



TRANSPORTATION

AT A GLANCE

The Town owns and operates:

- 27.2 km of paved road
- 1.1 km of chip sealed road
- 2 km unpaved road
- 17 km sidewalk
- Multi-use paths (Gibsons Way + sea-walk)
- Trails
- Bike lanes
- Street lighting, signage

In 2015, the Town of Gibsons conducted an analysis of the surface conditions of its roads.

At the time of its analysis, Gibsons' road network had a condition of 11.3% All Fatigue Cracked Area (AFCA), which is considered poor when compared to other networks in BC.

It was also determined that an annual budget level of \$425,000 was required to maintain the road network in its existing condition, while increasing the annual budget to \$550,000 would improve the network condition.

The Town's annual road maintenance budget is currently approximately \$300,000.

COMMUNITY GOALS

- Improve traffic flow
- Consider streetscape improvements
- Upgrade certain roads for traffic and pedestrian safety
- Ensure road designs:
 1. are easily maintained
 2. are cost-effective to build
 3. minimize environmental impact
 4. incorporate natural systems
 5. prioritize non-vehicular transportation
- Laning, speed, signage and pavement marking projects for particular streets and areas
- Review traffic-calming measures

RELIABILITY AND RISKS

Transportation service levels can vary by:

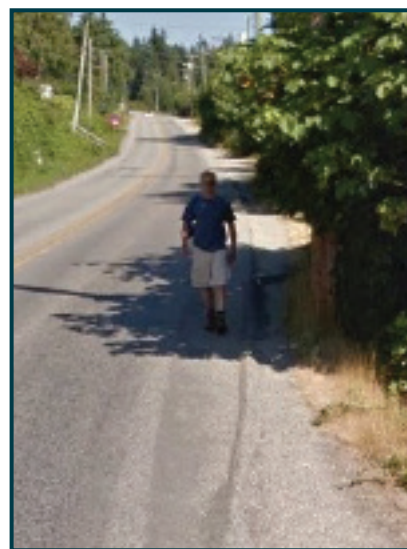
- Road surface type
- Accessories including curbing, sidewalks, parking or streetlights
- Level to which the roads are operated and maintained

Reliable service requires:

- Well designed and constructed roads
- Regular pavement patching
- Regular crack sealing
- Regular line painting

Risks of cutting costs are:

- Expensive fixes/eventual road re-construction
- Rough road surface conditions



Before: Gibsons Way (2013)



After: Gibsons Way (2018)

Gibsons Way Multi-Use Path

Built to accommodate both pedestrians and cyclists, this new pathway creates a safer, more gently sloping link between Upper and Lower Gibsons. The Gibsons Way connector is a critical component of Gibson's expanding network of walking and biking trails that was first envisioned in 2001.

ASSET MANAGEMENT

Operations & Maintenance

Roads: crack-sealing, line painting, pothole repair, annual paving program, monthly trails inspection, annual sidewalk inspection (in accordance with Town policy).

Planned Capital Projects (Roads)

2018

- Gibsons Way Multi-Use Path/Paving: \$1.6 million
- Pavement Rehabilitation: \$75,000
- Pedestrian Connectivity Improvements: \$5,000

2019

- Kiwanis Crosswalk: \$24,000
- McCall Lane Grading/Drainage: \$79,000
- Pavement Patching/Cracksealing: \$42,000
- Pavement Rehabilitation: \$290,000
- Pedestrian Connectivity Improvements: \$11,000
- Sidewalk Rehabilitation: \$11,000

2020

- Gibsons Way Eastbound Bike Lane (School Rd. to N. Fletcher): \$604,000
- Pavement Patching/Cracksealing: \$45,000
- Pavement Rehabilitation: \$304,000
- Pedestrian Connectivity Improvements (Inglis - Charman Creek Crossing): \$93,000

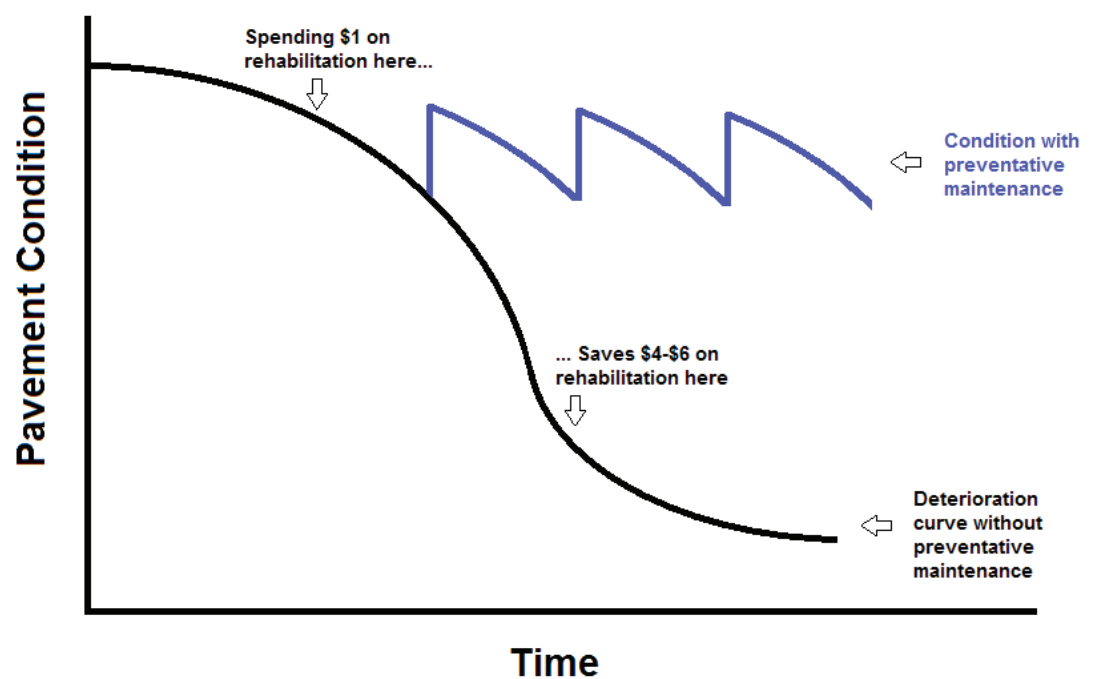
2021

- Pavement Patching/Cracksealing: \$47,000
- Pavement Rehabilitation: \$320,000

2022

- Pavement Patching/Cracksealing: \$49,000
- Pavement Rehabilitation: \$336,000

Pavement Life Cycle Cost and Condition Over Time



If a road isn't maintained through patching or crack sealing, it will start to deteriorate more quickly over time and eventual fixes will cost more. Regular maintenance enables road to be kept in good condition for less overall cost. This requires ongoing investment. Paved asphalt roads are estimated to last about 20 years, on average.