



APPENDIX A

PROJECT TEAM MEETING MINUTES

Terrace Transportation Master Plan Project Initiation Meeting

Time: 9:00 am

Date: Wednesday, December 2, 2015

Location: Terrace Public Works Yard

Attendees:

Robert Schibli, Director of Public Works, City of Terrace
David Block, MCIP, RPP, Director of Development Services, City of Terrace
Chris Cordts, PEng, Engineering Supervisor, City of Terrace
Meghan Dusdal, ASCT, ROWP, Engineering Technologist, City of Terrace
Madelaine Peters, Planner 1, City of Terrace
Paul Bjorn, PEng, Branch Manager, McElhanney Consulting Services Ltd.
Bernard Abelson, PE, Transportation Planning Lead, McElhanney Consulting Services Ltd.
Jose Pinto, PEng, PTOE, Sr Transportation Engineer, McElhanney Consulting Services Ltd.
Chris Houston, PEng, Civil Engineering Division Manager, McElhanney Consulting Services Ltd.
Glenn Stanker, PEng, PTOE, Sr Transportation Engineer, McElhanney Consulting Services Ltd.

Minutes:

1. The impetus for the Transportation Master Plan is the large population growth expected in Terrace in the next ten years.
2. Data collection
 - City traffic counts: some local roads have been counted (tube and intersection), including the Sande overpass (provided at meeting). A couple recent hotel developments have traffic impact studies which also have data (provided at meeting).
 - MoTI has data from count stations along the highway, and also a study on the Sande intersection which could be made available.
 - Terrace has the complete collision data from ICBC available. Glenn to talk to ICBC about sharing the data for the purpose of this study.
 - Existing population data and growth projections for three scenarios were provided by the City. BC Stats numbers are questionable.
3. Background documents:
 - The City provided recent Active Transportation Plan and other documents.
 - The five year capital plan can also be provided.
 - The OCP is in progress, but some sections can be used. The TMP will be incorporated into the OCP, and to identify DCC projects.
 - McElhanney has base mapping for the GIS. Additional relevant GIS data (e.g. road functional classification, infrastructure, etc) can be available. McElhanney GIS staff to contact City mapping staff.
 - The highway corridor study by Boulevard has public comments in the Appendix.
4. There are two stakeholders meetings proposed in late January, as follows:
 - Meeting 1 – Agencies:
 - Ministry of Transportation and Infrastructure
 - RCMP
 - ICBC
 - School District
 - Ambulance Service
 - CN Rail
 - BC Transit
 - Northern Health Authority

- Meeting 2 – Users:
 - Chamber of Commerce
 - Terrace Downtown Improvement Association
 - First Nations
 - Keith Business Industrial Group (Steve Smythe/Sid Bandstra)
 - Truckers Association
 - BCAA
 - Taxi Companies
 - Terrace Cycling Club and/or TORCA
 - Seniors and Youth Associations
 - Disabled Community Representative(s)

- 5. Two Open Houses will be hosted. The first will be in late January to introduce the project and invite feedback and ideas. The second will be at the draft report delivery stage, following a Noon presentation to Council. The Open Houses will be advertised with a media release.

- 6. An online “SurveyMonkey” survey will be developed and released in late January to invite formal input into the study. The City has an account available. Input will also be solicited in other online media, including PlaceSpeak, Twitter, Facebook etc. McElhanney has experts available in PlaceSpeak. Links will be created on the City’s website. For those without an Internet connection, paper copies and phone numbers will be available.

- 7. Issues for Study:
 - The City’s existing road functional classification will be revisited by McElhanney.
 - Capacity for each road link will be calculated at a planning level, based on known laning and traffic control. This will facilitate comparison with the traffic volumes/demand on each link.
 - Existing road cross sections (provided by the City) will be reviewed and expanded for each road class. Road structure is not required. Only the widths are needed.
 - Downtown Street Review should consider “complete streets” and traffic calming measures, including (but not limited to) a lane diet. A recent lane diet on Kalum was successful.
 - Truck route analysis will include identification of key truck routes being used now, and in the future. The analysis will lead toward future Dangerous Goods Route planning.
 - Lanfear and Skeenaview have steep, tortuous geometry. McElhanney will review the alignment and cross sections, and collision data (if available) to identify short and long term opportunities to improve safety (esp. for pedestrians and cyclists). Improvements can be localized, or consider the greater network. Land ownership and steep sideslopes are issues on Lanfear. Retaining walls may be a solution. Future development must be considered. A one-way solution has been suggested, but would create network impacts elsewhere. Land to the south may allow for improvements to the grades. Improvements may qualify for BC Bike grants. McElhanney will donate the design for a stairway up the hill.
 - Lanfear/McConnell intersection is an offset “T” which causes safety concerns, esp. around school bell times.
 - Keith Avenue (West of Sande): Some preliminary cross sections have been proposed by development consultant. The mixed use commercial and high density residential will create traffic impacts in the area, and generate more pedestrian and cycling trips. These will conflict with Keith’s role as a major truck route. There is 20 metres of right-of-way available between Kenney and Sande; a widening plan may be necessary. West of Kenny, there are limitation on road widening, but there is not as much planned growth.
 - Grade separated crossings: The 2008 corridor study recommended Kenney Street for grade separation. But this impacts properties. CN is no longer asking for the upgrade of the at-grade rail crossing. Other locations should be considered (e.g. Kalum Lake Rd intersection, esp. with proposed extension of Park Ave).
 - A Pedestrian Overpass may be beneficial over the rail yard at the new Keith subdivision or at Kalum Street. Both locations (and others?) should be considered.



- Eby/Lakelse intersection has free flow traffic from the stem of the “T”, while other approaches stop. This intersection is a good candidate for a roundabout, esp. with the proposed lane diet on Lakelse. The solution should be considered in conjunction with the Lazelle/Eby intersection.
 - Lakelse/Sparks intersection suffers undue delays due to the three phase signal needed to accommodate the offset “T” intersection. There are also concerns with pedestrian crossings. The traffic delays cause queuing impacts to the Lazelle/Sparks intersection further north. A realignment (e.g. through the parking lot on the southwest corner) could create one four-leg intersection, and reduce delays with a simple two phase signal.
 - Another offset “T” intersection is Sparks/Park. This should also be reviewed. Pedestrians are the concern here also.
 - There is a blind corner at the top of Skeenaview. Although traffic is not heavy, this should also be reviewed.
 - The signals on Sande will eventually be synchronized by MoTI when warranted by volumes. The new hospital should be constructed to access the highway as the south leg to the Sande/Keith intersection.
8. The project delivery should be in June or July 2016.
9. Chris will be the prime City contact for the study.

/VGS



APPENDIX B

STAKEHOLDER CONSULTATION

Stakeholder Meeting No. 1: Government Agencies

Time: 9:00 to 11:00 am

Date: Wednesday, February 10th, 2016

Location: Terrace City Hall

Attendees:

- Rob Schibli, Director of Public Works, City of Terrace
- Chris Cordts, Engineering Supervisor, City of Terrace
- Meghan Dusdal, Design Technologist, City of Terrace
- Darrell Gunn, District Highways Manager, Skeena District, MoTI
- Adriana McMullen, BC Transit
- Eric Fenato, FirstCanada ULC
- Angela Rabut, Royal Canadian Mounted Police
- Cheryl Spencer, BC Ambulance
- Bernard Abelson, PEng, MEng, TOPS, Transportation Planning Lead, MCSL
- Glenn Stanker, PEng, PTOE, Senior Transportation Engineer, MCSL
- Chris Houston, PEng, Civil Engineering Manager, MCSL

Absent:

- David Dean, PEng, ICBC
- Katherine McIntosh, School District No. 82
- Norman Hart, CN Rail
- Chris Simms, Northern Health
- Kerry Clarke, Northwest Community College
- Phil Burton, UNBC

Minutes:

The purpose and scope of the Transportation Master Plan were presented to the group. The following issues and comments were recorded:

General Comments:

1. Intersection traffic control and configurations in Terrace are not considered to be consistent, e.g. stop vs. free flow, intersection spacing, staggered intersections.
2. BC Transit would like to see transit routes given priority for snow clearing.
3. The city is compact and well-planned, which is conducive to transit service. The grid system works well, but dead end streets can be a problem for emergency response. No Thru Road signs should be used where applicable.
4. The threshold for delay is lower in Terrace, as residents are accustomed to a higher level of service on local roads. This must be considered when establishing acceptable performance measures for the transportation system. At these locations, crash statistics should also be considered.
5. A growing concern is the accommodation of older drivers, and the use of scooters on the roads and sidewalks.
6. Some cities have way-finding signs with estimated walking times. This could be considered in Terrace to promote sustainable transportation, and improve accessibility.

7. Cycling in Terrace would likely increase with more facilities and improved network connections (e.g. Lanfear and Skeenaview).
8. BC Transit will share ridership data for Terrace.
9. Coffee shop drive-thrus often create queuing problems on the adjacent streets.

Specific Locations of Concern:

10. There are speeding concerns on McConnell Ave, Keith Ave, and Kenney St.
11. Highway 16 (Sande Street)/Keith Avenue: the recent signal upgrade has created a more logical and effective traffic control, but the public has been confused by the changes. Many drivers continue to turn eastbound left against oncoming traffic, forgetting the stop sign has been replaced with a signal. There have been approximately 12 collisions within the last three months. New signing should be considered.
12. Highway 16/Eby Street: the ambulance service is located at this intersection. The speed at which some drivers negotiate the southbound right turn onto the highway makes it difficult for ambulances to enter the highway. Restricting right turns on red may help ambulances enter the highway, but would dramatically reduce intersection capacity during the rest of the day. The intersection corner geometry could also be revisited to reduce traffic speeds. Four signals in Terrace have emergency vehicle siren detection, but Highway 16 / Eby Street is not one of them.
13. Lakesle Avenue / Sparks Street: the offset T intersection is a concern.
14. Skeenaview: the narrow, windy geometry is a problem for larger vehicles, including buses. A large rock recently fell off the hillside and dented the side of a bus on Skeenaview. However, the road is well-maintained. There is a lack of right-of-way available for improvements, and geotechnical constraints. The pedestrian/cycle path could potentially be relocated outside the corridor. Options are outlined in the City's Active Transportation Plan.
15. Lanfear Hill: has many of the same issues as Skeenaview. There are concerns with vehicle queuing on McConnell especially around school drop-off and pick-up times. The hill is posted at 40 km/h, but traffic speeds can be as high as 70 km/h. This causes additional delays at the McConnell Avenue / Cooper Drive intersection.
16. Kalum Street / Munthe Avenue: the limited sight distance is addressed with a mirror, which appears to be working well. Collision statistics should be checked.
17. Skeena Mall bus stop: a shelter has been provided, which is an important facility at this key stop. The two problems with the shelter are (a) non-riders often loiter inside, and (b) it occasionally gets wet inside. The RCMP can respond to the former issue. This location would be desirable for a future transit exchange.
18. Kenney Street / Keith Avenue: large intersection with heavy truck movements has potential sight distance issues, and growing levels of delay. The traffic volumes at the intersection have increased since the signal improvements on Sande Street. The size of the intersection also means that heavy vehicles require bigger gaps in traffic on Kenney Street in order to enter the intersection. There is a problem with drivers on Keith Avenue failing to observe the stop condition because they either mistake the intersection as a four-way stop, or they do not notice the stop sign (especially with this being the only stop condition on the corridor). A four way stop could be considered, but must not cause queuing across the rail tracks to the north. The future development of the Mill Lands will require this intersection to be addressed due to the expected increase in traffic.

19. Eby Street / Lakesle Avenue has atypical traffic control (i.e. free flow traffic from the stem of the T intersection), and experiences peak hour delays and queuing issues. A roundabout may be a potential solution, with its safety and aesthetic advantages. However, the laning and the spacing with Lazelle Avenue would have to be addressed. There are currently no roundabouts in Terrace, so education would be important.
20. Eby Street / Lazelle Avenue: the lane drop on Eby just north of this intersection causes northbound vehicles to move into the lane serving the left turn from Eby into Lazelle, prior to this intersection. This conflicts with traffic exiting Lakelse also making this left turn.

Grade-Separated Rail Crossings:

21. There were previous studies done by MoTI, the City and ICBC concerning possible locations for additional grade separations. These studies should be referenced. A second overpass is necessary particularly for emergency response.
22. Kalum Street: pedestrians are currently crossing the CN rail yard to travel between the Kalum neighbourhood residences and the businesses on the highway (especially Walmart). There is extreme danger involved, and there have been a few incidents in the past. This is the most desired location for a pedestrian overpass, but would be extremely expensive to build a clear span across multiple tracks. No pedestrian counts are available to determine the severity of this situation.
23. CN Rail previously wanted to close the at-grade rail crossing on Kenney Street, but it is an important network connection. This crossing continues to work well, although long train crossing delays cause some drivers to make U-Turns at the closed gates on Kenney to return to the Sande Street overpass.
24. From a network connectivity and redundancy perspective, Frank Street is too far west to be a viable grade-separated rail crossing.
25. The Kalum Lake Road / Braun Street intersection appears to be the preferred location for an overpass over the tracks, as identified in previous reports.

Downtown Terrace:

26. Kalum Street: the Two-Way Left Turn Lane has been a good improvement. The only concern is the south transition point, which can be confusing. The left lane moves right, but has right-of-way. These paint markings should be revisited. The City noted that this is only an interim measure.
27. Lakelse Avenue: there is a lot of activity around the Skeena Mall, including four lanes of traffic, frequent turning conflicts (especially at Tim Hortons), on-street parking, and a mid-block pedestrian crosswalk. Many pedestrians are not watching for traffic when they cross. A lane diet may improve the situation, if the volumes and left turn demand permit. Education is key. Improved overhead lighting, or pedestrian-activated flashing lights would help make this crossing safer.
28. Funding sources: There are no Development Cost Charges (DCCs) in Terrace, and implementing these as a revenue source to pay for infrastructure upgrades would likely discourage local development in favour of other cities. There are no communities with DCCs west of Prince George.
29. Lazelle Avenue and Lakelse Avenue could be developed as a one-way couplet, which would improve traffic flow and safety. However, traffic circulation and wayfinding downtown would be a little more challenging.

Stakeholder Meeting No. 2: User Groups

Time: 9:00 to 11:00 am

Date: Thursday, February 11th, 2016

Location: Terrace City Hall

Attendees:

- Rob Schibli, Director of Public Works, City of Terrace
- Chris Cordts, Engineering Supervisor, City of Terrace
- Meghan Dusdal, Design Technologist, City of Terrace
- Bryan Halbauer, Kalum Kabs
- Sid Bandstra, Bandstra Transportation
- Carole Julseth, Happy Gang Centre
- Ulyses Venegas, Kitselas Band
- Doug Ames, Northwest Fuels
- Chad France, TORCA
- Bernard Abelson, PEng, MEng, TOPS, Transportation Planning Lead, MCSL
- Glenn Stanker, PEng, PTOE, Senior Transportation Engineer, MCSL
- Chris Houston, PEng, Civil Engineering Manager, MCSL

Absent:

- Erika Magnuson-Ford, Chamber of Commerce
- Dennis Lissimore, Terrace Downtown Improvement Area
- Steve Roberts, Kitsumkalum Band
- Steve Smyth, Keith Business Industrial Group
- BCAA
- Alisa Thompson, Youth Advisory Committee
- Yvonne Neilson, Accessibility Advocate

Minutes:

The purpose and scope of the Transportation Master Plan were presented to the group. The following issues and comments were recorded:

General Comments:

1. To avoid the challenges on the hills to get to the top and bottom of the horseshoe, trucks also use Kalum Lake Road.

Specific Locations of Concern:

2. The Grand Trunk Pathway trail is well-designed and well-used. It should be extended if possible. An active transportation loop between the existing Sande Street Bridge and a possible future bridge at Braun Street was suggested.
3. Keith Avenue / Kenney Street appears to be a collision-prone location. The hydro pole in the northeast corner impedes sight lines. Any upgrades must ensure traffic does not queue across the tracks to the north.
4. Keith Avenue is a logical candidate for the designated truck route. A suggestion was to designate this route as Highway 16 and construct an overpass at Braun Street. This would reroute heavy and dangerous goods away from the downtown.

5. Highway 16 / Kerr Street (Big Bertha): challenging turning movements for trucks entering the highway from the bulk fuel plant, with restricted sight lines. A new route that makes use of the existing traffic signal at Walmart would be preferred, but must consider the existing traffic pattern in the plant (which has been configured to accommodate loading only in the eastbound direction). There is a road right-of-way designated opposite the Walmart access, however there is no construction timeline. This intersection is under MoTI jurisdiction.
6. The hydro poles along Highway 16 take space away from pedestrians on the sidewalk. It would be desirable to relocate or underground these lines.
7. Highway 16 (Sande Street) / Keith Avenue: the new signal works well, but is a concern as drivers are having trouble adapting (esp. eastbound left turns).
8. Skeenaview Drive and Lanfeer Drive have some extremely narrow sections. The widths are perceived to be narrower than they are due to the proximity of the sideslopes. Speed is a concern. One way traffic is a potential solution, but would affect network reliability/redundancy (i.e. when one hill is closed for maintenance or crashes, there would be no convenient alternatives).
9. There are pedestrian safety concerns at the bottom of Lanfeer Drive at the head of the Howe Creek Trail due to the curve in the road, vehicle speeds, and limited lighting at night.
10. The mirror on Skeenaview Drive at Munthe Avenue appears to work well. This may be a candidate solution on Lanfeer Hill as well. However, drivers on Lanfeer may focus on a mirror, and ignore other vehicle turning movements and pedestrians around them.
11. The offset T intersection at Lakelse Avenue / Sparks Street should be realigned, if possible, to create a four leg intersection. This will reduce traffic delays, but would be a costly improvement.
12. The four way stop at the Hwy 16 / Hwy 37 intersection is a concern, but is a MoTI issue and is outside of the scope of this study.
13. The City should consider a designated bike route on the Lakelse Avenue bridge crossing the Skeena River, rather than cyclists using the Highway 16 bridge.
14. A sidewalk on Kalum Lake Road is desirable. Although this is a Ministry highway, the City would likely be responsible for any sidewalk improvements.
15. The Eby Street / Lakelse intersection appears to work well for local residents who understand the traffic control.
16. An accessible parking space is requested at the Happy Gang Centre.
17. In general the trail networks between the top and bottom of the Horseshoe are good. However, the grades and surfaces are not accessible for strollers and wheelchairs.

Grade-Separated Rail Crossings:

18. Both at-grade rail crossings at Kenney Street and Frank Street are issues for large trucks.
19. The at-grade rail crossing at Kenney Street creates long delays when the trains are crossing. This is a problem for emergency services, which are therefore limited to the Sande Street Bridge. The emergency services and the hospital are located on opposite sides of the railway tracks.
20. An additional grade-separated crossing (e.g. at the Kalum Lake Road/Braun Street) is required in case the Sande Street Bridge is closed for an extended period. A grade-separated crossing at Braun Street will also promote development on the west side of Terrace, and accommodate the

Mill Lands development. Furthermore, a crossing at this location would tie into the Grand Trunk Pathway to achieve an active transportation loop.

21. The existing overpass on Sande Street should be improved for pedestrians and cyclists. There is poor connectivity for pedestrians at the south end of the bridge. Any new grade separations must accommodate pedestrians and bikes.
22. A new pedestrian overpass would ideally connect to the downtown area, and match the existing desire line. A new overpass should be complemented with fencing of the CN Yard for safety.

Downtown Terrace:

23. The Kalum Street lane diet improves visibility between the road and sidewalk. However, the configuration can create blind spots in the middle lane, especially at pedestrian crosswalks. The crossing distance is relatively long, and pedestrians don't always follow the rules, nor cross in designated locations. In rain or darkness, it is difficult to see the pavement markings. In-laid thermoplastic may be a viable solution.
24. The four lanes on Lakelse Avenue are narrow, especially at Sparks Street. A lane diet may be viable, but must consider bus movements, and queuing at Tim Hortons.
25. Pedestrian crossings on Lakelse Avenue at the Skeena Mall could be improved with sidewalk extensions and pedestrian-activated flashers. The existing flashers are continuous, and are more likely to be ignored by drivers.
26. More way-finding signage for Downtown would be appreciated.
27. Lazelle Avenue and Lakelse Avenue could be developed as a one-way couplet, which would improve traffic flow and safety. However, traffic circulation and wayfinding downtown would be a little more challenging. Also, this would invite more incidences of short-cutting through private parking lots as drivers attempt to circulate between the blocks.

Subsequent User Group Comments:

Submitted by: Yvonne Nielsen, Accessibility Advocate

1. A second Handydart bus is needed.
2. Accessible parking spaces in Terrace should have signage and painted wheelchair logos on the pavement for identification.
3. To make it easier for people with mobility issues, sidewalks must be flat, not slanted.
4. Planters, trees, shrubs, and other obstacles on the sidewalk should be placed to ensure safe and convenient passage of those with mobility challenges.
5. Better bus connections are needed.
6. Bus shelters should have anti-smoking regulations enforced. Also, litter should be picked up more frequently at the shelters and the sidewalks in general.
7. No Parking regulations should be enforced at yellow curbs, bus stops, and on sidewalks. Also, vehicles should not be allowed to park in bike lanes. Additional signage may be necessary.
8. If possible, bike lanes should be further offset from the traffic lanes.
9. In locations where the pavement edge is higher than the gutter pan, there is a hazard for cyclists.
10. The stairs on the Howe Creek trail are an issue for the mobility-challenged users.

Committee of the Whole

Time: 12:00 to 1:00 pm

Date: Wednesday, February 10th, 2016

Location: Council Chambers, Terrace City Hall

Attendees:

- Terrace City Council
- Rob Schibli, Director of Public Works, City of Terrace
- Chris Cordts, Engineering Supervisor, City of Terrace
- Meghan Dusdal, Design Technologist, City of Terrace
- Bernard Abelson, PEng, MEng, TOPS, Transportation Planning Lead, MCSL
- Glenn Stanker, PEng, PTOE, Senior Transportation Engineer, MCSL
- Chris Houston, PEng, Civil Engineering Manager, MCSL

Discussion Notes:

McElhanney presented the project scope and objectives to Council. The following feedback from Council was noted:

1. Positive engagement of the public is required especially for the pedestrian overpass. The affected demographic should be targeted. Also, the existing crossings of the CN rail yard should be counted.
2. The Terrace 2050 Vision should be incorporated into the plan.
3. The eastbound left turn at the Keith Avenue / Sande Street (Highway 16) intersection is a concern, and has had multiple collisions recently.
4. Tim Hortons traffic queuing has been improved on Highway 16.
5. Speeding issues are a concern on Pheasant Street, at the bottom of Lanfear Drive.
6. A new crosswalk should be considered at Walsh Avenue and Eby Street.
7. A pedestrian crossing should be reviewed on Kenney Street for school children.

Public Open House

Time: 6:00 to 9:00 pm

Date: Wednesday, February 10th, 2016

Location: Terrace City Hall

Attendees: approximately 12

Discussion Notes:

1. A new truck layover would be beneficial on the highway.
2. Land should be protected for a future overpass at Braun Street.
3. Ambulance drivers often do not know where dead-ends are until they arrive at them.
4. Car navigation systems direct drivers wanting to access the top of the Horseshoe to Eby Street, which does not connect up the hill.
5. McElhanney will contribute the designs for two staircases at Lanfear Drive and Eby Street.
6. If a pedestrian bridge is built at Kalum Street in favour of any other vehicle crossing, then it should also accommodate ambulances.
7. The steep gradient on the westbound approach of Park Avenue to Kalum Street is problematic in icy conditions.
8. The Lanfear/Pheasant intersection is a concern, and requires redesign to reduce traffic speeds entering Pheasant.
9. The trail along the railway corridor has safety concerns, especially when compared to Grand Trunk Pathway.
10. Barrier curb is preferred to roll-over curbs as it makes pedestrians feel safer. Boulevard separation would be ideal.
11. The study will define preferred typical cross sections for the different road classes.

Identified Locations for Consideration:

Using red dots on a map, attendees identified the following areas of concern:

- Keith Avenue at Kenney Street
- Lanfear Hill, top, middle, and bottom
- Sande Street (Highway 16) Overpass
- Lakelse Avenue at Eby Street
- Eby Street at Hamer Avenue
- Lakesle Avenue at Sparks Street
- Sparks Street at Straume, Tuck and McConnell Avenues
- Park Avenue at Emerson Street
- Kalum Street at Park Avenue
- Kalum Street at CN rail yard (pedestrian crossings)

Using green dots, attendees also identified positive issues in the Terrace transportation network, including: the streetscaped block of Lakelse Avenue (Emerson to Kalum Street); the new lane diet on Kalum Street; the Grand Trunk Pathway; the trail network around Skeenaview; and the opportunity for a new rail overpass at Braun Street/ Kalum Lake Road.

Terrace Standard Newspaper Article

Wednesday, February 17, 2016

Terrace, B.C. hosts open house on transportation plan



Residents had the chance to post red and green stickers on a map of the city last night at the Transportation Master Plan open house, to indicate good and bad spots. This feedback will be used by consultants on the project.

— *image credit: Josh Massey*

posted Feb 11, 2016 at 11:00 AM— updated Feb 11, 2016 at 12:24 PM

Residents, city staff and planning consultants mingled last night at an open house, part of the \$75,000 Transportation Master Plan commission by the city.

Those visiting the city hall event were given red and green stamps and asked to place them on a large map laid on the table. Green stamps could be placed on positive features of Terrace, while the red stamps were stuck to problem spots.

These suggestions from the public are being used to guide the plan being put together by McElhenney Consulting over the next four months.

The company's spokesperson for the project, Prince George-based senior transportation engineer Glenn Stanker, said that the secret to the success of thriving cities is having a vision and plan.



“Vision is important, and the number one thing is having a plan. When you apply for a grant, they will ask to see a plan that supports the project,” he said.

So what will Terrace's transportation priorities be? This is what Stanker and his team, along with the city, are working on.

Aside from the public consultation, there is also an online survey to gather what residents want in terms of improving transportation for vehicles, cyclists, and pedestrians.

There are many categories of city project being looked at, and prioritized. These include the tops and bottoms, as well as the widths and safety features, of Lanfear and Skeenaview hills.

Options discussed at a committee of the whole meeting also held yesterday included widening the street and/or sidewalks on these hills, and possibly closing Pheasant St. to thru-traffic at the bottom of Kalum in order to improve pedestrian flow.

Stanker said his team will look at options to making the hills safer in the short term, as they are steep, narrow, windy and much used by all sorts of commuters who tend to “compete” for room.

Intersections are also being studied.

Stanker said that Lakelse and Sparks is an example of a challenging intersection. So is Eby and Lakelse which he said “may not be intuitive to drivers”. Also, the intersection of Thomas, McConnell, Cooper around school hours. He said there could be ways to improve these and other intersections.

Rail crossings are another item included in the planning, with the “non-conventional” crossing of the tracks by pedestrians and the need for some sort of pedestrian overpass. A location for this could be part of the plan as well.

After stakeholder consultation, the next phase is data collection followed by detailed analysis in April, then May will see improvement options conceived, then in June the review will be ready, followed by a final report.



APPENDIX C

PUBLIC SURVEY



Terrace Transportation Master Plan: Public Survey

The City of Terrace and McElhanney Consulting Services Ltd. are completing a Transportation Master Plan that will address the following:

- *An expected increase of up to 30% in the city population over the next 10 years;*
- *Current and future transportation demands on the road, cycle, and pedestrian networks; and*
- *Effective local initiatives to promote the use of sustainable transportation modes.*

The outcome of the project will be a strategic planning document to guide future City investments in the transportation system.

To help us understand your priorities and concerns, we invite you to answer the following questions.

1. What is your overall impression of the existing transportation system in Terrace, in terms of:
 - a. Safety: (Very Poor) 1---2---3---4---5 (Excellent)
 - b. Reliability: (Very Poor) 1---2---3---4---5 (Excellent)
 - c. Convenience: (Very Poor) 1---2---3---4---5 (Excellent)
 - d. Guidance/Wayfinding: (Very Poor) 1---2---3---4---5 (Excellent)

2. What do you like best about the local transportation system?

3. Where do you have concerns with the local transportation system, and why?

4. What aspects of the transportation system would you like to see improved in Terrace?
(please rank the following according to your priorities, 1 being the most important)

- Road network (for traffic)
- Pedestrian network (sidewalks, crosswalks, etc)
- Cycle network (trails, bike lanes, etc)
- Heavy Truck routes (industrial and commercial)
- Dangerous Goods transportation
- Transit (bus) system
- Accessibility (for those with mobility challenges)
- Other _____



5. The likely location of a new vehicle overpass over the railway would be at Braun Street/Nisga'a Highway (Kalum Lk Rd). What are your thoughts on the priority of this project?
(Low Priority) 1---2---3---4---5 (High Priority)

6. How would you prioritize a new overpass across the railway that was dedicated to pedestrians and cyclists only?
(Low Priority) 1---2---3---4---5 (High Priority)

7. Kalum Hill (Skeenaview Drive) and Lanfear Drive currently have narrow road widths, which have contributed to safety concerns. How would you prioritize improvements to these roads?
 - a. Kalum Hill Drive: (Low Priority) 1---2---3---4---5 (High Priority)
 - b. Lanfear Drive: (Low Priority) 1---2---3---4---5 (High Priority)

8. On Lakelse Avenue in Downtown Terrace, the four lanes of traffic provide more capacity than is necessary for the existing volumes. How would you prioritize the importance of reconfiguring the existing lanes to create a safer environment for pedestrians, cyclists and vehicles?
(Low Priority) 1---2---3---4---5 (High Priority)

9. At three intersections in Terrace, there are existing concerns with geometry, traffic control, and traffic flow. How would you prioritize efforts to upgrade these intersections to improve safety and traffic flow?
 - a. Eby Street at Lakelse Avenue (in front of City Hall):
(Low Priority) 1---2---3---4---5 (High Priority)
 - b. Lakelse Avenue at Sparks Street (at Safeway/Bank of Montreal):
(Low Priority) 1---2---3---4---5 (High Priority)
 - c. Thomas at McConnell/Cooper (top of Lanfear Hill):
(Low Priority) 1---2---3---4---5 (High Priority)

10. What other issues do you feel should be considered in the Transportation Master Plan?

11. Other comments:

12. What is your:

- a. Postal Code: _____
- b. Age group: 5 – 15, 15-25, 25-45, 45-65, 65+

Thank you! Please return your completed survey to an attendant.

Question 2: What do you like best about the local transportation system?

- 2 bridges over Skeena. - not a lot of lights and short durations
- cheap way of transportation. - covers all the areas around Terrace
- the sidewalks we have are generally maintained in winter - getting cleared quickly following snow fall. - lights are quick @ intersections - parking is pretty good
- "We have one". We are re-evaluating at present, important as population increases.
- Handi-dart. 2. Sandi-overpass greatly improved. 3. Roads getting fixed.
- With just a few changes, significant improvements can be made id. 4 way stops, stop signs. 2. Overpass improvements (if drivers could figure it out). 3.Improvements to Kalum St
- 2 lane
- Actually do not use it yet
- Addition of bike lanes and sidewalks during road improvement projects
- adequate amount of seating
- affordable busses and being able to travel to Kitimat and back in one day
- Almost everything is in walking distance in this town.
- Appears to be a willingness to make some of the busy intersections safer, e.g. the Overpass! That was a scary one for drivers and pedestrians.
- As a pedestrian many of the sidewalks are wide enough to accommodate users of all types ie.strollers, scooters, bikes.
- As a senior, I drive my own car, so have not used the transportation system.
- at least it goes to the college
- At least there are SOME bike routes, well-used sidewalks and a transit option
- at least we have some.
- at this point absolutely nothing!
- Available access to Kitsumkalum
- available parking along Lakelse Ave
- big bus for small community
- bike lanes
- Bike Lanes but more are needed
- Biking in Terrace is easy and fast.
- Bus system and millennium path
- Cabs are horrible. Poor service all around. Busses can run more frequent
- Cheap, quick and easy access
- City requirements for sidewalks. Revision of traffic pattern on Kalum was good.
- Community Walk-ability
- Convenience
- Covers a wide area
- Crosswalks for pedestrians, traffic lights at most major downtown intersections, light at South side of Sande overpass - a big improvement
- Cyclable
- Do not use it
- Doesn't look like much thought has been put into it in the past!
- Don't use
- Downtown
- Downtown Terrace amenities are compact, accessible by foot from horseshoe.
- easy access throughout town
- Easy grid system, adequate winter clearing
- Easy to find way around
- easy to navigate around town
- easy, point A to point B
- Everything is relatively close and quick to get to.
- exit to Tetrault from overpass (finally able to make turn without worrying about hit from rear
- fairly convenient and easy to get to
- Fairly good traffic flow,
- fast transportation , ease of access
- Few traffic lights
- Fewer loose surface roads in town every year.
- For the most part it's pretty easy to navigate if you know the roads and where the lines should be for lanes.

- Frequent trips in town routes
- good infrastructure
- Good snow removal
- Good street signs
- Grand Trunk Pathway and Howe Creek trail
- Great for cyclists
- Grid pattern is convenient
- Hard to say....its what i am used to
- Having Highway 16, extending easterly along Greig and westerly to Kalum Lake Road as a linear access along the southerly face of the City north of the CNR and Keith Avenue, being a similar linear access along the northerly face of the City lying south of the CNR. The multiuse pathway added to the south of Highway 16 is a tremendous asset.
- I actually do not use the local transportation system
- I am happy to see the annual improvements to the roads, sidewalks and cycling routes - it's nice to see that improving the roads is a priority of the City.
- I am opposed to hwy 16 having right of way through town..out of town people don't understand
- I believe this to be true but don't use buses, it, my students do, but they mostly take cabs
- I don't like anything..
- I don't use it
- i dont use it.
- I don't use the transportation so this is why I'm putting average. Not good but not bad.
- I don't utilize local transportation in Terrace.
- I know how to get where I'm going in a motor vehicle
- I like that everything is close. There is no more than 4km from my house to anything I need
- I like that it doesn't take too long to get anywhere in town
- I like the ability to go from one end of town to the other using one street; although certain parts of the dual lanes are very unsafe.
- I like the new bike lane on Kalum
- I live east of town and appreciate the two routes into Terrace
- Improved safety at crosswalks over the past 5 years
- improvements to cycling infrastructure
- Improvements to overpass
- Improvements to the south end of Sande Overpass
- In general there is no traffic congestion
- It has improved. the lights on railway overpass by Skeena mall is great.
- It is evolving the town's "city status" while still having the convenience and reliability of a town.
- it is simple
- It is very simple to navigate.
- It moves.....
- It's available at most rural areas
- Its small transportation system with low population. Roads allow traffic to flow freely without many interruptions.
- Kalum St road diet, Grand Trunk Path, Sande-Keith signal
- Lack of traffic
- Light for pedestrian on Lazelle & Kalum should have left hand sign at McDonalds
- Light Traffic
- Light traffic, easy parking
- Like that I can bike and walk places.
- Like the new lights on sande overpass
- Local Trail system
- Lots of walking areas for everyone
- low cost
- Low traffic
- Low traffic volume
- low traffic volumes
- Main Highway is straight through the town.
- Millenium Trail and network in the Horseshoe
- Millennium trail
- Millenuim Trail

- More routes and better access for people with disabilities.
- Most areas are working good. A flashing light and crosswalk must be installed at the bottom of the Lanfeear hill.
- Multiple lanes of travel
- N/a
- Never used it; cannot comment.
- New intersection on overpass
- New light at overpass
- New light at Sande overpass
- New light at the overpass.
- new lights at overpass
- new lights on overpass
- New over pass.
- New overpass
- New overpass. Much less congested!
- New sidewalks put on McConnell.
- newly paved streets
- No real "rush hour" traffic.
- No rush hour
- Not confusing or hard to navigate - no one way streets
- Not much especially in the winter.
- not much to be honest, poor planning is evident everywhere
- not much traffic
- Not much traffic
- Not overly crowded with cars, not too much speeding
- not too busy
- not too much traffic
- not too much traffic
- nothing
- Nothing
- Nothing stands out
- nothing stands out
- Nothing. Well maybe the Millenium Trail.
- now adding in sidewalks on all newly paved streets.
- Number of traffic lights is good
- On time
- once we get used to the new traffic flow at the south end of the overpass. The designated bike lanes.
- Other than Lanfeear Hill needs a right hand turn lane. And lunch & 3pm traffic is a nightmare.
- Overpass is improved.
- PLOWed regularly in the winter
- Plowed regularly in the winter
- Reasonably good streets
- recent consideration for bike lanes
- Recent improvements made on the overpass
- reliable
- Safety with exceptions.
- Sande overpass intersection improvements and 4-way stops
- Signs in some are clear, when put up properly.
- simple
- Simplicity now, however this may not function well in future
- Small town, if a person wants to walk everywhere it's not that tough.
- Small town, no need for a lot of traffic lights
- Terrace has some bike lanes.
- Terrace is relatively small and navigating the streets is easy.
- That it is improving with time. I define walking as part of the system. This aspect is slowly improving. The rest of the system is really basic grid.
- that it runs efficiently and timely
- That there is a bus system we have one even though it's unreliable.
- That there is something available

- The bus system has all newish buses, most of the taxis are updated
- the changes to the sande overpass have helped
- The consistency of bad intersections
- The double turning lanes on over pass turning onto Keith
- the easy walking distances
- The extension of the millenium trail. The 3 way lights at the overpass (new)
- The fact that there is a lot of improvement to promote Bicycle use.
- the flow of traffic seems to be well thought out
- The flow.
- The grid layout makes it easy to navigate the downtown core.
- The Howe Creek Trail, the condensed nature of downtown making it walkable
- The lights at the overpass are a step in the right direction
- The limited use of traffic lights, meaning the beter use of signed traffic.
- The millenium trail/grand trunk pathway
- The millennium trail
- The most efficient transportation segment is for thru traffic on Highway 16 but a second crossing must be planned for. The "best" about the local system is that it tries to mitigate the town being divided in two by the highway.
- The new light on the overpass is a great addition. The intersection is much safer now.
- THE NEW LIGHTS ON SANDE
- The new overpass
- The new overpass work makes sense
- The new set of light on the end of the overpass
- the new traffic lights at the Sande overpass
- The price for bus fare.
- the price is fair for public transit. the highway system is easy to navigate for visitors.
- The recent improvements around Terrace.
- The size of some downtown sidewalks
- The the main roads were recently re-paved.
- The upgrades to the sande overpass
- There are usually several ways to get to one place
- There is a fairly dense city centre so everything is close.
- They are well known since there are few options for transportation so everyone knows the numbers etc.
- They hit all main actives
- They should have the transport go some where else it makes the over pass too much traffic
- to few passengers for a big bus
- Traffic generally flows fairly well now, but as traffic volume increases, there maybe increasing pressure on the current infrastructure.
- traffic in downtown has many alternatives , so drivers can choose a safe less busy route if immeadiate conditions suggest to do so.
- Traffic seems to flow quickly
- trails
- two bridges over skeena, improvements to intersection S of overpass, trails
- Up grade on overpass
- Upgrade to Sande Overpass
- Variety of transportation options that will meet my needs - walking, cycling, driving, public transit
- Very little traffic.
- Very minimal traffic/delay issues
- Wayfinding is fairly straight forward.
- We have busses that go to more areas.
- We have one .
- we have one! i've never used the bus system.
- We need to get the transport and long haul trucks through Terrace as easy as possible.
- Where it's done well, it's really well with bike lanes, sidewalks and nicely paved roads
- width of streets

Question 3: Where do you have concerns with the local transportation system, and why?

- goes to Gitau, no one ever on that bus maybe use small bus.
- like to see roundabouts, more network paths between streets & subdivisions, more cycling lanes. - biggest concern = the city is set up to be a driving city, not a walking or cycling city - our main focus should be on pedestrians in downtown not vehicles.
- *Calcium should be free to residents living on a dirt road!
- 1 - Too many drivers don't understand how to use four-way stops. 2 - A new overpass at Hwy 16/Kalum Lake Rd jct should have taken priority over the elimination of the railway grade crossing west of the City. Poor planning on MoT and fed govt.
- corner of Keith & Kenny - need a light here - is a busy intersection, 2) need a second overpass over CN tracks - many delays in trying to travel north/south along Kenny St at Hwy 16.
- Downtown is geared towards drivers - not cyclists or pedestrians. 2. Access to GrandTrunk Pathway is poor-large span of highway before you can access the trail network. 3. Downtown speed limit should be reduced to 30 or 35km /hr.
- Very bad lighting at all crosswalks and the crosswalk in the centre of Lakelse Ave, very poor visibility because of cars parked on road on both sides.
- 4 way stop - ineffective for amount of traffic utilizing this. Too many accidents! Ineffective.
- 4 way stop on highway. Most people don't know the rules.
- 4600 and 4700 haugland. Mills memorial hospital have verflow parking on the street, northern health bus and neighbouring village buses offload and pick-up there, kids from Cassie Hall school wander from the school field and need to get to sidewalk. no school monitors to keep them safe, and the road surfae is full of porholes. and homeless people are pushing buggies, and seven sisters residents are seen looking lost or confused.
- active transportation needs to have more support
- Availability and access.
- Bad roads
- Bike and sidewalks by road that Polly's Cafe is on. Not safe enough.
- bike lanes / access on Lanfeare & Skeenaview Drive
- Bike lanes in a town that had rain or snow 80% of the time is a waste
- Biking is dangerous. Many people get hit on the road because driver's often aren't aware of bikes or pedestrians.
- Bothers me to see near empty buses running
- Bottom of Lanfeare hill. Lack of pedestrian crossing and speeding traffic (2 issues). Also, degrading Howe Creek Trail as it comes down the hill into the tree park. The hillside is eroding and presenting cobble rocks onto the path which is a biking and tripping hazard. This corner (behind the berm at the base of Lanfeare) should be redone.
- Bus needs more frequency, more stops
- Bus routing can be confusing, a better time guide would be nice, and also actually telling people where stops are
- bus stops not well distributed
- Buses should run on sunday! run a bit later - offer courtesy rides on certain events. We need a second taxi company. We need another overpass preferably by the liquor store on Kalum St on the southside.
- Cab company is horrible because they have the monopoly on the taxi permit
- Commercial vehicles within city limits - the trucks are too large to safely manipulate corners, narrow streets etc.
- Commuting on bicycle around town is sketchy, especially downtown with the weirdly aligned intersections and no bike lanes.
- concerns re; safety for walkers/cyclists particularly in adverse weather conditions **also, not being able to ride a bike on the road up Skeenaview Drive is very difficult
- Condition of most roads is poor. New bike lanes are seldom accessible, as people are constantly parked in them.
- confusing intersections. Need sidewalk on Park east of Eby.
- Confusing traffic signals
- congestion in the center of city.
- Constricted and unsafe access via road to bench
- Crossing to the southside and getting up to the bench...
- Crosswalks, no lighting above to illuminate crosswalks, especially if they are new to the system
- Cycling is a challenge - it is especially hard to get to the "benches" - the narrowness of the roads are a safety concern. A stairway to the benches may be a good idea however those with mobility issues or

- strollers will most likely not be able to use a stairway. More bike racks please. Visibility (especially during the dark winter months) - it is challenging to see pedestrians and cyclists on the the road - we need better lighting especially near crosswalks at schools. Improving the connectivity between the north and south would be beneficial and encourage greater connection regarding transportation as well as the community in general (reduce "north vs south" mentality). The recent road diet on Kalum St worked great - traffic calming measures for Lakelse Ave would be a great idea. Reduce "confusing" intersections by adding roundabouts to keep traffic flowing. Lessons/open houses to discuss how one drives through a roundabout or 2-way left-turn lane should be high priority. I am not too concerned about the "truck route" as this will most likely be the only plausible route for them to use - however, making this route safer for all road users should be high priority - the changes made to the Sande overpass is such an improvement but I find that the truck drivers at the Keith Ave and Kenney St intersection are very aggressive and dangerous.
- cycling space issues in some areas
 - Dangerous (4- way stop @ old bridge) and too busy for the current infrastructure (need another overpass)
 - dangerous intersections like keith and kenny
 - Difficult to travel by bicycle. I carry my children in a bicycle trailer and it is impossible to get from Terrace downtown to the bench safely. Sidewalks are not cleared promptly after snow (ie. sparks street), so it is very difficult to push a stroller or use a wheelchair in the winter. Eby street intersections are not intuitive. It is unsafe to cycle across the overpass, but few alternatives exist.
 - Difficulty getting across the tracks with only one actual overpass
 - Downtown core - bike safety
 - downtown on Lakelse where there is street parking + two lanes. I have had several near misses there - it is too tight for parking and 2 lanes of traffic. Lanfear hill is also frighteningly narrow and the intersection of McConnell and Thomas is a Zoo! It has often been backed up McConnell almost to the 3-way stop!
 - drivers go too fast. school buses need seat belts.
 - empty buses perhaps one passenger need to use small bus in non peak times. Dust maker! Waster of tax payer money. pollution etc.
 - everything! roads are too narrow, parking on streets makes it hard to drive safely and to see people walking
 - Extension of Thomas St to connect with Johnson Rd would balance traffic loads from the northern areas onto Kalam and Thomas.
 - Few pedestrian sidewalks and too-narrow sidewalks (eg. Lancer and Kalum... and I wrote that before looking at Q8!). Poor connection between Southside and town. Confusion at main 4-way stop (round-about would be better).
 - Flooding on Keith when it rains, lack of access when train goes through, roads not directly connected ie: Kalum
 - Generally-more sidewalks on the South side for safer pedestrian access. Specifically pedestrian x-ing of Keith at Kenny: long x-ing in industrial traffic/two way stop where Keith traffic sometimes makes risky crossing to avoid long wait.
 - getting killed on my bike (pedal)
 - Getting to South side by Bike, walk means only two choices. Overpass is awkward. On a Bike it is not safe. Driving through city centre is full of parking lots with people pulling out (especially at busy time), Mcdonald's Xwalk is often obscured by left turn drivers, straight thru driver go by and sometimes pedestrians are in the crosswalk.
 - Greig St could be re-paved. Notifcation lights at 3 way stop.
 - Greig St needs paving.
 - Halliwell Avenue and North Eby Street- extremely heavy traffic and everyone including city graders speed
 - Hate the Kenney-Keith intersection. Feels very unsafe
 - Heavy transport vehicles are still a concern on some routes
 - I cycle. Bike lanes are too narrow or non-existent. I ride the sidewalks where possible. There are a couple of crossings with serious traffic flow or safety issues. Frequently I observe drivers running the red light at Park and Kalum when Park drivers or riders have the green. It is also a hassle to get accross Kenny on Kieth at certain times of the day.
 - I feel that there needs to be more speed signs along with sidewalks
 - I have concerns with vehicle traffic at the Kenney/Keith intersection. In busy times, you can wait quite a while to proceed east/west along that route. Often it causes impatience with drivers and close calls with both pedestrians and other N/S traffic. A 4 way stop or, better yet, lights would be very well received there. Sidewalks are also terrible (in front of the hospital) where they were just done with quick paving and not proper concrete. I would prefer to see sidewalks not so close to the road with a strip of greenspace between traffic and sidewalks.
 - I have no concerns but i would be an advocate for a bus system that ensures transportation for seniors, students and those with mobility issues.

- I live on corner sparks/halliwell and traffic is always flying past my house with no regards for using blinker and often scary to cross as a pedestrian. A 4 way stop would slow traffic down and increase safety for pedestrians.
- I think that there is a lack of bike lanes and that they are not kept clear or maintained well. There is also a lack of bike racks in Terrace. Also, people need to start being ticketed for not use signalling to indicate that they are switching lanes. We would not have the problem intersections if people would learn to take their lane and let others know if they are going to switch lanes.. Also more traffic control around the schools and REM Lee.
- If increase population maybe get bus to lake or other tourist things on weekend? Terrible customer service and reliability of taxis.
- Infrequency of trips in rural areas and the fact that the bus doesn't run in these rural areas on the weekend when most lower income and students have days off and need transport to and from town.
- intersection (Eby/Lakelse by city hall)
- Intersection into to town. Should have lights there not towards Prince Rupert.
- Intersection Kenney and Keith Ave
- Intersections with poor sight lines, mostly because locals are used to it being less busy, and sometimes aren't very careful
- It is difficult to get certain places safely and conveniently on a bicycle
- It is difficult to quickly get around town by bus. And there are is only 1 option in/out of Thornhill after dinner time.
- It is not easily accessible or frequent enough.
- It would be great if the lower traffic areas would be re-paved soon (i.e. area near Best Western Inn/Shan Yan restaurant and Curling rink area would be a good start).
- Kalum (2 lane, with center turn section) poor transition north from double lane to one lane. Also hazardous pedestrian crossing with center turning traffic and through traffic. Keith avenue from new bridge to overpass - likely issue for future congestion.
- Kalum and Lazelle. The crosswalks are unsafe.
- Kalum St between Park and Walsh - confusing hazardous lane change markings. Much confusion downtown - the intersections at Emerson/Lakelse and in front of City Hall. The lack of an overpass between south Terrace and the Horseshoe at Kalum St. Pedestrian challenges in general. etc etc
- Keith & Kenney intersection
- Keith / Kenney Intersection
- keith and kenney intersection - it needs traffic lights installed
- Keith and Kenney, needs full light controlled intersection, too many accidents and deaths at this location
- Keith Ave & Kenney St intersection is a horrendous, because it needs a 4-way stop
- Keith Avenue - too many business that require left hand turns. Snow clearing in town that blocks the sidewalk access.
- Keith Avenue and Kenney Street is very dangerous for pedestrians as no crosswalk(s) to cross Kenney Street.
- -kenney and hwy 16. Keith and kenney
- kenney and keith (accident waiting to happen, and it does) Need drivers on Kenney to slow down and keep to the speed limit, drivers don't always follow rules for giving left turning vehicles their right to turn onto Kenney. Other areas of concern are where trees, and bushes block line of sight (e.g. planter by Creative Zone)
- Kenney and Keith intersection - frequent accidents
- Kenney Street and Highway 16 ... conflict with train traffic
- Lack of bike lanes, people parking in bike lanes, better downtown parking.
- lack of convenient schedule, after 6 pm seems difficult to find a bus
- Lack of parking downtown. More cyclist lanes and places to lock bikes to promote cycling. Intersection in front of city hall - needs to be a 3-way stop!
- Lack of public transit to outlying areas
- lack of rail crossings and streets not lighting up
- Lack of rural bus routes
- lack of safe cycling lanes from Thornhill to Terrace, and from the Terrace Benches (lanfeair, kalum, above arena) into town
- Lack of services (buses especially). More sidewalks would also be great!
- Lack of side walks on many "streets" for example, Tuck, Olson etc. Seems to be more sidewalks on avenues. Would be nice to have more sidewalks on streets in the horseshoe area. Better lighting at night & early morning. Very dark and feeling unsafe when going for runs in early am.
- Lack of sidewalks

- Lack of sidewalks for walking in residential neighborhoods, lack of bike routes
- Lack of sidewalks, esp south side.
- Lack of sidewalks, lack of bike safety in part due to driver attitude, poor snow clearing of sidewalks, confusing intersections with no advance signage such as Kenney and Keith indicating it is only a 2-way stop, poorly placed stop signs, hydro poles obstructing driver views along Hwy 16 stretch Tim Hortons, all west glass area, heavy traffic not coming to a complete stop at Keith and Kenney
- Lack of traffic lights in key areas
- lack of upgrading
- Lake Else - 3 way, top of Kalum St and Munthe Ave. - close it
- Lakelse & Sparks - This intersection should be squared up by sweeping the segment of Sparks St south of Lakelse west to align at right angles so the traffic signals can be normalized. Now is a great time as there is no development at 4711 Lakelse. Secondly, traffic signals should be installed at Kenney and Keith. Traffic backs up on Keith back to Kal-tire early morning, lunch and late afternoon. As this is the truck route as well, tractor trailers have a hard time crossing during these periods, and this intersection is prone to accidents.
- Lakelse Ave. between Apsley and Emerson Streets feels narrow. There is always the potential of getting too close to parallel parked vehicles.
- Lanes too narrow on Lakelse for 2 lanes + parking. There should be many, frequent buses that are smaller
- Lanfeer and Skeenaview Drive. Lanfeer sidewalks are narrow and appear to be falling apart. Narrow for traffic and pedestrians.
- Lanfeer Hill is too narrow, top of Lanfeer Hill is congested and has lots of kids going to school, Kenney and Keith intersection is very busy and chaotic, left hand lane travelling east on Keith and Sande overpass is confusing if there is oncoming traffic...old habits perhaps.
- Lanfeer Hill, Skeenaview Drive: too steep, too narrow, too unreliable with soil stability for future bike travel, safe motoring, people walking, wide vehicles negotiating the hills
- Lanfeer Hill - because it is scary trying to walk/run along there, and would be great to see another overpass across the train tracks.
- Lazelle/Kalum intersection is near impossible to enter. Almost worth just shutting that intersection down all together. Munroe/Hwy 16 and Thomas/Lanfeer with those telephone poles right on the corner dangerously impeding vision while attempting to enter traffic.
- Limited pedestrian and cycle access to bench
- line visibility, road width
- Little inclusion of cycling lanes. Cycling is unsafe, especially to/from the bench and on the overpass.
- Living on the southside, I find Keith Ave very busy. There is a need for another overpass, leading to downtown and Hwy 16. West and East.
- Main St is too narrow for parking in both sides.
- Main street. The fact that when you are parked, there really is not enough room for four lanes of traffic.
- Many unsafe/confusing intersections and poor conditions for cyclists to access the bench area.
- Maybe some runs on Sunday, 11 - 4
- Minimal availability to NWCC & Kitsumkalum
- More information needs to be posted regularly, i.e.: scheduling, route changes
- More names of streets on 4 way.
- More room for bikes & pedestrians
- More sidewalks please - on all routes within the city. More signage - Crescent street in Thornhill is missing its sign. Walking path that includes sidewalks around the bridges and continues to Ferry Island then down past Walmart.
- More than one overpass to get over CN tracks off Keith to Hwy 16. Lanfeer will provide proper road room & walking path - safety. Lakelse & Eby intersection change - flashing lights - yellow for caution. Lakelse & Red Eby plus stop sign
- Most of my concerns are with people who have poor driving skills.
- My main concern would be biking east across the double bridges. Second would be routing heavy traffic west along Keith.
- N/A
- n/a
- near city hall (awkward for all), on hills to the bench (Kalum + Lanfeer too narrow), 4way at jct to Kitimat (need lights)
- Need a better system at the intersection at city hall; paving of all roads in the city limits should be the responsibility and priority of the city; intersection of Eby and Lazelle very dangerous for pedestrians; need more speed bumps to slow people down; railway crossing holding up traffic and/or promoting unsafe behaviours in pedestrians and drivers

- need LIGHTED crosswalks / sidewalks (more reflective markers). Need an overpass over KALUM st southside-northside.
- need to expand routes up to Dover Road, population in this area is growing
- Neighbourhood streets have no sidewalks. No walking connection from ends of culdesacs to other streets or trails. Poorly maintained trail system. Terrace is focussed on drivers, not walkers - but walking is critical to health and retaining long term residents/ retirees.
- Never used it; cannot comment.
- no
- No buses on Sundays, infrequent times. Also streets don't line up in front of BMO/Bear Country?! Worst traffic light in history!
- No busses on sundays may lead to drinking and driving
- no concerns
- No enough cycle safe network
- No left turn on Keith Avenue / Train rail crossing on Kenney / No green flashing light to turn left on traffic signals
- No opinion
- No or limited buses on weekends. Could use some creative thinking on that. Poor lighting of streets, especially from bottom of Kalum Lake Rd to the NWCCollege. No sidewalks to shelter pedestrians. Lines are faded out. Train movements and holdups are poorly scheduled. No adequate drainage of areas, i.e. South-side. We need a better way to leave the hospital to the overpass. Safer walks over the bridges. Pedestrians are comatose and often oblivious to traffic. Those driving trucks are aggressive and make risky moves, right in town. Traffic is increasing and people are not coping with the increase, especially with heavy equipment movement. We need to open a road over the tracks at the intersection of the Kalum Lake Rd and Hwy 16 to syphon off the risk. We need a light system at the 4-way stop on Hwy 16 and Kitimat Hwy. Why? To save lives and adjust to the changes. We need more bus/people shelters in windy areas, i.e. overpass, Walmart area, etc. We need bus markers and timetables included.
- No posted speed limits, Drives are going way to fast. At least 10km over the speed limit. Kalum st.
- no, just the drivers and pedestrians
- none
- Non-vehicle connection of the Southside to the horseshoe is poor
- North Eby; it is a main roadway and there is no sidewalk (or even a gravel shoulder)
- not bike-friendly; poor maintenance of common roads in the horseshoe area
- not designed for heavy traffic, not enough ways to get across town with trains, not enough pedestrian overpasses for safety with trains
- not enough bus runs, though many run empty. smaller vans with more frequent and out to outlying communities would help a lot.
- Not enough handicap parking for senior centre
- not enough lights and crosswalks
- not enough safe pedestrian passage or clearly marked driving lanes.
- Not enough side walks
- Not enough sidewalks, access to sidewalks are not always wheelchair safe.
- not enough times
- Not frequent enough - especially weekends
- Offset T Intersection, cover Safeway/BMO sparks/Lakelse re-route Sparkes through ___ area on west side so it is a regular crossroad, allowing right turns on red lights.
- on time
- One overpass across the CN rail yard in close proximity to the hospital, the ambulance station and the fire hall. Should there be an incident on the track under the overpass the south side and north side of town could be isolated from the hospital or emergency response.
- Parking down town - flow thru traffic Hwy 16 commercial traffic
- Pedestrian safety - especially on left hand turning vehicles
- Pedestrian walkway/crosswalk and general lighting of all pedestrian areas I feel put pedestrians in unnecessary danger.
- Pedestrian walkways or bicycle passage on highway 16 over the Skeena River. The current sidewalk is only on one side which means bicyclist may face on-coming traffic and pedestrians have to cross the highway to get to ferry island. Would suggest building a second sidewalk on the south-side of the bridge or build a separate pedestrian bridge on the side or underneath the current bridge. Like stated this is a suggestion.
- Pedestrians and their safety mainly at crosswalks
- places like the overpass and the post office. the four way, the spot by safeway and bear country inn.
- poor condition of the majority of streets

- Poor lighting at pedestrian crossings and lack of bicycle routes. As a driver it can be extremely difficult to keep track of pedestrians especially during the fall and winter months when visibility is reduced.
- poor road condition, poor planning
- Poor road maintenance. Intersection designs by safeway and husky
- Pot holes for cyclists
- pot holes,
- public safety in terms of pedestrian traffic and poorly marked road ways
- railway crossings and poor secondary road surfaces
- Road condition is poor for cycling, efficient cycling and pedestrian connections between 'the bench' and 'the horseshoe' are lacking, cross walks are needed to connect the millenium trail to services across the road, pedestrian and bike access to natural areas could be enhanced.
- Road conditions, NOT only in the winter with clearing, but the amount of sink holes and gravel.
- Road lines are almost completely eroded in MOST areas. Bike lanes and pedestrian sidewalks are inadequate. Insufficient train track crossings.
- Road/Sidewalk repaving - have you walked the 4800 block of Loen lately? Bike infrastructure - safer access to Ferry Island for families and tourists? Beautification of Lakelse along entire length of roadway? Consistent sidewalk for those that want to "walk the bridges"?
- roads in bad shape. can't see lines. lines that don't make sense. lack of second way across tracks when trains are there.
- Roads too narrow. I drive a full size truck not a little car.
- Route information is not incredibly clear. For example; if a bus operates in a single direction loop, that should be indicated so I can plan my trip
- Rules of the road not enforced for cyclists, pedestrians, motorists
- running time and amount of locations hit makes less people want to take the bus
- Safety - odd intersections, Convenience - trains blocking Kalum, Highway 4 way stop
- safety at intersection of Keith and Kenney
- Safety concerns with certain intersections ie. park/Kalum overpass by postoffice four way
- Safety, especially for pedestrians and cyclists. There are not many cycle routes and especially on the 'major' roads cyclists need to share the road with (heavy) traffic. But the problem also exists for 'smaller' roads and e.g. the connection to the bench.
- Sande Overpass - safety issue turning left from west onto overpass - should have left turn sensed signal
- Second crossing - safety and convenience I
- seems as though smaller cuses would sufficient & more economical
- Semi truck, logging trucks, should go straight up Keith, not over the overpass. New overpass needed for this.
- Should have smaller buses & more frequent pick up.
- Sidewalks - not enough in horseshoe area
- sidewalks in the winter months. The sidewalks need to be plowed right away and kept on top of moreso that the streets. There are many people in our community that have to walk and are forced to walk on the roadway as the sidewalks are unsafe. #2 a pedestrian crossing over the tracks on Kalum Street.
- Sidewalks!
- Snow removal poor, dust control very poor.
- some areas are not serviced well for modes of transportation other than vehicle. For example walking from the college area to the swimming pool is not easy (no sidewalks, some traffic navigation)
- some confusing intersections, too many speeding trucks, insufficient sidewalks, bike routes and transit options
- Some intersections are congested and are a safety hazard
- Some intersections are dangerous and need traffic lights rather than stop signs (Lazelle & Kalum)
- Some local roads are very run down and needs resurfacing. Bus system is garbage. Avoid the bus. Either leaves late or early. The older bus driver lady kicked me off the bus once when i was 5 cents short (I was in college). Never again.
- some major roads such as Kalum Lake Road, Queensway, need a safer sidewalk (may not be city). Also the 4 way stop at the scales should be a round - about. Parking in town is lacking. all businesses should have to have a % of parking for staff and customers. Perhaps if this is brought in- a bunch of businesses can buy vacant lots to use for their staff parking (lot in Cormier of Lazelle/Kalum, lot between Park/Davis 4700). Not having enough parking especially in winter months when people should not have to walk long distances over ice is a huge safety concern and very much tied into transportation. Another huge problem is the constant pot holes in front of city hall - very damaging to small vehicles and people swerve around them- almost hitting others.
- Some roads should be opened up (Park) there are also others

- south side of overpass needs delay light for left hand turns going east
- Southside is more isolated with only one overpass although much better since the improvements, another would be good but probably better to spend less money on a pedestrian/cycle overpass.
- Southside, need to improve the safe flow of commercial traffic
- Sparks & lakelse (or lazelle) where there is an off set intersection, unsafe and inconvenient, need to create pedestrian friendly network.
- Speeding through school zones, using school zones for main routes. Need to route main traffic flow away from school zones - specifically Walsh Ave and Cassie Hall
- strange intersection (ex. Lakelse-Eby, Sparks-Lakelse, lack of east connection North-South of town)
- The 4 way intersection of highway 16&37 as a truck driver it is very difficult to safely exit from the scales and also I want to see a pedestrian controlled traffic light at Clark and highway 16
- The 4 way stop in Thornhill Is hazardous when traffic is heavy. Seems that people panic when arriving at the stop and don't know what to do.
- The areas that have been identified in this survey are in line with areas of concern that i have. Also, the new lights at the overpass could be improved. Drivers don't seem to be adapting to the new system resulting in accidents.
- The bus schedule isn't convenient for anyone especially for university students. The bus are not reliable because they are regularly late due to one bus running per route and too long of routes. The weekend and evening bus schedule is horrible last I checked. There are a few intersections that need to be fixed or have a proper light systems. There need to be more bike lanes and working sidewalks. The snow clearing in the winter on the sidewalks need to be maintained better. A huge problem is the no proper road drainage! This is terrace we get lots of rain and snow so all main roads should have drainage to protect pedestrians
- the buses are dirty and drivers have left this patrun at the bus stop just because i am brown.
- the CN crossing on Kenny Avenue
- The downtown traffic at Tim Horton's location is congested at times. The double lanes in the downtown core are not always usable or safe.
- The intersection of Kenny and Keith should be a 4-way stop and the timing of the train at the highway and Kenny
- The Keith Ave And Kenny St intersection need to have traffic lights installed
- The lack of buses going to and from Thornhill in the evening and no sunday buses.
- The lack of enforcement of the traffic regulations. (ie illegal turns, and pedestrian assaults with water and snow by splashing
- The lights on the one-way bridge frequently malfunction
- the lights should be synchronized to maximize traffic flow for peak hours
- The new Kalum St traffic pattern. Who ever designed it was obviously tripping balls.
- The overpass and bridges are "pinch points" restricting the flow of traffic through the city. Highway 16 snakes all over the place and Keith Ave is too busy with commercial, residential and traffic corridor demands.
- The pedestrian traffic needs to be addressed.
- The potholes on city streets. And poor lighting on kalum by the courthouse and going up Skeenaview Drive
- the public transit is so little its pretty much not usable for a large majority of people
- The rail system dividing the town is annoying, but that will never change.
- The railway crossings
- The roads are getting full of ruts and potholes.
- the schedules and maps are very confusing for public transit. The road lines are impossible to see at night while driving. Cat eyes are a must!
- The side walks and crosswalks not always in useful places
- the size of lanes, people parking on the side of the road on Lakelse/Lazelle Ave, our streets are too small for this. We need a parkade to free up our roads and safety of the pedestrians. lots of times people dart out in traffic from behind a parked car and makes it terribly unsafe
- The Skeena bridge is a choke point, the 4 way stop at the scales is dangerous and should be made into a traffic light controlled.
- the speed of traffic has increased with less and less concern for people and the rules of the road. Speed through school zones has increased. Walsh near Skeena School, for example, averages 42 km/hr. I've witnessed several at 60 km/hr. The posted speed is 30. This applies along Haugland near the hospital as well. Landfear and Skeenaview Drive both have speed problems. Lanfear is particularly bad with an average speed above 50km/hr. Kenney, Sparks, Kalum on the south side have (generally) have increased. Lakelse east of Kalum is also a problem. I check speed by 'tailing' a sample of cars. also jay walking bike lanes and sidewalks (although all enforcement issues)
- The various potholes, especially near the city hall.

- there are no buses on the weekend for people travelling to Kitimat but only during the week which is an issue for many people
- there are several intersections which are inconvenient and potentially dangerous
- There is only one main bridge over the tracks
- There needs to be more cops out patrolling. People are less likely to speed in school zones and cut people off if there are cops out watching
- There needs to be more lights, in particular right in front of City Hall, or at least a new system of some sort.
- There should be a left turn signal at the new overpass light turning from Keith onto the overpass. Also, a 4 way stop or light system at the Kenny Keith section. Pave that mess that is at the Mainstreet corner which turns onto Eby, VERY hard on a vehicle, even going slow! Lastly, change the bus system so it assists Thornhill better, people who work evening shift are out of luck with the only bus to Thornhill after 6pm is not until past 10, and no bus after 6pm on Saturdays, insufficient and unsafe especially for young women who have to walk at night because of it.
- Thornhill Transit off Queensway could be increased.
- Times they run and where
- Too car focused
- too infrequent, too limited, too expensive
- too many accidents and not enough pedestrian crossings.
- too many gated railway crossings need more overpasses
- Too much traffic dumping down and up Lanfear Hill
- Top & bottom on Lanfear Hill. I live at the bottom of the hill, I see kids waiting as much as 2 minutes to be able to cross before school and after
- Traffic circles have been proven to work in bigger centers. Several intersections would benefit from traffic circles in order to provide continuous traffic flow.
- Traffic light needed at Keith & Kenny
- Train tracks, Keith, Kenny 4 way. Always a train and 4 way too busy.
- Transit service to Thornhill not frequent enough. Too many 4 way stops, side walks and crosswalks not well lit, need a bridge out too
- Truck route doesn't flow, has dangers at rail crossings & the sandy overpass access & exit for heavy haul trucks - which is increasing
- Truck traffic
- TRUCK TRAFFIC THROUGH TOWN, VERY DANGEROUS AS LIKELY A DANGEROUS GOODS ROUTE. THEY SHOULD BE REROUTED DOWN KEITH AVE.
- truck transport through the city
- two-way stop at Kenney and Keith Ave. It makes sense to be a 4-way stop
- Using non-reflective paint for lines; can't see lanes in the dark rainy nights
- Vehicle-centric. Lacking for pedestrians and cyclists
- Vehicular traffic directed on to Lanfear Hill and from Lanfear Hill rabbit hops across residential areas. It should be directed to the intersection of Kalum Lake Road and highway 16. The existing traffic pattern is not safe or kind to the residential areas accommodating the rabbit hopping or cross traffic. I have a huge concern about turning Park Avenue into a collector, unnecessarily directing traffic through some residential area into a congested area downtown. Using highway 16 as a collector/arterial would direct traffic to parking areas in the vicinity of the old CoOp site.
- Very little bike lanes
- Very poor lighting at cross walks
- Very poor lighting at many crosswalks and intersections, both Tim Hortons are incredibly badly set up for both safety and convenience of drivers-I have witnessed several pointless accidents
- We do not accommodate cyclists / discouraging healthier, cleaner, cheaper modes of transportation
- we need another overpass without a doubt
- We urgently need to plan for a second overhead crossing. We need to develop a community that is walkable (ie sidewalks) everywhere.
- Weekends busses should run longer
- Where green lights, plus walk signs are used the public is ignorant or don't watch. Pedestrians could be run over, drivers ignore walk signs.
- where no sidewalk exists on at least one side of the road. Lighting for night use.
- Worst street that needs fixed is Greig! Absolutely horrible! And we need to make Kalum a double lane again!
- Would like more bike lanes and better driver awareness about road sharing and cyclist awareness about where to ride.

Questions 11 and 12: Other Issues and Comments:

- The new traffic lights at the overpass. - Better bike lanes to encourage cycling & reduce dependence on cars
- "Economic Development" There should be a Flying J or similar. Truck service area West End away from residential. This would provide a safe & clean rest for drivers and make highway safer. We are currently one of the worst transport routes in the country for safety, professionalism. Would also provide the hotels at this end of town more customers.
- Creating a more "walkable" Terrace to get people out of the vehicles. 2. Addition of angled parking which will allow for additional sections of landscaping (increase parking and up the "wow" factor).
- Crosswalks painted on a "unmarked" crosswalks. 2. Reducing the downtown speed limit. 3. Additional corner bumpouts installed to slow traffic
- 4 Way stop (off old bridge toward Kitimat etc) need lights!
- 4 way stop at Keith and Kenney
- 4500 block of Soucie and 4600 of Scott need attention
- a dedicated "dangerous goods " route to separate commercial and regular traffic
- A new vehicle overpass would be good, but I think the location should be in town and not as far out as Kalum Lake Rd. In my opinion we don't need an overpass there.
- A pedestrian overpass is a must.
- A Rec centre would be nice
- a traffic roundabout or 4 way stop at Kenney and Keith
- A turning light for the new light system on the overpass.
- A well-signed cycling route for cycle tourists to direct them into and through the downtown core (it's easy to miss the city entirely if you stay on the highway or end up on Keith)
- Add a left turn light to the new intersection on the south end of the overpass
- additional overpass as highest priority
- Airport shuttle bus? Inter-city access -- better passenger rail service
- All gravel roads should be paved
- All pot holes that are big enough to eat cars
- All the intersections are problem due of negligence and lack of judgment from drivers and walkers. Drivers crossing red lights seems to be normal in town and cause stress to others drivers.
- An overpass at Braun St/Kalum Lake is quite distant from downtown and I am not sure how much it would actually be used if in this location.
- Angle parking saves up to 30% more spaces. Can that be considered on Main in some areas as like at Smithers Main Street.
- As our traffic volumes are increasing, limiting traffic flow down town by converting usable vehicle lanes to bike paths is idiotic and would appear to pander to a minority of residents.
- attention needs to be paid to Thomas and Landfear Hill intersection. many times people have been in danger because the curve of the road both ways makes it hard to see, the poles and shrubs block the view for someone turning off Thomas, during peak school hours Thomas is very busy. it often takes 10 to 15 minutes to get off of it at the end of the day and in the morning. some kind of time specific lights or turning rules need to be addressed. there have been many close calls it isn't safe for people crossing either.
- Beautifying Terrace and cleaning up garbage - I know it's being done now - but more is always better
- Best access and sidewalks on and to Keith ave.
- Better crosswalk lighting (ie by Liquor Store - almost hit a pedestrian crossing at night at felt sick to my stomach about it all).
- Better night time lighting
- better painted lines and paving on Lun
- Better shelters at more bus stops. well light.
- better signage through town, remove trees and shrubs blocking views to cars trying to pull out in traffic
- Better snow removal on overpass side walks
- better snow removal for all sidewalks
- Better transit to the airport - perhaps scheduled bus service to/from each flight and buses that hold luggage
- Blind intersection at Kalum and Munthe
- Build a dam / heavy transport road outside of town
- Build for future traffic
- Building a railway overpass at Braun/Kalum should include upgrading Keith as a heavy truck route so truck traffic doesn't go across the Sande overpass
- bus service to airport to coincide with planes
- Bylaw enforcement for parking
- City should blow out driveways on corner lots where traffic is very heavy and plow goes by several times a day

- Clean the snow and gravel!!
- Clean up the downtown core...HIGH PRIORITY
- collisions at Park/Kalum, add warning light and replace four way with a roundabout, dangerous intersection at top of Skeenaview Drive.
- Commercial traffic should move straight through to the new over pass keeping it in the industrial business area of town and increasing the commercial traffic for businesses located there.
- Connecting 4700 block of Davis Ave. so it's a through road
- connectivity of cycling trails
- Consider blocking off entry to Pheasant from Lanfeer, and controlling traffic speed at the base of the hill.
- Continue to improve the cycling infrastructure. Year round cycling is possible in this town, and more people will choose cycling for their commute if they feel it is safe.
- Corner of Park & Kalum seems to be traffic issues / more close calls for accidents
- Cost!!! No new taxes!
- Costs, feasibility, existing accident/near-miss stats
- Cyclist access over new bridges, Sande overpass, and along Eby St between Hwy 16 and Lakelse Ave.
- Cyclist lane on Keith ave as it is highway and scary but no place for bikers. Install more bike lock poles or stations around town to encourage green living. Need more parking at places like hospital, doctors office etc with increase population.
- dangerous intersections like Keith and Kenny
- Dedicated bike lanes
- Density will affect transportation. This needs to be considered. Not only residential density, but also business density. If, for example, we add more business along Lakelse at the roadside in front of the malls, the town becomes more walkable and attractive. Parking density requirements should be diminished for business development. There's nothing wrong with people having to walk a tiny bit further.
- Desperately need routine patching of roads, particularly the depressions created by the natural gas crossings
- Develop a parallel to Hwy 16 (Keith) industrial access road on west side (behind strip mall, A&W, Greyhound - next to CN)
- Development of pedestrian/bike paths separate from roads
- Do not change the four lanes of traffic on Lakelse. There are significant numbers of people come to town on weekends from other communities and we need to accommodate this.
- downtown parking
- Drive through on Lakelse to Tim Hortons is too close to intersection and backs up traffic.
- Drivers need to: not use communication devices. Cyclists/pedestrians alike need reflector tape on clothes available free of charge. Bike manufacturers should be forced to include lights on front / reflectors on back
- Eby by Lakelse and Lazelle is a bottle neck
- Eby street is awkward with two intersections between City Hall and the liquor store. Consider improving the flow of traffic by removing the four way stop.
- Either enforce the rules of bike lanes (motor vehicle act) or abandon them altogether. Motorists regularly park in cycle lanes and with their wheels on the sidewalk. Bike lanes are not rationally assigned. They stop and start with no warning. They are not standard width in many locations, and are too narrow to be safe. They are unpainted for a large portion of the cycling season.
- Eroded road lines desperately need to be repainted, and maintained much better going forward. I've lived here my whole life and I don't even know if some areas are one or two lanes.
- Family/ child-friendly bike routes that connect Ferry Island to town. Beautification of key streets.
- Fix sidewalks and all over downtown! - The centre turning lane and bike lanes on Kalum North of Lazelle was BRILLIANT
- Focusing on future not present
- For all of us to walk and cycle more, a feeling of space from vehicles is necessary for a feeling of being safe on the roadway
- For question 7 the priority changes greatly dependant on where the pedestrian overpass is placed. If you plan on having it down by Braun then it is a no started if you plan on having it at Kalum or slightly east then high.
- Four lane the dudly little bridges
- Frank street crossing
- Frequency of collisions or near misses at specific intersections. Snow removal. The addition of more centre turning lanes (Lakelse Ave, Keith Ave)
- Frequent handy dart size bus trips on all routes for the general public. Transit isn't utilized because some of the routes only go 4 times a day

- Further to #11. While BC courts have ruled camera evidence cannot be used to convict a driver, has it ever been investigated to determine if ICBC could increase insurance rates for vehicles that have consistently exceeded posted speed limits. Surely a vehicle owner should be responsible for how his vehicle is driven. One or two infractions might be forgiven, but not consistent bad behavior.
- Future growth plan for 50 years from now
- Get lights at the intersection into town from Thornhill and Kitimat. Priority #1.
- Good survey. Many dependent items that we cannot comment on without more information, such as costs, existing accident stats, etc.
- Halliwell Avenue
- Have better snow & gravel removal. Make center turn merge lane on Lakelse, have better signage from old bridge to city to get to Hwy 16W via Kalum.
- Have city staff drive around on dark wet evenings and see where street lighting and signage needs to be improved.
- Highway traffic system through town creates a bottleneck of local traffic attempting to cross it. A lot more separation between the two is required.
- Highways to Kitimat need double lane and infrastructure maintenance - with the high volume traffic on this highway the passing lanes and the water pooling need to be addressed.
- Huge focus on active transportation
- Hwy 16 - reroute along/through old mill site or along Keith to a new overpass west of town, so hwy bypass town & Sande overpass
- I believe 2 overpasses are necessary. 1 more vehicle one as described above in your questions and then another pedestrian/cyclist one at Kalum st. Currently foot traffic, often low income, has to walk the several KM detour around the trainyard along Sande overpass just if they would like to walk from Kalum st apartments to Walmart or Superstore. This can be an economic hardship if they are forced to more expensive groceries at Save On/Safeway rather than lower cost alternatives unless they are willing to walk or cut through a dangerous trainyard.
- I don't like the bridge or fourway
- I forgot to mention Kieth and Kenney - that is a very dangerous corner. Thanks for considering the survey.
- I have really hairy balls.
- I like the second overpass proposed location in case of a dangerous goods incident
- I think the bus service is an absolute waste of time as is and should be reworked with smaller more efficient buses and maybe a gondola style tram from the two benches to the downtown.
- I think the new Sandi overpass is working well, especially for the east-west traffic.
- I would be interested to see data related to accidents in intersections. I am surprised to see the Kalum/park Abe intersection included. I feel that the Kalum traffic pattern change really missed the mark and has made that stretch of road more dangerous. Specifically that intersection which sees regular traffic incidents. At the very least increased lighting is required there.
- I would like the city to develop with an emphasis on walking/cycling. I hope the plan will promote health/exercise and children safety. Teenagers walk/bike/skateboard and we need to make the roads safe for them. Also I find that coming out of the mall with pedestrian crossing and the McDonalds drive thru very busy. Drivers often forget to verify the pedestrian crossing as they are so focused on traffic.
- I would love to see some sort of campaign with regards to using turn signals. I have found that most people don't know when they should turn them on.
- I would use the bus if it were available & reliable! (would prefer over other modes)
- I'd like to see Terrace be proactive in continuing to make Terrace Walkable and Bikeable all year long.
- If a new overpass is being considered, alternative locations should be looked at. The proposed location (Braun) does not fit with general traffic flow in town and would provide little benefit over existing overpass. Other safety and traffic flow concerns should be a much higher priority.
- I'm pretty sure it's not involved in this survey but the 4way stop at the scales is always chaos.
- impact of winter conditions ie: snow removal for pedestrians
- Improve between the highway 16&37 intersection and the old bridge as this is the safest way for trucks to get to Queensway
- Improve intersection of Keith and Kenney, ensure Keith remains 3 lanes wide at a MINIMUM
- Improve the exit lane from the overpass to the hospital.
- Improving road line visibility at night, especially during the winter/rain. cat eyes or reflectors needed on road lines.
- Improving the Howe Creek trail with better grading and maintenance.
- Inadequate down town parking
- increase law enforcement
- Increased bus services

- Installation of Sewer system in McConnell 5200 Block between Thomas and Kalum Lake Rd.
- Intersection at Kenny and Keith
- Intersection of Tetrault St and Keith Ave - being able to turn left onto Keith Ave would improve flow.
- it is important that this plan is finalized before the pending growth happens we are already playing catchup
- It is very difficult to drive down mainstreet in a truck in the outside lane. Trucks have to ride the line or vere into the next lane to avoid hitting parked vehicles.
- It would be GREAT to make it a high priority to install a turning signal light at the intersection near the ambulance station and Skeena Mall! So frustrating trying to make a left hand turn towards the mall, especially on Fridays!
- Kalum & Lazelle could use traffic light due to traffic concern and pedestrian access.
- Kalum Street from Park to the Skeenaview Drive is just wrong in my opinion. Stops, and lights and one lane then not then two ways for each way to go??? just confusing
- keep lines painted regularly! reprogram the lights at the south end of the overpass. fix potholes.
- keith & kenny intersection - make it a 4 way stop
- KEITH & KENNY INTERSECTION - MAKE IT A 4 WAY STOP
- keith and kenny need lights!! Too many chances taken by motorists who dont know the traffic rules
- Keith and Kenny, needs full light controlled instersection, too many accidents and deaths at this location
- Keith and Kenny, needs full light controlled instersection, too many accidents and deaths at this location
- Keith Avenue and Kenney Street is an extremely pedestrian unfriendly intersection. Find it concerning that this intersection is not identified in your survey.
- Keith Avenue West needs to be planned as a light industrial/commercial corridor. The success of this depends on the second overpass
- Keith Estates NCP, Keith-Kenney 4 way or signalized
- Lack of a left turn lanes on Hwy 16 - primarily Sande Overpass to Bridges - travelling East-
- lack of east connection from North to South of town
- Lack of painted lines on streets makes it hard to see at night, especially for those not from terrace, I find I am in the middle of the road just to be sure I am not going to hit a giant hole on the shoulders of some roads
- Lack of sidewalks and streetlights on north eby.
- Lakeelse in front of the mall should be configured similar to the current Kalem st
- Lakelse Ave between Apslay & Kalum St is too narrow
- lakelse avenue wider
- Lakelse driving lanes too narrow for four safe lanes
- Lakelse might be a concern with more traffic, but not yet though.
- Lanfear Hill traffic should have terminus at Kalum Lake Road and Hwy. Efficiency is not dependent on shortest distances when stop and goes are involved. Lanfear traffic should be discouraged as it will be very problematic in future.
- Lanfear traffic should be discouraged. Improved intersection at top will make it worse
- Light at Kenney and Keith.
- Light to switch for pedestrians better improved. Not switch for all direction
- lights at the 4 way stop at hwy's 16 & 37
- lights installed at intersection of Kenney St and Keith St. By Johnsons welding.
- Lights on the North side of the one-way bridge (heading TO thornhill) often do not change in response to traffic presence. I've seen 2 or 3 cycles go by where traffic is only released across the bridge one way. This can be frustrating as there are almost 10 of us who use this route to respond to calls at the Thornhill Fire Dept, and the light not changing can result in significant delays in responding to emergencies from this area.
- lights or traffic circle 12 way stop on highway 16 and 37 south. That four-way stop is a little ridiculous during high traffic moments.
- lots of racism (ie. hollering at bus patrons)
- Love the new intersection at the south end of the overpass and would like to see more roundabouts at awkward intersections.
- Love the new set up on the Sande overpass.
- Main street is too skinny for 4 lanes plus parking so that I find to be a problem. I think that was one of your questions.
- Make the downtown 4600 block of Lakelse, walking traffic only. Kind of like an outdoor mall with cobblestones etc.
- Making more pedestrian controlled intersections and audible crosswalks for visually impaired.
- Many paved roads are past due for resurfacing - Planned new projects and maintenance budgets should ensure existing infastrcuture can be maintained to a good standard.
- More art, places for greenspace and City beautification efforts should be made at boulevards, this should increase permeability and reduce peak rain runoff

- more bike lanes always appreciated
- more bike lanes but am worried they drivers still do not shoulder check when turning. also would like to see the police give more infringement tickets for drivers. drivers are so careless and lazy here they never signal, dont fully stop and drive recklessly.
- More buses and bus times
- More cyclist infrastructure downtown, as well as between the southside and downtown
- More flashing amber lights to alert drivers that the lights are going to change.
- More green areas, benches, covered areas with benches etc., for outdoor events - many wonderful outdoor festivals are spoiled by rain, if we had a way to get areas covered, with seating for our older citizens with possible outdoor heaters, these could possibly be temporary structures which could be stored when not in use
- More green barriers between sidewalks and roads are needed
- More lighting at Cross-walks on north kalum St. Some of these new cross walks have traffic lights, others do not. It's HARD to see pedestrians in the dark, rainy weather.
- More parking so visibility is better when pulling out of certain parking lots.
- More rumble strips at intersections that have a high accident rate.
- more separate turning lanes on Keith ave/ overpasses
- More sidewalks and speed signs. I live on North Eby and it has a large volume of traffic. This is a long section of road and people are always speeding currently there are no speed signs or sidewalk. (Very concerning since there is a school bus drop off at the north end of the street) This is growing concern for many families with small children and pets that live in the area. I think that this road in particular needs some attention. As well maybe adding the end part of North Munroe will help with some of the traffic flow.
- More sidewalks should be constructed (and cleared of snow, can't forget that even though it seems like it is ;))
- More sidewalks, roads with just a cycle lane, like Kenny between Agar and Graham, not enough space to feel safe from cars
- More traffic control, to slow down speeders.
- More trails like the millennium trail!! I walk it almost every day, I love it.
- more upkeep needed such as lines need paint often, potholes need fixing more often. Intersection of Keith and Kenney should have lights. Hall and Keith intersection should have lights.
- my concerns are all mentioned in #3
- My concerns have been mostly been covered in Q10; only other concern is Thomas/Lanfear and Straume due to school traffic and the Lanfear corner limited visibility
- My main concerns are Lanfear and Skeenaview Drive pedestrian path moved to other side, and possibly something different at the corner of Sparks and Halliwell.
- My only concern is speed of other drives.
- Need better illuminated road markings and crosswalks Floyd St needs street light - too dark!
- Need to slow down traffic on Keith ave
- Network connectivity, especially for cyclists
- new pedestrian crosswalk at kalum and loen needs lights. i almost get hit everytime i cross.
- nice survey!
- No parking between lazell and park on sparks makes it difficult to get onto sparks cant see on coming traffic
- none
- none.
- North Eby has a large volume of traffic. It is a growing concern. There is currently no sidewalk as well as no speed signs. People are always speeding this long straight
- Old bridge. Four way
- only one way going north to south over the over pass, again no posted speed limits.
- our mayor and council are doing a good job
- overall good infrastructure - noting the potholes of course!
- Overpass by Evergreen Linking towards walmart.
- Overpass from George Little House area connecting Kalum St. North and South. There are many people who live on the south side who have long distances to walk downtown.
- Overpass needed
- Paint lines on all roads in terrace. Is just about non existant, please do a better job at this.
- painting of lines from park along kalum needs to be corrected, they are confusing now.
- Parking for full size trucks, crewcabs
- Parking!! Create second level parking lot at Safeway or turn the old co-op land into metered parking (this would create an income for the City). Parking is a HUGE issue downtown.
- -paths

- Pedestrian access between south Terrace and horseshoe is inadequate.
- pedestrian crosswalks on Kalum need to be more clearly identified, the one that was removed, the big pole also needs to be removed as people still think there is a cross walk there.
- pedestrian over pass going across the tracks by kalum would probably be a good idea, theres always people walking across there.
- Pedestrian overpass and cyclists over Kalum
- Pedestrian overpass from downtown to the Walmart/A&W area. Those areas will be developing even more, with poor transit more and more people will be attempting to cross over by foot.
- Pedestrian walkway at the end of kalum. Lighting up of crosswalks
- People bridge over the tracks should be higher up. One by Sears another by Monroe. Another down by Canadian Tire.
- People should get fines for jay walking, as Terrace is the worst place for people jay walking at anytime. Please light up all crosswalks better.
- physical road improvement
- please install traffic lights at the corner of keith and kenny.it's a very dangerous intersection!
- Poor planning & execution over the years has caused many of these problems.
- Poor survey: re#7, you should indicate the potential location for the pedestrian overpass - I am assuming you mean at Kalum street. Re 1 - 3, the opinions should be on the different aspects of the "transportation system".
- Priority with having second overpass would increase if rail traffic significantly increases.
- Put a lefthand turn light turning left off Keith @ the overpass to match lefthand turn signal coming up from east to overpass.
- put lights at Kenney st. and Keith Ave.
- put money into traffic education; increase camera presence in many of the above mentioned intersections, reduce speed limits, public transport stops and crossings need to be given greater attention to limit accidents
- Put sand on the road rather than rocks during winter
- Putting a pedestrian overpass at Kalum Street / CN tracks would get more foot tranfic through that area.
- quick thinking about the few rich people who actually want to bike to work. think of the people who MUST walk everywhere. also do not remove a lane from Lakelse Ave (Main street) -if you do this you are crazy and should not be running our city. what you did on Kalum is bad enough. I have seen 1 bike on there using the bike lane. The people who work at NHA Public Health who pushed the bike lanes - don't even bike to work and they live only a few blocks away - THEY DRIVE. Ask yourself how many city councilors bike to work or to your meetings?!
- Railroad crossings at each of the intersections heading to the south side
- railing along the SE sidewalk of the overpass
- RE: #9 - I'd be concerned about re-configuring Lakelse too much when we're expecting so much growth. At some point, downtown will be too crowded and Lakelse would need to be re-expanded. Look into turning the 4600 block of Lakelse into pedestrian only access and fix Keith Avenue as a main artery street. Would serve to create a beautiful outdoor mall / tourist strip on Lakelse, and Greig is a terrible road to drive on (potholes) and could be a main artery instead of that one block of Lakelse.
- Reduction of traffic in residential areas
- repair broken/old bike racks around town (especially the post and ring ones on Lakelse Ave), and add more!; trail building initiative; bike lane on Kalum st should continue and not just disappear halfway down the street
- Repair of pot holes - repave street ie. Davis Ave 4800 Loen 4800
- repave bad roads such as beach street. Reprogram lights at south end of overpass for left turning from Keith going north. why bother with bike lanes when no one uses them? turn Lakelse into 2 lanes in front of both malls. perhaps with angle parking.
- Resurfacing roads and building sidewalks on busy streets around schools
- Revive the bussiness area near the Terrace Hotel.
- road maintenance - street lighting
- road maintenance, enforcement in the H.Shoe of speed during weekend evenings. Soucie Ave in Particular
- Round about are a good option to consider as is a larger bridge to replace the one way bridge
- Round-about at Hwy 16 & 37. Pedestrian and bike paths that encourage these modes of transport by not just making them safe and accessible, but also enjoyable.
- Safe, clearly marked crosswalks are needed.
- Separate bike lanes at dangerous areas are the only way that women, children, the elderly and those with disabilities can have adequate access to cycling as a transport option.
- set of lights at the 4 way by the scales. No body knows how to use a stop sign anymore.
- Sewer should be extended all the way down McConnel Ave

- Should be linked to Terrace OCP - why keep building new neighbourhoods on the bench when access to the bench is inadequate?
- Side walks plowed in winter
- Sidewalk needed from Rest Inn to entrance to Twin River. Many, many people walking this route over Old bridge with lots of traffic. They are facing the wrong way but opposite side of road too narrow.
- sidewalks for safe pedestrian traffic to school on scott & sparks from kalum to eby
- Sidewalks please! Make it feel like it's not a crime to walk. Cars don't own our transportation network.
- Similar to the top of Lanfear hill, the top of Skeenaview Drive should have a crosswalk.
- Snow clearing should not block driveways.
- So happy to hear about the potential pedestrian overpass!
- Some bus drivers don't stop at the stop when buzzed to stop
- some of the ideas presented here are delusional, money wasting make work projects
- Some public spaces should consider electric charging stations, or private enterprise should be approached by the municipality to accommodate charging stations, similar to what the Skeena Mall has implemented in their parking lot.
- sound barriers along lanfear hill need to be installed. the home owners are subject to loud vehicles every minute of the day.
- Speed in school zones and re-routing heavy traffic around these zones
- Speed restricting devices such as speed bumps in problem areas.
- speed zones. one way streets
- spending lots of money on stuff people already know there are problems
- Stairs to get from horseshoe to bench halfway between lanfear and kalum
- STOP TAKING AWAY LANES
- Stop taking away lanes, downsizing lane sizes already and adding a suicide lane was one of the dumbest things the city could have done, it has created problems already and needs to be put back.
- Stop wasting money on millennium trail and focus on giving tax payers and youths a community inspired walking and cycling infrastructure
- streetlights at corner of Keith and Kenny
- successful communities encourage pedestrian traffic. Sidewalks should be a priority. They need to be upgraded, connected and a requirement for any new developments
- Terrace community is too much of a driving friendly community, needs to be a walking friendly community. I dislike seeing our main street (lakelse) having parking lots as frontage property (ie Skeena mall, safeway). you would never see this in another city.
- Terrace has the potential to be a very walkable and bikable city nearly year-round given our climate and the relatively concentrated services and housing. Though the community is very vehicle reliant now, I hope that future trends are thoroughly researched so that investment in pedestrian and cycling infrastructure reflects future demand.
- Terrace is great!
- Terrace is very badly designed, for pedestrians and vehicles; too many blind spots, too many tight corners, too many visual restrictions that put pedestrians and cyclists at risk. Oftentimes, this could be addressed without major road works (e.g. yellow lines to prevent parking close to intersections); reduce speed with bumps or road indentions as is done in Europe to curb speed; try not to reinvent the wheel, but look to other places that have already done the work! Let's not pretend these issues are unique to this town; what is unique that we are far behind in these developments, but as long as planners insist on thinking 'cars' rather than people we're going to fail in providing a progressive and successful town traffic flow
- Thanks for your time.
- The 4 way stop
- The 4 way stop at the weigh scales - major congestion with truck traffic - people stop all the time to let trucks go which is a safety concern
- The additional lanes on the overpass have made the streets far more effective and safe. The four way coming into Terrace from Kitimat needs to be upgraded. Two priority areas in the line of work I do would be; Keith and Kenny for an overpass at the railway junction, and the main four way coming into town from Kitimat.
- The amount of potholes that come up in major intersections
- The bottom of lanfear st where there is the Howe Creek trail. Many kids use the trail from the bench to go to school at Caledonia and SMS. There is no safe way to cross there. it is worse in winter with no sidewalks.
- The bus schedule needs to be changed to involve more hours. Also making our town more accessible for biking from upper Thornhill to downtown terrace.
- The choking off of traffic with widened sidewalks downtown, and with are curbs doing in parking lots ??
- the city has been talking about a second overpass forever....it's time to take action

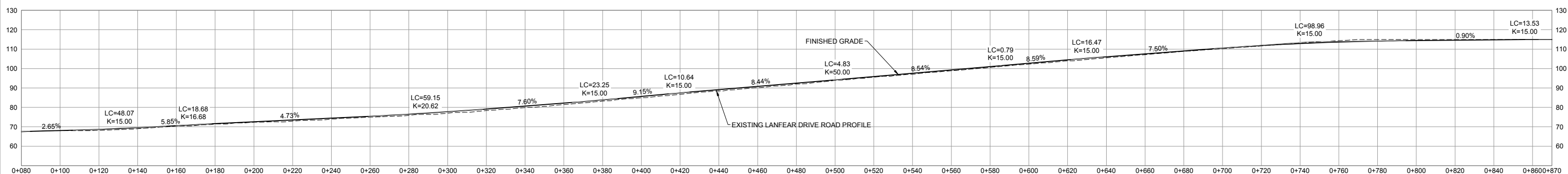
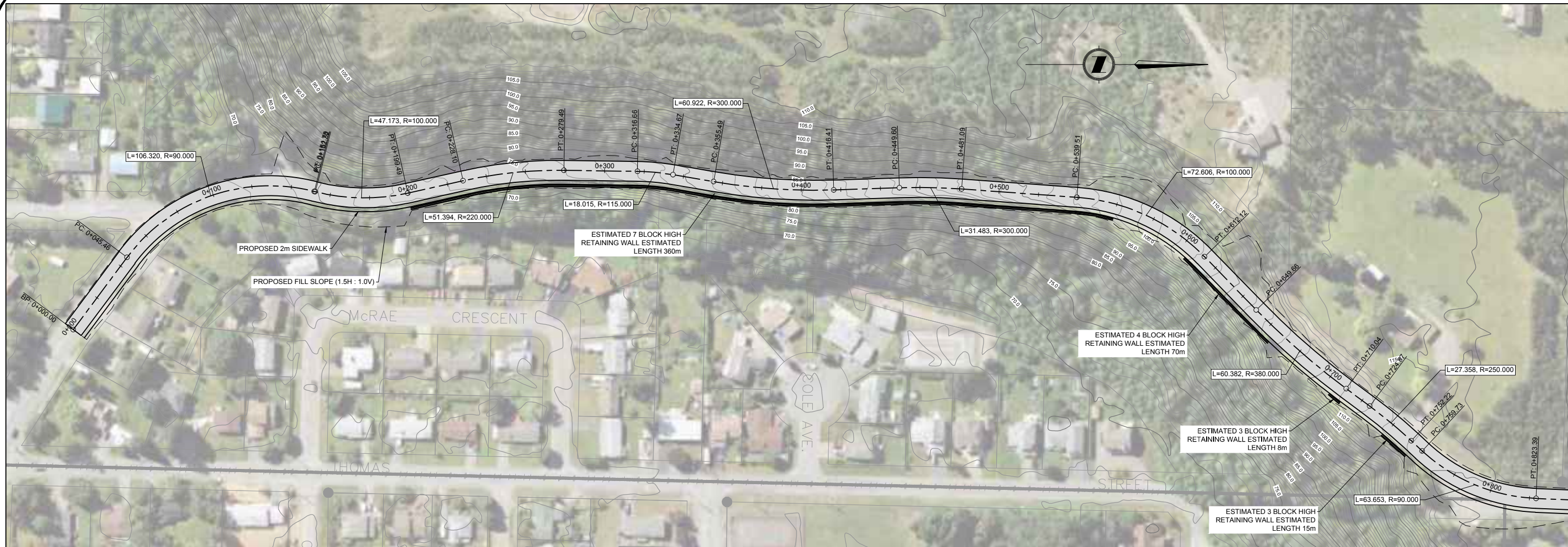
- The city of Terrace does a fairly good job on snow removal, i often tell other people that even though our average snow fall is 12 feet plus per year you do not really notice because the city and people know what to do with it.
- The concept of a overpass at Braun Kalum Lake Road is wrong headed and does not solve the existing issues. Should be off the base of Lanfear where traffic will automatically go.
- The cross walk lights should be longer they dont give you enough time to go across
- The crossing in front of Trigos clothing store is dangerous, lighting should be installed
- The double lanes in the core downtown main street are narrow; this is a safety hazard. A lot of the time these lanes are used as single lanes due to inability for larger vehicles to use the outside lane when cars are parked. Also a dangerous situation when parked vehicles open their driver's side doors when traffic is coming.
- The four lanes on Lakelse Ave in downtown do not offer four lanes when larger vehicles are parked along the curb so if you want to open up a cycling lane will have to prohibit parking on the road
- The intersection in front of Trigos, Moose Studios (Lazelle Intersection).
- The intersection of Keith and Kenney is a very high priority for upgrade to reduce safety concerns. A traffic lioght or alternate solution is required to enhance traffic flow in an efficient manner
- The intersection of Thomas & the bottom of landfear hill is very busy 9am & 3pm & it is very difficult to turn in either direction when you are going South on Thomas.
- The lack of adequate parking and also proper sidewalks in school route. Also plowing of sidewalks in school routes.
- The overpass is dangerous to cycle over. Drivers are not used to sharing the road with bikes. Riding on the sidewalk feels dangerous because semi-trucks drive close to the sidewalk and if you were to fall off, you would die. Many people go to the hospital each day, but there is no convenient way to cycle/walk there, and there is no left turn off of tetrault street to get back to town. I would like a pedestrian/bike overpass near kalum road to the south side of Terrace.
- the potholes on Munroe street (between Straume and Highway 16) are out of control!!
- The power the bicycle mafia seems to wield in this town is excessive
- The quick road patch stuff looks terrible and does not last, spend the money fix it the right way
- The redesign of the south end of the overpass was brilliant! Now we (drivers and pedestrians) have to unlearn years of learned behaviours.
- The safety at Lazelle and Kalum should be a priority as well
- The stability of Lanfear hill
- The strange intersection on Park to get to the Medical Bldg in difficult. I don't know why, but it is so convoluted to try and get to the Medical Centre in a more direct way.
- The town should allow more cab companies in town, cabs take too long and competition is a good thing.
- The traffic control light at Highway 16 and Feeney Avenue needs to be changed. Highway 16 traffic currently has to stop too soon for vehicles wish to access Highway 16 off Feeney. Vehicles wishing to access Highway 16 should have a longer wait time before the light changes, so the main traffic can continue to flow. Stopping the main traffic to permit one or two vehicles to leave Walmart is incorrect in my opinion. The likely location of a new vehicle overpass over the railway would be at Highway 16 and Kenney Street.
- There are kids having to walk on the roads to get to school as there are no sidewalks.also ferry island desperately needs a traffic/pedestrian light. If anybody from city council has walked the new bridge the sidewalk is on the opposite side of ferry island. Legally there is no way to 'walk'to ferry island with out J walking.
- There are other intersections that are dangerous/unsafe. The ones listed are flow issues or inconvenient.
- There is not enogh cyclists path
- There must be better methods of lane marking out there that don't wear off as fast.
- There needs to be an overpass on Keith Avenue and Kenny, as the railroad is always creating major time delays and safety issues. This is a high priority area.
- There should be a pedestrian/cyclist overpass on the crossing by Coppersive/SD#82
- There should be a recognition that cars/ small trucks need to be slowed. Our roads are narrow and there are often others co-using them ie pedestrians and bikes. There are also parked cars contend with. While solutions are not cheap they are cheaper than policing costs and accident costs (which need to be factored in). In my travels I like the Vancouver model in the residential areas: more stop signs, small residential roundabouts , and very wide speed bumps. These work positively to achieve the goal. People need to do what all the disappearing white lines, electronic speed signs and tickets don't do and that is positively control traffic.
- there should be almost no town house or condo towers built on the bench due to the poor road lay out / choke points. all high density housing should be placed near the downtown core to minimize the need for driving and optimize our potential for greenhouse gas reduction

- Think more about cyclists safety
- This survey is supported - thanks for asking!
- thomas and kenney, keith ave
- Thomas to Lanfear bottom of hill school traffic
- Tim Hortons congestion. Centre turning lane and bike lane the whole length of Lakelse, Legion to Eby. Extend Center lane and bike lanes on Kalum from Park to Greg .
- timing of pedestrian walk ways are important so that pedestrians are not standing around facing the elements as long
- Too many speeders especially at Kalum & Lakelse on front of Happy Gang
- Top of Skeenaview Drive safety, 4-way stop (thornhill) help, new bridge backup help
- Town was apparently surveyed by alcoholics.
- traffic calming measures in residential streets being used as through-roads (scott ave. for example)
- Traffic flow across one-way bridge
- Traffic flow from the bench, through downtown, and across the tracks is the biggest challenge for Terrace at this time. It appears the major problem areas are identified in this study and should be prioritized to create safe and efficient routes for all road users.
- Traffic noise, is quite unpleasant for both pedestrians and residents along busy routes. Noise is often generated by speeding.
- Transit increase to Gitau & Kulsapai / Queensway
- Transportation infrastructure (car, cyclist, and pedestrian) should be basic priorities of a town council. I'd readily pay higher taxes to see positive changes here. Much work is needed. Tourism could also benefit.
- Uber, Lyft, etc. will likely reduce the load on public transit, making a frequent bus schedule impossible. Make biking possible for the physically able, hope for Uber elsewhere.
- Upgrade the crosswalks - incorporate a LGBTQ crosswalk - let's show the world that we are an inclusive community :)
- Upgrades to more city streets, and more side walks
- Vancouver had a system @ hi density intersections & pedestrians got green light in all directions - worked well at the time
- vehicles parked on sidewalks blocking them.
- Walking or road overpass linking evergreen st towards walmart.
- we are in need of an overpass but where they are looking is NOT right. They should be looking over by school street by J&F it would alleviate some downtown traffic.
- We could do a lot more to encourage more non vehicular transit. As a avid cyclist (both for transportation and recreation), I have to say that drivers should be ticketed more often and we need more places to lock bikes up.
- We need sidewalks. Large streets allow traffic to exceed the speed limits. Walking/biking trails crossing the tracks and the river should be a priority. The path that runs from Soucie to Munroe? through the small canyon should be formalized and protected if the land is currently owned by the city as it provides an excellent connection between neighbourhoods and many people use the trail for recreation and access to a unique ecosystem in town.
- we need to encourage / accommodate other modes of transportation (walking/biking/blading/skating)
- When you come towards town from Canadian Tire, there are flashing lights that warn when the light is going to change orange. There should be more of these, if you go South, they are everywhere and help with speed and people running lights.
- Width of traffic lanes, parking of wide vehicles obstructing traffic, 4500 Block of Lakelse is a bottleneck
- Winter maintenance



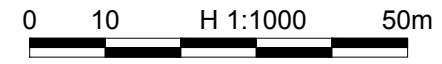
APPENDIX D

LANFEAR DRIVE WIDENING



FOR DISCUSSION PURPOSES ONLY

**10.0m ROADWAY - LANFEARD DRIVE Concept
 DUAL BIKE LANE WITH 2m SIDEWALK**





McElhanney