10
Agriculture	1.1%	2
Utilities	2.7%	5
Other	9.8%	18
Prefer not to answer	5.5%	10

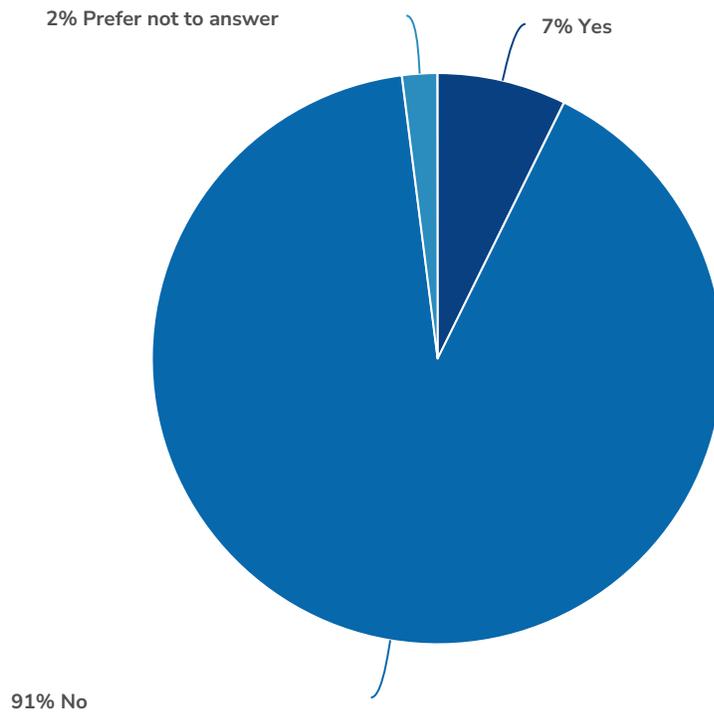
Totals: 183

27. Are you retired?



Value	Percent	Responses
Yes	59.2%	29
No	40.8%	20
		Totals: 49

28. Are you currently enrolled as a student (K-12 or post-secondary)?



Value	Percent	Responses
Yes	7.3%	18
No	90.7%	225
Prefer not to answer	2.0%	5

Totals: 248

29. Do you live with any of the following disabilities that challenge your ability to travel via active modes?

	Yes	No	Prefer not to answer	Total Checks
Sensory (seeing, hearing) Checks Row Check %	8 3.3%	227 94.2%	6 2.5%	241
Physical (mobility, flexibility, dexterity, pain) Checks Row Check %	35 14.5%	202 83.5%	5 2.1%	242
Cognitive (learning, developmental, memory) Checks Row Check %	12 4.9%	227 93.0%	5 2.0%	244
Mental health-related Checks Row Check %	27 11.1%	209 85.7%	8 3.3%	244
Total Checks Checks % of Total Checks	82 8.4%	865 89.1%	24 2.5%	971 100.0%

30. Do you live with any of the following disabilities that challenge your ability to travel via active modes? - comments

ResponseID Response

Not so far at least.

Only the town council fits in this section. Completely retarded

I am a frequent visitor to Peace River at least twice a week but if I couldn't drive I would like to have bus service.

Most seniors have problems with balance, sight and hearing that would not allow them to ride a bike.

FYI as a healthcare worker that is constantly being recruited to work in different rural communities, one of the things I look at is the trail system in the town, mainly for biking but also for getting around in general. Improving transportation in Peace River will not only improve the lives of the residents, but make it more likely that you will be able to attract other people to live in town (teachers/nurses/physicians/ etc..).

ResponseID Response

Enjoy walking

I have asthma and have had it since I was born. During winter, it gets very hard to breathe, especially on walks. I also struggle with anxiety, which can sometimes worsen the affects of my asthma depending on the severity of the situation.

the white lines are hard to see at dusk and dawn.. update color

I have a medical condition that impacts my knees and limits my ability to walk, ride bikes or use other active transportation requiring my knees to be able to perform in a healthy manner.

Physical limitations that would be improved if active transportation routes were improved. For example, getting to the hospital from the north end is challenging

Epileptic, am not always able to drive myself places

I'm great.

These comments apply to every question that was previously asked.we do not have the money right now for a project like this. We need to pay down debt, provide water, sewer and roads to the residents and that's it. Bare bones budgets for a few years. Stop unnecessary spending in all areas. Thank you.

I'm a current resident of Weberville area. Not technically a "Peace River Resident" however still very much a resident of Peace River.

No but in my job-caring for people with disabilities I have noticed that our town is not very accessible for people with disabilities.

Any improvement we do don't Matter when to start around the hospital lot of holder people and they like to walk

Not me personally, but family members I who's disabilities directly effect me

Some hearing lose and previously broken back and arthritis

Keep up with all the action

[peaceriver.ca](https://www.peaceriver.ca)



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Report prepared by Uplift Engagement Communications Inc.

