

Urban Cycling Coalition

Cycling into the Future Event

Map Comments:

LIKES:

- Greenway and Cranbrook, excellent trails
- Bike lane on Ospika works well
- Cottonwood trail are gorgeous
- The truth is PG is one of the worst place to cycle in Canada and I'm racking my brain to think of what I do like about cycling here, but I can't come up with much.
- Bike lanes on Ospika and Tabor
- Lighting on University Way
- North Nechako Road bike lane
- University Way when cleaned
- Slowed traffic via stop signs on George Street
- Biker shorts ☺
- More available reflectors
- More bike lanes are great
- 3rd Avenue
- Forest for the World
- That the gravel gets cleaned up in spring – needs to be done more please
- Cottonwood Park
- Cameron Street Bridge
- Bike lanes 10th Avenue
- Heritage trail
- Decent width cycle lanes on 5th, Tabor, Ospika
- Cycle lane in PG Pulpmill road
- Hammond Street route – no stop signs!
- Heritage trail
- Bike lanes
- The trails so far
- Train tracks down Nechako River – this area is nice along the train tracks
- Beautiful job on these river trails and connections to Hudson's Bay slough to the YMCA
- Good work – Let's connect them up throughout the City.
- Ospika bike lane
- 8th Ave bike lane
- Bike lane on 5th – Foothills to Ahbau
- Public bike education – publish bike routes

- Hart Bridge - Dust, stinky up, no shoulder on
- Existing bike paths and lanes
- North Nechako Road - Nice clean bike lanes where no one parks on them!
- River Road - Nice to ride on trail separate from cars!
- Foothills - Good shortcut thru subdivision with signs
- Ospika bike lanes are good and wide
- 15th and Central - Like the shortcut footpath the trail
- University hill – Like the shortcut up to the University - but it needs to be plowed regularly
- Bridge across Fraser not done but can use sidewalk
- Bicycle trails, greenway and river trail
- Bike lane on foothills between Austin Road and N. Nechako
- I love the bike trail thru the Hudson Bay Slough through Fort George park to Cottonwood Park
- Bike lanes are great!
- Bicycle benefits!
- Foothills a great way in/out of town same with N.Nechako
- The single side wide bike lane on Pulpmill road
- N. Nechako Rd between H.way 97 and Foothills
- Foothills Blvd
- Good to see PG transit how has bike racks
- Thank you Urban Cyclist Coalition for your important work!
- This city has 50 many great people evoking on many important issues.
- Showing great initiative!!
- Biking all year around other friendly cyclists in PG
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CHANGE:

- Expanded bike lane on University Way
- 15th Avenue bike lane expansion
- Hart Bridge – impossible
- Improved winter condition snowplow, gravel, etc.
- All intersections along Central are dangerous
- Very few places to lock up bikes
- No Route to Otway
- Lack of connecting
- Really want to see overpass at 3rd and Central
- Bike space to Hart
- No shoulder on blind corners
- Cars stop parking in bike lane on Tabor
- Bottle neck on 5th Avenue
- No bike lane on Victoria

- Lack of signage on University Way
- Betting into Pine Center Mall
- Bottle neck and can't cross at Highway 97S at overpass
- Lighting on Tyner
- Highway 97, 5th and 97
- University Way when not cleaned in winter
- Highway 97S overpass
- 5th and Central is very stressful to cross ☹
- Make the bike path on Tabor for bikes, not parked cars
- #1 – more sweeping of roadsides and bike lanes
- Some alternate routes up Hart hill and Airport Hill and Cameron Street Bridge when it gets finished.
- I hope the trail along the Nechako River gets fixed up from the ice jams last year
- Cottonwood Park trails and bridges need repair
- Cars not allowed to park in bike lanes
- No connectivity (except Heritage trail)
- No city lanes or trails solely for bikers
- Need signs for awareness of existing trails or paths
- Blackwater Road – heavy truck traffic and no shoulder
- Could develop bike lanes up Peden Hill
- Like the parks but needs maintenance
- *Central Street – bypass* - this whole area is pretty impassable for cyclists and pedestrian traffic – particularly if with children. The crossings at 5th Avenue and 10th Avenue are not safe because of the turning lanes for motor vehicle traffic. There is now a barricade across Hwy 97 at 8th Avenue which is a natural crossing and still being used even despite the barricade for non-motorized/pedestrian traffic...
- Traffic light sensors that respond to bikes
- Bike lanes only installed when they can conform to good practice
- Physical separation of bike lanes on busy, high speed routes
- Enforcement of speed limits
- No parking in bicycle lanes
- Blocked lane in front of Medical Centre (10th and Alward)
- Definition of bicycle as a design vehicle
- Sidewalk plowed into bike lanes
- Loss of any shoulder during construction of new bridge, light standards were built on shoulder and ditch was made 3 lanes wide?
- North side of new bridge – death trap.
- Cleaning the bike lanes
- More places to lock up my bike downtown
- More bike awareness for drivers
- Hart Highway – needs bike trail/path

- What about me? The Austin/Hart intersection is extremely dangerous. Speeding motorists are the norm and there has been no upgrades to increase safety crossing with the increased business activity on the east side
- Will there be safe cycle access on the new Cameron Bridge?
- Access to 5th Avenue from Wainwright to Central
- Better removal of gravel and glass
- Pothole repairs and road maintenance
- Tim Hortons @ Central – traffic jam
- 3rd Ave/5th Ave by a ... McBride has poor flow
- Cameron St. bridge access
- Difficult to set off sensor on Ospika lights heading north
- Difficult especially heading west – best lanes for cyclists not clear (5th Avenue)
- Front of cars idling in Tim Hortons on Central St somewhat dangerous to get around these
- Would like cycling lanes on right side of 15th (instead of using access road)
- Proper trail connecting Foothills to Pinewood subdivision
- 5th and bypass – dangerous intersection
- 15th and bypass – dangerous
- 5th or 3rd and bypass – odd with here bike land then it suddenly disappears and bikes aren't allowed.
- Hart Hwy – better connectivity between bike lanes and paths
- River Road – maintain paths and lanes
- Safety with kids
- Designated bike routes
- Fluidity of bike lanes/paths
- More places for locking up
- Hart bridge – Shoulder on bridge always very gravelly
- 5th and Central - No safe way across Central
- Angle parking on 3rd scary as cars back out
- Bike lane just ends on 5th Ave and turns into no mans land
- 15th and Central - Bikes don't trigger sensor in intersection
- University hill - Snow always plowed onto sidewalks and shoulders
- Cars always parked by Rainbow Park school and idling
- Hwy 16 West extremely dangerous
- Safe connection over Hwy 97 @ 5th Ave pushed to 3rd Ave then brought to Hwy 97 and onto 5th very tight space
- I work in the Danson Industrial site. It's a scary bike ride!
- The shaded areas are in desperate need of maintained bike lanes
- Love to see the trails the whole length of the river or more trails through nature. I don't like to bike along side cars & I feel it would be safer and encourage tourism

- Repave with a bike lane please N. Nechako Rd
- Get going on the Greenway trail from City hall to the river
- Fix Cottonwood park bridges
- Not so sure I'd like to see lanes on either side of pulp mill road
- Entrance and exit on west side of foothills should be cleaned more often, gravel from truck strewn along bike path causing riders to go out into traffic
- Clean brush off Ridgeview trail/Mountain biking
- More sweeping of Foothills
- Fix up bridges in Cottonwood Park damage by ice last winter
- Same with river trails, hurry up with Cameron St bridge
- Add bike lane on N.Nechako from Foothills Bld West at least as far as Pidherney
- The hill on Otway road down past Stern is narrow with steep broken edges and needs repair and bike lane.
- Trucks make Hwy 97 very scary
- Repair 15th ave by Parkwood towards Central
- Just dirt and potholes furthest up N.Nechako rd
- More biking less driving would be a healthy step for everyone
- Traffic congestion at drive thru's Timmy's (Donut jams) Tim Hortons locations pointed out on map
- More lock ups including bike racks at CN centre, secure lock ups down town
- No parking in bike lanes
- Snow removal in bike lanes
- Better motorist awareness
- Cyclist controls at intersections
- Better handicapped access on sidewalks rather than in bike lane
- Motorists who run stop signs
- Safety with kids
- Designated bike routes fluidity or bike lanes and paths
- More places for locking up

Please discuss what prevents you from biking in PG, or makes you enjoy it less. (Be sure to write down ideas that you feel weren't properly brought up in the discussion.):

- Lack of proper bike lanes – wide, continuous, adequate sensors, good repair...
- Lack of bike routes
- Concerns re: visibility at intersection, public education for both drivers and riders my help
- Connection from N/W side of bypass - can't use 5th but have to cross bypass either side (ie 1st or 8th) – difficult
- Not enough room for bikes to share lane with cars

- No good awareness signage for drivers
- Not enough continuous trails
- Lack of dedicated bike lanes on major routes(15th and 5th)
- Lack of education and consideration of/from motorists
- Roc filled roads!
- Please sweep
- Foothills Hill coming home (great) no shower facilities @ work
- Gravel on road – slippery
- Don't feel safe
- Too close to traffic – breathing fumes, fear of being run down, weaving around parked cars into traffic
- Trails not well maintained, especially Cottonwood Park
- Dirt and garbages in bike lanes
- Hard to lock up bike while downtown
- Routing to town difficult to figure out
- Long snow season/spring – roads need to be swept early eg. Right now (Mar 24) the University route has a thick layer of coarse gravel
- Very dangerous on most routes to cycle, especially with young child in tow due to the following.
 - ❖ Cars parked in bike routes (meaning cyclists need to swerve out into traffic)
 - ❖ Gravel and pot holes in bike portion of road
 - ❖ Bike routes dead-ending at busy/dangerous intersections and barricades to travel (lack of big picture planning around continuous plow routes
 - ❖ Rude assaultive drivers who don't realize cyclists rights etc.
- Bicycle lane design is well developed and there are clear recommended standards. The City has chosen to disregard these standards in order to be able to claim km of “bike facility” eg.:
 - ❖ No parking in bicycle lanes
 - ❖ Lanes in dangerous locations eg. Such as inside of corners
- Poor enforcement of traffic law – lack of knowledge of law by police
- 3 E's of safe cycling = Engineering, Education, Enforcement
- Dirt and garbage on bike lanes
- Driver's attitudes in PG. These attitudes are perpetuated by the City's plan which discourages cycling. For example, 5th Avenue, City policy: no bikes. Bikes should not be on sidewalks, but they should be allowed on all roads! They are subject to traffic laws and should be encouraged/allowed in all roads to combat these negatives attitudes.
- PG is a winter city and needs winter solutions. I ride all year long and follow the rules of the road as best I can, but I have to adapt for snow in road. I understand driver's frustration when I see way more bikers without helmets on the wrong side of the road with no lights at night and no clue.

- Air quality especially in spring when dusty/dirty on roads and inversion days, but in general takes away from quality of experience.
- Big trucks and vehicles buzzing by biker (lack of respect) and concern re safety when riding next to these vehicles
- Lack of scenic biking in City
- Snow removal on roads dumps it in the bike lanes especially on Ospika by soccer fields
- Sweeping
- Connectivity
- Improper design
- Driver awareness
- Left turn sensors don't pick up bikes so it's hard to turn left
- Drivers are scary. I don't feel safe on
- roadways. There needs to be driver/bike education as part of vehicle licensing.
- Too much trash on the road
- Difficult to bike with kids – safety @ intersections, narrow streets
- Aggressive dogs – either loose or being walked on a leash
- The ice and unplowed sides of roads really icy road conditions mostly in the subdivisions (not major roads) have meant me falling down more in a couple of days in the winter here than a couple of years in the lower mainland. Priority for plowing roads opposed to sidewalks and bike lanes is just difficult sometimes. Car exhaust on major roads also provides unpleasant experiences.
- Hart hill 97 N. dusty, smelly
- Better signage
- Up to date user friendly tire parking stands
- On city maps mark clearly bike routes including recreational routes.....
- I need to travel Hwy 16 West up Cranbrook Hill and it is extremely dangerous. A safe route is very indirect
- Potholes poor maintenance on road edges
- Too much dust and pollution
- Heavy industrial vehicles and other vehicles driving at high speeds alongside cyclists
- Not yet socially acceptable in this City
- Distances
- Danger on hill on Hart Hwy – 0 lane going down hill
- Debris and cracks on road esp. on shoulders
- I live in the Pilot Mountain area cycling into town on Chief Lake Road, Foothills blvd, and Highway 97, is very difficult. None of these many arteries have any bike lanes with the exception of some parts of foothills, much of which is not maintained. The Hart area of the City is generally very poorly serviced in regards to bike lanes and cycling safety.

- Sharing with cars. Specific places eg. Carney – parked cars- it is important to deal with this because of coming out of Cottonwood park. We need to really make the best of the jewel of Prince George- Ft George park & Cottonwood park – Tourism
- Fumes from vehicles, dust on roads, rocks in lanes & flying from trucks
- Drivers that treat you like pedestrians (waving you across the road) than get mad when you don't
- Places to safely lock bikes up downtown (businesses don't have anything)
- Potholes, cars in bike lanes, snow in bike lanes lack of bike paths
- Traffic inconsideration
- Winter
- Spring cleaning of bike lanes on N Nechako and Foothills is late and makes early riding difficult. The City needs a lot of prompting to get industrial access to keep bike lanes clear through the summer such as rolling mix, the pit on N.Nechako next to the ball fields and Husky oil
- No bike lock up areas too much bike theft issues downtown
- We are a big university town but have no direct bike path from university to the down town core
- Connectivity of Hart & College Heights to downtown
- Clean the streets more often!!
- Make one nice bike path through/around the city (it would be accessible from all areas of the city)
- Roads not cleared of snow
- Bottle necks at intersections
- Glass on road
- Family commitments
- Road salt on aluminum parts
- Connectivity between destinations not available ie no bridges in Cottonwood park now
- Casual and practical routes
- Safe places to lock up a bike and trailer (kids in tow)
- Initial cost/resources for biking with three young kids (finding something suitable for all 4 seasons)
- Safety commuting with young kids on their own bike
- Work place doesn't have a shower

What top solutions do you think the City should implement to make PG more bike friendly? Be specific!

- Expanded bike lane on 15th Avenue
- More bike racks
- More bike lanes designated – on road and raised signage

- Bike corrals may be feasible ie. Seasonally near Farmer's Market (that bike rack is often full)
- Despite cost, separation of bike lane and vehicle lanes is ideal (especially if planted swale is in between, for aesthetics and storm water management)
- Have a city bike day or week. For example have a bike festival that celebrates biking: bikes, movies, lectures, music, workshops, dirt jumping
- Education, clinics, workshops for everyone (bikers, drivers, kids)
- Simplification of bike/car interaction – not over complication? By legislation, area specific regulation, seasonal changes, shifting approaches to “bikes in PG”
- Police enforcement of biker rights
- More awareness by motorists of biker rights
- More signs to remind motorists of bikers presence on roads.
- Bike lanes signed – need bike path along rivers, especially Cottonwood Park
- Street sweeping in spring to remove gravel
- Legislated % of covered bike spaces to parking spaces eg. If it has 200 car spot and if 5%, then they would have to provide a minimum of 10 covered bike spaces
- Paralleled parking avoids “door prize”
- Connecting, well marked bike routes
- Search out funding options (eg. Donations from business paving companies)
- More bike lanes
- Bike racks in downtown area (ones that will take U locks etc.)
- Sweep existing bike lanes or paths
- Better connective paths to circumnavigate city areas
- Maps (from City Hall) showing good bike routes throughout city limits
- Education for both vehicle drivers and cyclists – should be consistent using many media – TV spots, newspaper, signage, radio
- Stress safety
- Enforce existing laws including helmets
- Try some long term planning – do a bit of work on planning each
- Capitalize on/expand on routes that offer promise and potential for cyclists – 8th Avenue comes to mind but needs to be enhanced and better connected with other cycle friendly routes, it deadens at Hwy 97 and in fact is now barricaded? When it's a natural route for non-motorized
- Link routes for cyclists (and other non-motorized) away from traffic as much as possible – completely separated, not just be a line that is mostly ignored by motorists anyway
- Educational info re law and motorist
- Safe clearances when overtaking

- Hazard from blocking bike lanes
- Awareness of motorist responsibilities and accountabilities
- Bike lanes – more
- Education of bikers to rules of the road and to drivers of biker rights and responsibilities..... snow removal crews to bike issues – I will still be out there irregardless of weather.
- Places to store your bike esp. downtown
- Designate and sign routes into downtown, 5th heading east from Foothills, cross bypass, turn right onto frontage road, turn left on 8th Avenue.
- Add ped/bike crossing flashing lights @ 8th and Carney
- Signage down 8th to ? Laurier, then McBride?
- Merge onto 3rd below S-curve w/signs saying merging bikes – bikes and cars share the road!
- More sweeping of the bike lanes. Once a year isn't enough. Too much glass/gravel.
- Bike boxes on 5th and 105h crossing Hwy 97
- No parking in bike lanes – especially 5th Ave between Foothills and Hwy 97
- Make plowing for pedestrian and bikers
- Create designated bike lanes (well connected) in subdivisions perhaps? For example 10th Ave in Vancouver or the Arbutus(?) / Cypress Roads
- Education, maintenance (routes & bike lanes)
- Greater cyclist access
- Snow and gravel removal on bike route first
- Better connectivity between bike paths and trails
- Need a direct safe route along Hwy 16 West main East West route for West end of City
- New development must not ignore cyclist as a means of transportation
- Sensors at traffic light stop lines to detect bikes
- Driver education
- Bike rider education
- Bike route connectivity are inefficient – car get the most direct routes
- Separate bikes from roadways
- Sweep often for cleaner air and larger debris
- Label cycling paths
- Connect paths
- No broken up with bits of paths here and there
- Promote through education of youth
- Have an accredited bike maintenance and safety course in all schools
- Connected routes with clear signage
- Design all new roads, subdivision, bridges repaving efforts to be bike friendly ie. Wide enough shoulders dedicated to cyclists

- This should be extended to Regional District too
- Mountain bike lanes, including paving bike lanes when roads are re-surfaced
- A committed to provide + maintain bike lanes on all arterial routes in the city, especially Highway 97, Foothills Blvd (from Chief Lake Rd, south to 18th Ave) + Chief Lake Rd
- No parking in bike lanes. Fix the bridge into Cottonwood park
- Public (driver) awareness campaigns
- Work place incentives to promote bike commuting
- More local businesses should get involved with the Bicycle Benefits initiative
- Greenway trail from City Hall to River
- Workplace incentives to bike more
- More bike racks
- Bike lanes
- Stopping cars from parking in bike lanes
- Fine cyclists that do not follow rules (reason) I see lots of cyclist riding on the wrong side of the street at times wanting to be pedestrians. I feel they send out the mixed messages to motorists who seem to take their frustration out on all cyclists
- Fix up Cottonwood Park/missing bridges
- Sweep more routes (Foothills)
- Maintain bike lanes-cleaning, repair, signage, stenciling
- Could we get a bike rack at the Farmer's market?
- Secure places to put your bike somewhere that people are watching so your seat etc doesn't get stolen. Maybe places to put inside/covered areas. I like those bike carrels
- Bike lanes on major routes to protect cyclists and decrease the fear factor for those who are 'thinking' about cycling
- Promote cycling as a health solution/environmental solution – a civic promotion. Gets people thinking about community/environmental solution/ health improvements as a 3 for 1 benefits. Promote with bike to work week
- Make it mandatory for all shopping facilities to have bike racks
- Have a person from the city government have cycling as part of their portfolio
- Fix Cottonwood Park
- Employer initiative
- Maintain bike routes
- Cyclist activated lights
- Co-ordination between all levels of government, dedicated to cycling & not all non vehicular traffic exhibiting more passion. We need inspired assistance
- Parking in bike lanes

- Shoulders dirty not plowed (maintenance of shoulders/bike lanes all year)
- Consistency/fluidity of bike paths
- Awareness/education for drivers and bikers
- Cottonwood park route maintained

Please provide us with any other ideas/comments.:

- Yay PGCC
- Great idea to hold the Forum!
- Loved ideas presented on your website (Colorado videos)
- Keep up the good work!
- Love the bike tight
- Connectivity
- Gravel
- By-laws
- Inmates from PGRCC creating and maintaining bike trails as a work project
- Incentives initiated by City, such as competitions among workplaces for non0hour ride through Cottonwood Park
- Fix Cottonwood Park
- I'd like to see the cycle organizations put some emphasis on the fact that rumble strips on highways (esp. Highway 16 West) can be hazardous. They often use up more of our designated shoulder space; they are not swept and there are merely collecting....
- Please apply for cycle funding that accommodates improving heavy residential areas (not industrial so much where these is not so much potential for heavy cycle use)
- Fix Cottonwood Park
- Create an info pamphlet to be used as “warning” by enforcement officers, bus drivers, coaches, parks workers, whoever is on the streets.
- Prioritize sweeping and potholes – fixing on designated bike routes and main hills into town
- Change meter stubs into bike.....
- Inadequate room given to the cyclist when being passed by vehicles
- No signaling when taking merge off main road, which makes for a “cut off”
- The fact that vehicle operators do not accept responsibility when doing wrong
- Unchained “crazed” dog’s attacking cyclists
- Dog owners who think their dog is their “human” kid and take them to parks that do not allow dogs
- The copious amounts of glass on the streets of PG
- Joggers who run against traffic in the bike lanes already established

- The copious amount of dog poop no matter where you ride
- The constant fear of having bike stolen if I dismount my steed
- BCAA giving \$200 discount to people who “just” say yah I rode twice this week
- Raised pedestrian crosswalk buttons and bike lanes through pedestrian islands to facilitate biking. Bike On pay parking token machines for bike parking downtown
- Fabulous presentation, Thank you!
- Repair bicycle paths along river trails destroyed by flooding
- Basic bicycle education for children and for Highway code for drivers as a pre-requisite for a driver’s license. General population, including some cyclists don’t seem to understand the rules of the road. Routes should be cycle friendly so kids can cycle.....
- Bike lanes separated from the roads-wider bike lanes Shared cycle/sidewalks
- Dust control-more sweeping at the exits of gravel pits that are adjacent to the bike lanes in North Nechako on Foothills Blvd, as well as Nothe Nechako road and Foothills Blvd
- Extend the bike lane in North Nechako to encompass the entire road so it is complete...as endorsed by city council in 1990
- Consistent bike lanes in town between areas
- Signage-awareness for bikers no paint lane markers
- Solution cost sharing asphalt plants, for good will, helped to pave park lanes as in the lower mainland
- Publish a map of existing bike paths in the newspapers & online
- Bike maps in public places
- More businesses supporting bicycle benefits
- Advertisement of bike swaps/2nd hand bikes to promote inexpensive way to get a bike for cheaper
- Tax break for cyclists?
- I thought when the planned trail down “Harper valley” is completed...maintain it in the winter for X country skiing and have a good frequent bus connection from the bottom end (at N.Nechako road) into town for winter traffic
- It’s a wild dream to have a trail from the Hart to downtown that was just for Bike/foot traffic
- Let’s make a very concentrated effort. The time is right!
- Education/dialogue with other ‘experienced’ commuters to share ideas and resources etc

*** We are so pleased to see a group taking action on this enormous problem in Prince George!! I have lived here all my life and enjoy the city, but have always been frustrated with the lack of cycling trails. We love to ride our bikes as much as possible, both for pleasure and a mode of transportation, but feel disappointed Prince George offers very little incentive for this. When we have traveled to other

town (many with much smaller tax bases) such as Quesnel, Oliver, Calgary and Whitehorse, we are amazed at the wonderful trail systems they have. Some of the frustrations we have encountered in Prince George are:

- We used to love to ride out to West Lake but since the Blackwater was “upgraded” for logging trucks, there is no shoulder anymore so it is extremely dangerous (impossible) for cyclists. We had to give up riding to the lake.
- Those riding to work at the airport or Canfor have no cycling lane and little shoulder space.
- Riding from College Heights could be accommodated by a trail separate from the highway – behind the graveyard and along the new berm between Casino and Ferry. There are existing trails behind College Heights that could be made into nice cycling trails all the way from Ferry to Vanway.
- When the river flooded the trails at the east end and the north side (by the water) at Cottonwood Park, were never repaired. This used to be the one main city trail for residents and visitors alike, but it seems it is almost forgotten. Foot-bridge repair was a low priority so that cyclists who met a dead end at the bridge washouts had to either turn around or crawl through muddy brush-filled detours and see if they could make it. This is unacceptable for a city the size of Prince George! Residents and visitors need to be able to know there is at least one completely maintained trail in the city. When it was a clean, riverside trail I used to be able to cycle it on my lunch hour and still arrive back at work clean!
- Street sweeping is late in the spring on many of the side streets.
- Underpass at Hwy 16 near Strathcone is often full of water and mud.

There is no reason that a city with a tax base like Prince George should place such a low priority on the needs of those who are trying to “Go Green” and ride their bikes to work. As it is, we have to cycle through exhaust fumes, fine gravel and constant danger. It is NOT an incentive to go green! It is also not a way to attract visitors and influence people to move to Prince George. It is my hope with a new mayor and council, as well as an advocacy group, this may change.***