



ACTIVE TRANSPORTATION NETWORK PLAN

ROUND 1 ENGAGEMENT SUMMARY



Town of Gibsons

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CONTENTS

- 1.0 INTRODUCTION.....2
- 2.0 ENGAGEMENT OPPORTUNITIES2
 - 2.1 PURPOSE OF ENGAGEMENT2
 - 2.2 RAISING AWARENESS.....2
 - 2.3 ENGAGEMENT ACTIVITIES3
- 3.0 WHAT WE HEARD4
 - 3.1 COMMUNITY SURVEY4
 - 3.2 INTERACTIVE MAPPING EXERCISE 24
 - 3.3 POP-UPS..... 28
 - 3.4 VIRTUAL STAKEHOLDER WORKSHOPS 29
- 4.0 NEXT STEPS 29



1.0 INTRODUCTION

In May 2023, the Town of Gibsons launched the planning process for developing an Active Transportation Network Plan (ATNP). With input from community members and stakeholders, the ATNP will guide active transportation improvements and identify priority projects.

Along with the technical analysis, the Town values input from community members and stakeholders. In this first round of engagement, community and stakeholder engagement activities sought to understand current active transportation challenges, opportunities, and future priorities.

During our first round of engagement, community members and stakeholders were invited to participate in an online survey, interactive map, and in-person pop-up events. In addition to the community focused activities, the project team hosted two virtual stakeholder workshops.

The ATNP is being developed over a 12 month four phased process, with several opportunities for community members to participate in the planning process and provide input.

This document provides a summary of the first round of engagement, including activities and what we heard.

2.0 ENGAGEMENT OPPORTUNITIES

2.1 PURPOSE OF ENGAGEMENT

The first round of engagement occurred from June to July 2023. The project team facilitated a variety of activities designed to educate and engage with Gibsons community members about the ATNP.

This round of engagement was designed to gather input on current active transportation challenges and opportunities in Gibsons.

2.2 RAISING AWARENESS

Town of Gibsons ATNP StoryMap

To launch the first round of engagement, community members were directed to the Gibsons Active Transportation Network Plan project page, hosted on ArcGIS StoryMaps. Since the project launch, the site has been viewed more than 670 times. The project page included information about the project, the importance of active transportation, and an online survey and mapping exercise for collecting feedback.

Social Media

The Town promoted the community survey and interactive map on their Facebook and Instagram pages. Four posts were published to the Town's Facebook account, resulting in 10 comments, 26 likes, and 9 shares. The Town also shared five posts on Instagram, resulting in 48 likes and 2 comments. The Town also utilized their Twitter account, publishing two tweets that were viewed a total of 36 times.



Town of Gibsons Newsletter

The Gibsons Active Transportation Network Plan was promoted through the Town's digital newsletter, *The Gibsons Way*, in June. The newsletter is distributed to 2,065 residents by email to inform community members and stakeholders about what is going on at Town Hall.

Stakeholder Outreach

An email was distributed to more than 20 identified stakeholder groups during the first round of engagement. The email included important information about the project, how to get involved, and a request to promote the community survey within their networks. Stakeholders were provided with direct contact information for questions and comments and were invited to participate in one of two virtual workshops in July.

2.3 ENGAGEMENT ACTIVITIES

Online Survey and Interactive Map

An online survey and interactive map were available on the project website between June 2 – 30, 2023. The survey was designed to gather input on current active transportation challenges and opportunities and understand community priorities. In total, 220 people completed the online survey and 250 pins were added to the interactive map.

Community Pop-up

Town staff conducted three in-person pop-ups in Gibsons over two days. Staff first popped up at Wellness Fest 2023 on June 10th at the Gibsons Public Market. On June 23rd Town staff set up a booth outside of the Supervalu grocery store in the morning and moved to the IGA grocery store in the afternoon. At each pop-up staff raised awareness of the ATNP and the planning process and promoted the online survey and interactive map. Paper copies of the survey were available for distribution at the pop-up events, as was a map of the community where people could use stickies to indicate strengths and weaknesses of the existing transportation network. In total Town staff connected with more than 75 community members.

Virtual Stakeholder Workshops

In July 2023, members of the project team hosted two online stakeholder workshops to share an introduction to the project followed by group discussion. Stakeholders included neighbouring municipalities, regional agencies, and local community groups with an interest in improving active transportation facilities and connections.



3.0 WHAT WE HEARD

The following is a summary of what was heard through the first round of engagement.

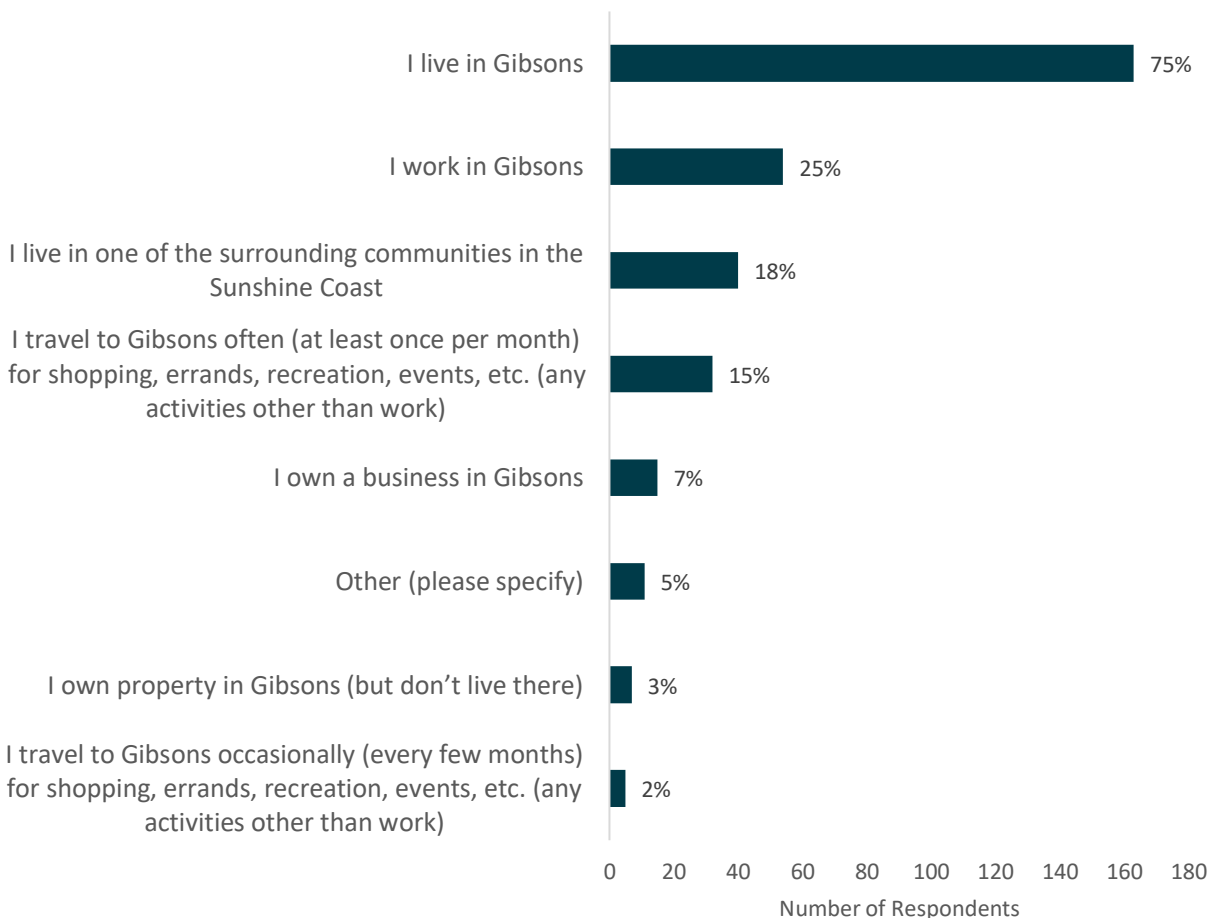
3.1 COMMUNITY SURVEY

There were several questions included in the community survey that focused on understanding existing conditions for active transportation in the community. These questions and a summary of the input provided is outlined below.

While the survey results are presented from all survey respondents, there has been a cross tabulation analysis done with key survey responses. Throughout the survey summary there are questions where we found that the demographic of the respondents impacted what the top answer(s) in this case you will see a section titled **Demographic Analysis** with some additional findings.

Transportation Habits

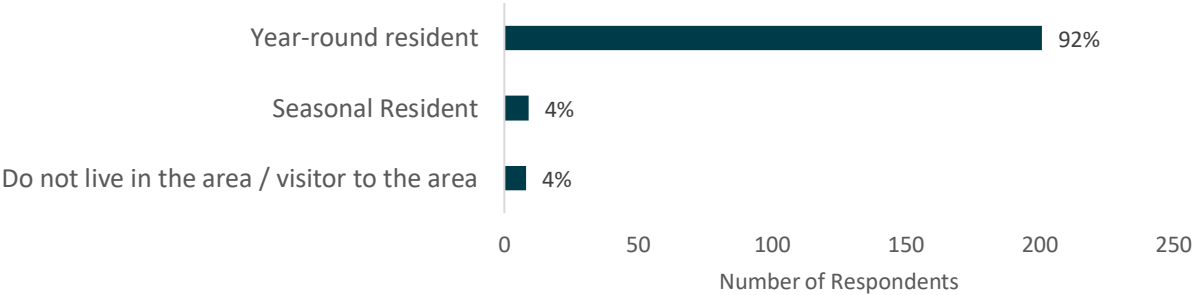
What is your connection to Gibsons? Select all that apply. (218 responses)



The majority of respondents (75%) said that they live in Gibsons, and 18% said they live in one of the surrounding communities.

Respondents who selected “Other” specified they are planning to move to Gibsons (2 responses), travel to Gibsons several times a week (2 responses), or live and own property in a neighbouring community (2 responses).

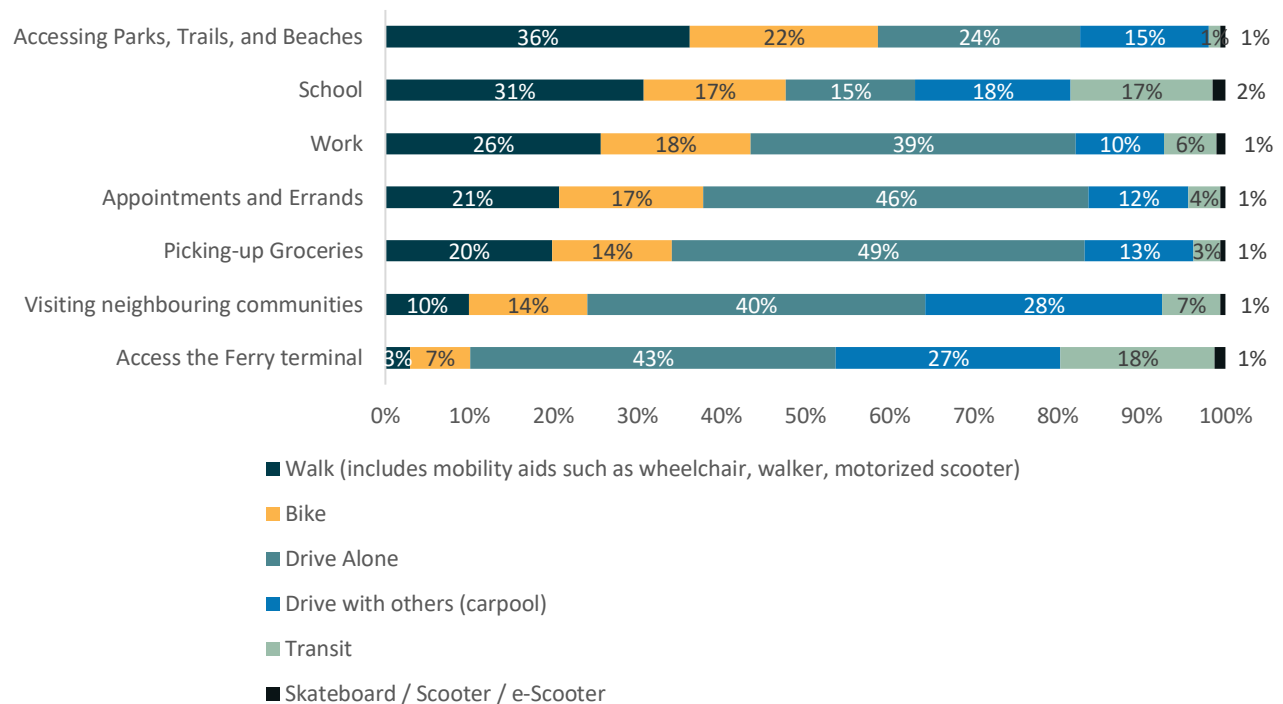
Which best describes your residence in Gibsons or the Sunshine Coast? (218 responses)



Nearly all respondents (92%) are year-round residents of Gibsons or the Sunshine coast. Only 4% of respondents identified as seasonal residents and 4% do not live in the area.

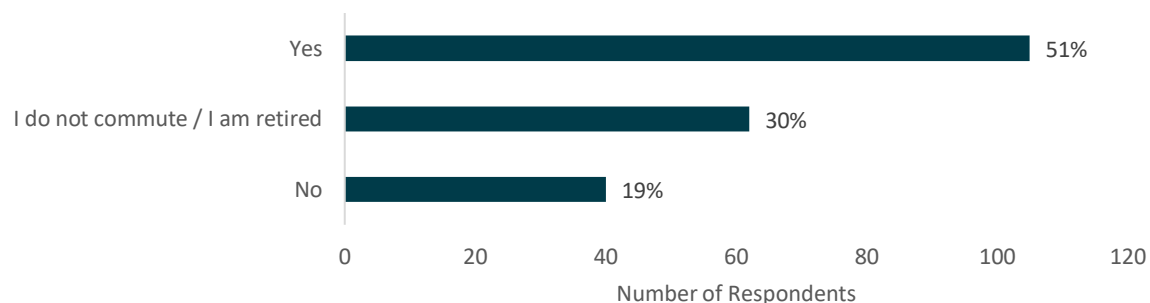


On a typical day, what is your usual mode of transportation for accessing the following destinations? (210 responses)



Respondents were asked how they typically travel to various destinations. Driving alone was the most popular response for most destinations, except for school and accessing parks, trails and beaches which are most commonly accessed by walking.

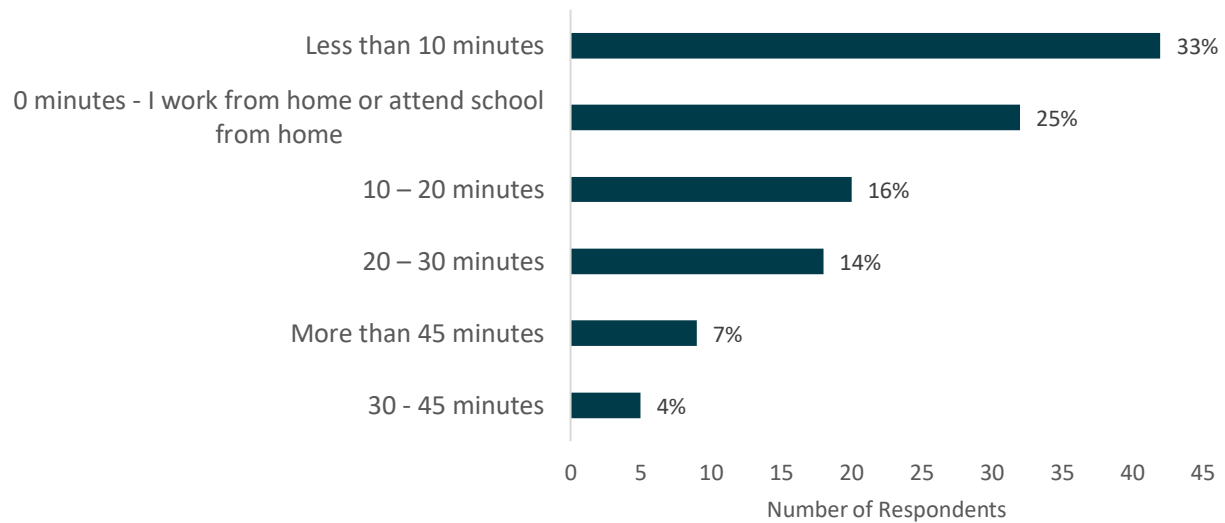
Does the weather impact what mode of transportation you choose when commuting to work or school? (207 responses)



Of the respondents who commute to work or school, most said that their commuting mode is impacted by the weather.

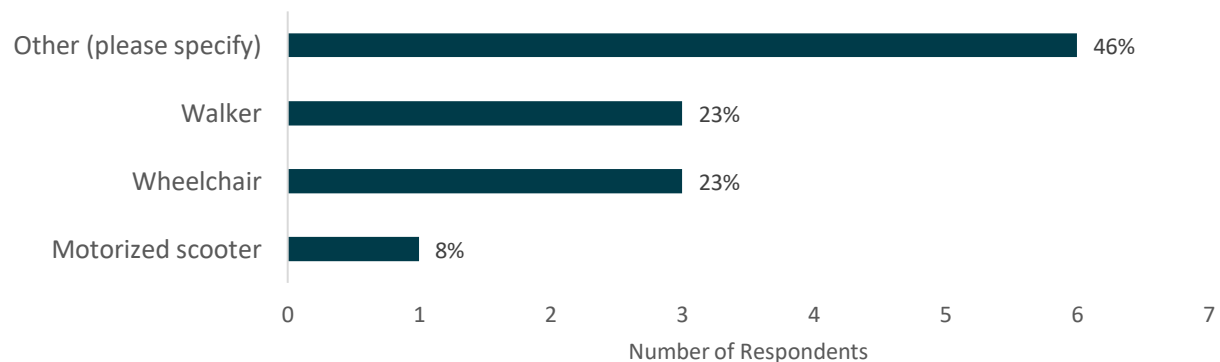


What is your average commute to work or college/school? (126 responses)



Of the respondents who commute, 58% have less than a 10 minute commute (including those who work or attend school from home and have no commute). 11% of respondents have a commute longer than 30 minutes.

If you use a mobility device, please specify which. (13 responses)

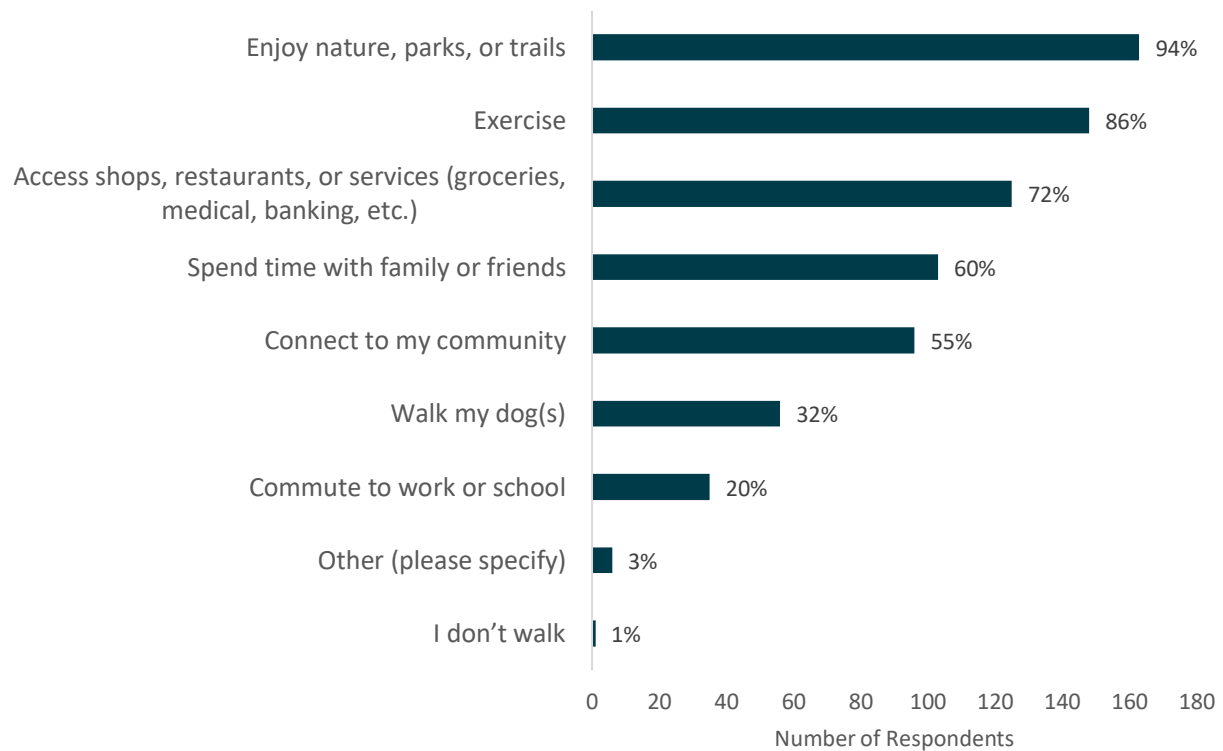


Of the respondents who use a mobility device, 23% use a walker and 23% use a wheelchair. Nearly half of respondents selected “other” and specified that they use a cane or a combination of devices depending on the context (2 responses).



Walking in Gibsons

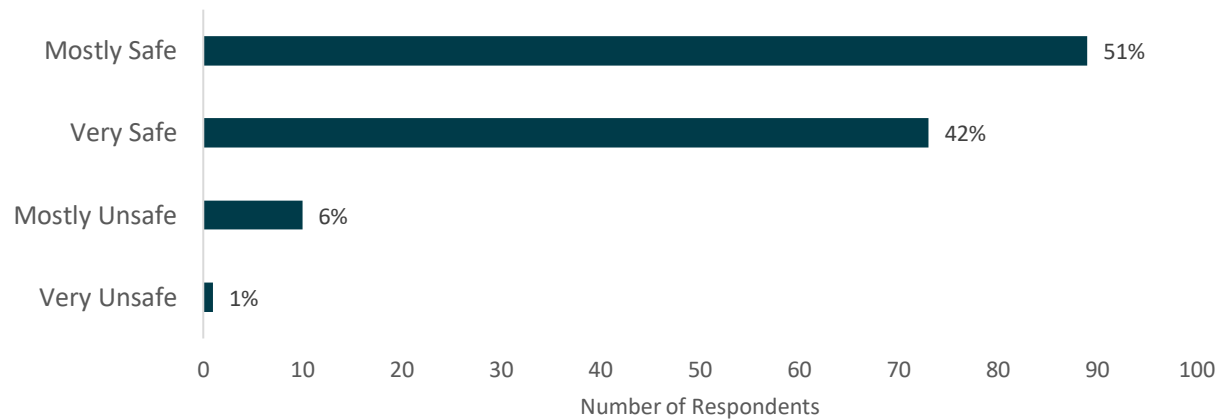
When I walk it is to...Select all that apply. (173 responses)



The majority of respondents said they walk in Gibsons to **enjoy nature, parks, or trails** (94%), **exercise** (86%), and **access shops, restaurants, or services** (72%). Respondents who selected other specified that they walk to access the ferry or transit (2 responses).



How safe do you feel walking in Gibsons? (173 responses)



The majority of respondents (93%) said they feel very or mostly safe when walking in Gibsons.

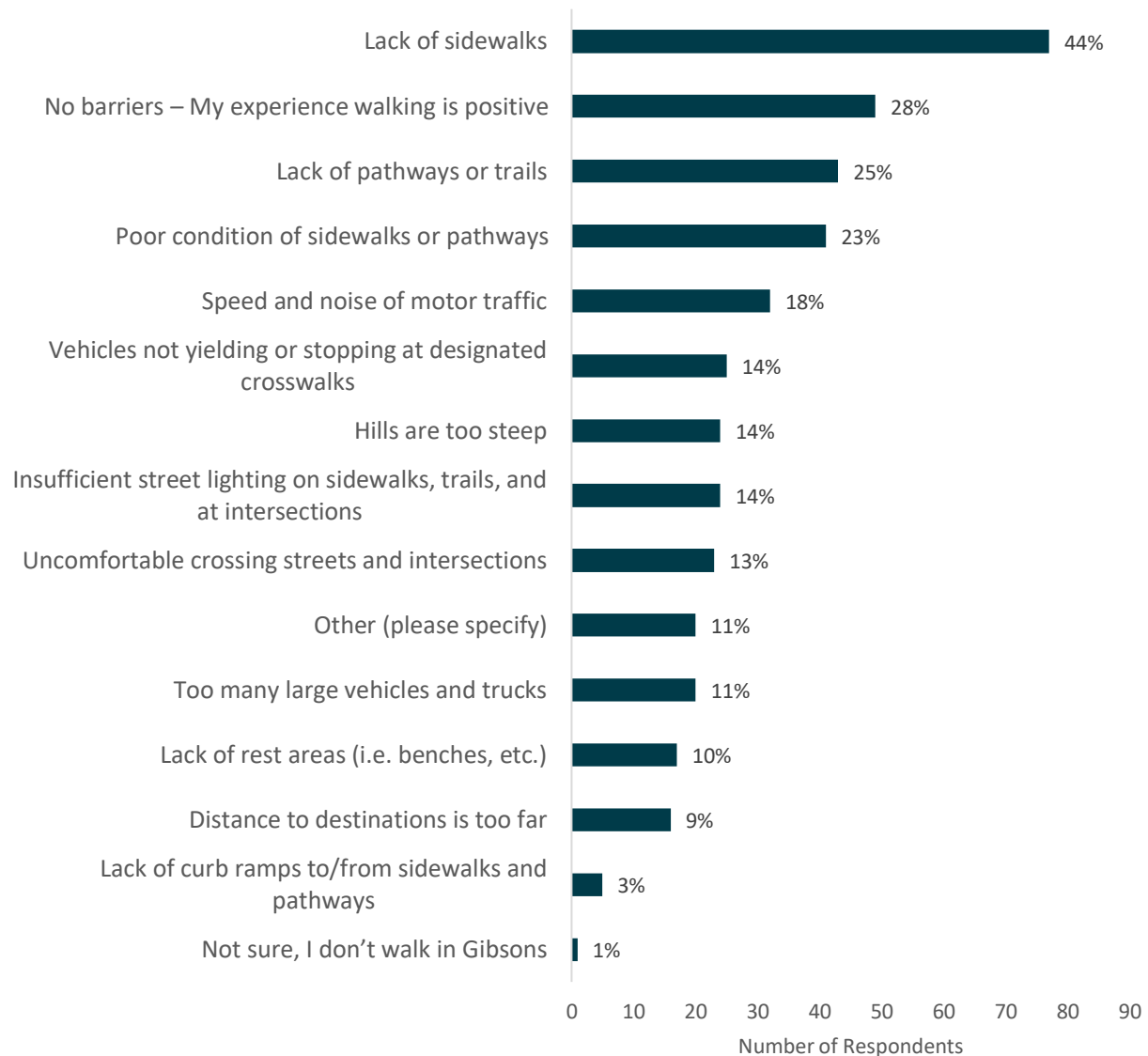
Demographic Analysis

Compared to the overall respondents, the proportion of older adults (55+) and respondents who use a mobility device feeling very or mostly safe when walking in Gibsons is lower (36% and 62% respectively). Older adults were the largest demographic group who reported feeling mostly or very unsafe when walking in the community (40%).

- Respondents over the age of 55 were more likely to feel very or mostly unsafe (40%).
- Respondents who use a mobility device were more likely to feel very or mostly unsafe (38%).
- The responses from respondents who experience mobility, vision, and hearing limitations were in line with the overall survey.
- The responses from respondents who experience barriers (because of their race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, conviction for an offence or other factor) to transportation were in line with the overall survey results.



What is your experience walking in Gibsons? Select up to 3 options. (175 responses)



When walking in Gibsons, 28% of respondents said that they have a positive experience. The most common experiences when walking in Gibsons are **lack of sidewalks** (44%), **lack of pathways or trails** (25%), and **poor condition of sidewalks or pathways** (23%).

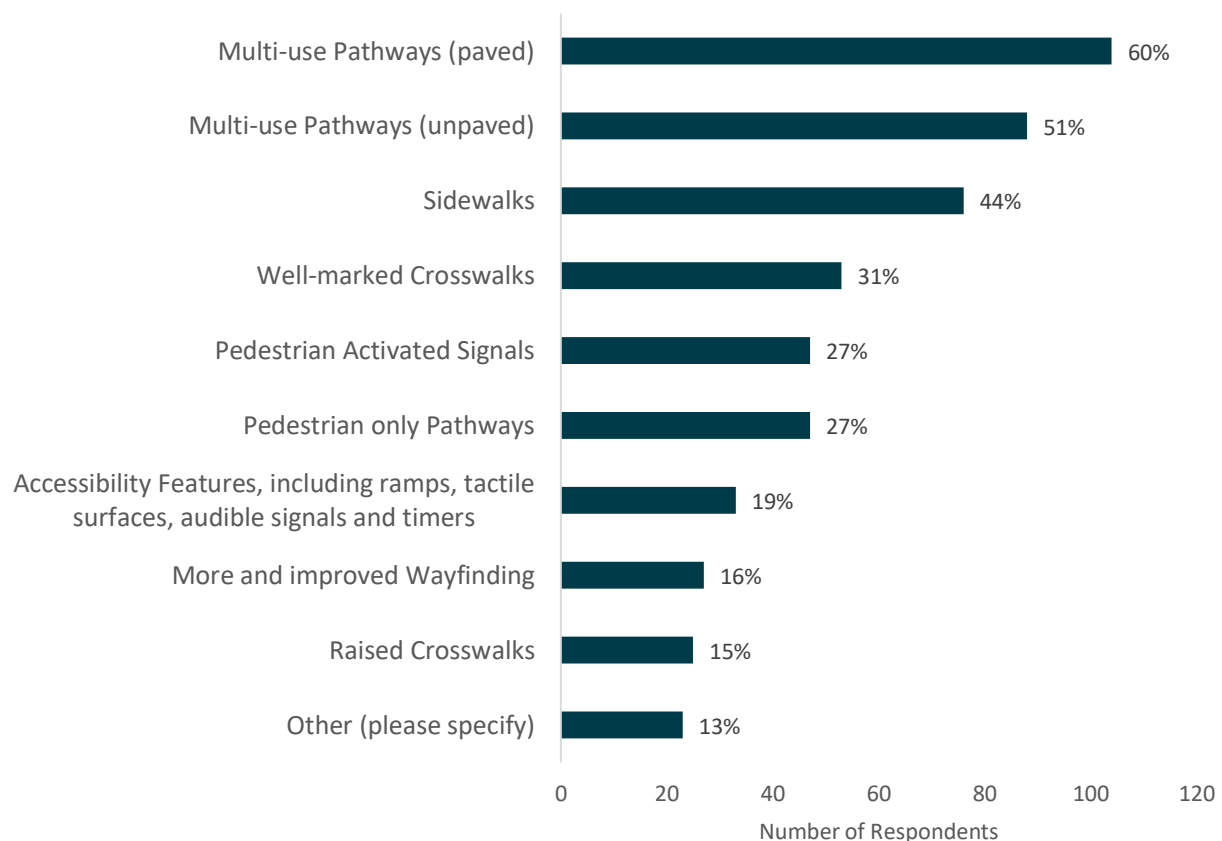
Respondents who selected “other” specified they would like to see more public washrooms (2 responses) and more pathway lighting (2 responses). Respondents were also concerned about motor vehicles driving too fast (2 responses) and said they would like more separation between motor vehicles and sidewalks (2 responses).



Demographic Analysis

- Respondents who use a mobility device were more likely to identify poor condition of sidewalks or pathways (53%) as part of their experience.
- Respondents who experience mobility, vision, and hearing limitations were more likely to identify the poor condition of sidewalks or pathways (24%) as part of their experience.
- Respondents who identified experiencing barriers to transportation (because of their race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, conviction for an offence or other factor) were more likely to identify speed and noise of motor traffic (31%).

Which types of walking infrastructure would you like to see more of in Gibsons? Select all that apply. (172 responses)



To improve walking in Gibsons, respondents would like to see more **paved multi-use pathways** (60%) and **unpaved multi-use pathways** (51%).

Respondents who selected “other” specified they would like to see more pedestrian connections between existing facilities (4 responses), more public amenities including washrooms, waste receptacles and pathway lighting (3 responses), improved maintenance of existing sidewalks and pathways (2 responses), and to reduce the number of motor vehicles on the road (2 responses).

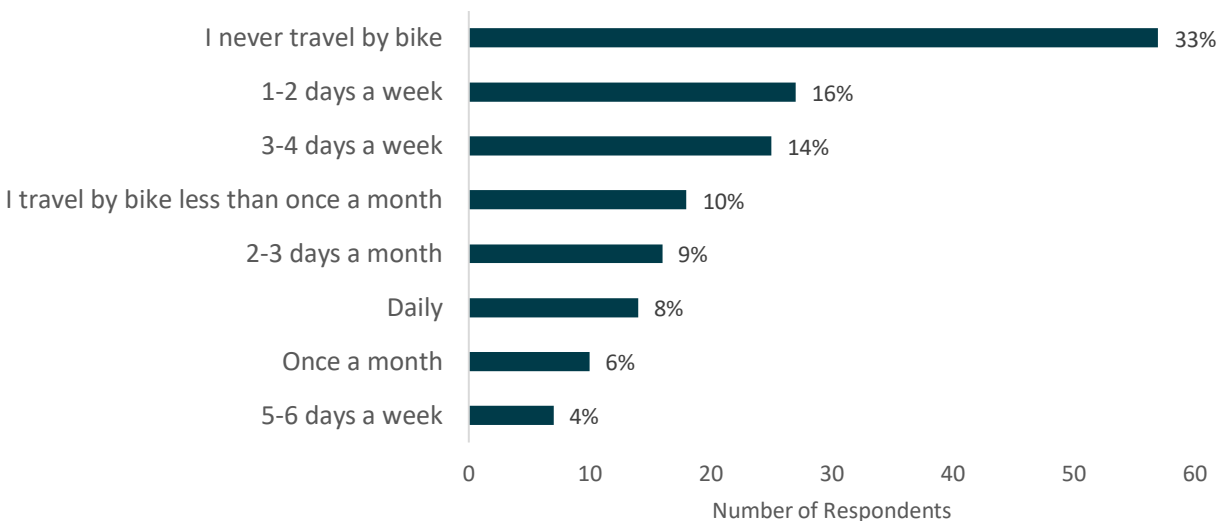


Demographic Analysis

- Respondents who use a mobility device were more likely to want more accessible features, including ramps, tactile surfaces, audible signals and timers (46%).
- The top types of walking infrastructure respondents who experience mobility, vision, and hearing limitations identified were pedestrian activated signals (14%) and more accessible features, including ramps, tactile surfaces, audible signals and timer (12%).
- Respondents who identified experiencing barriers to transportation were more likely to want to see more well-marked crosswalks (46%) and pedestrian only pathways (38%).

Bicycling in Gibsons

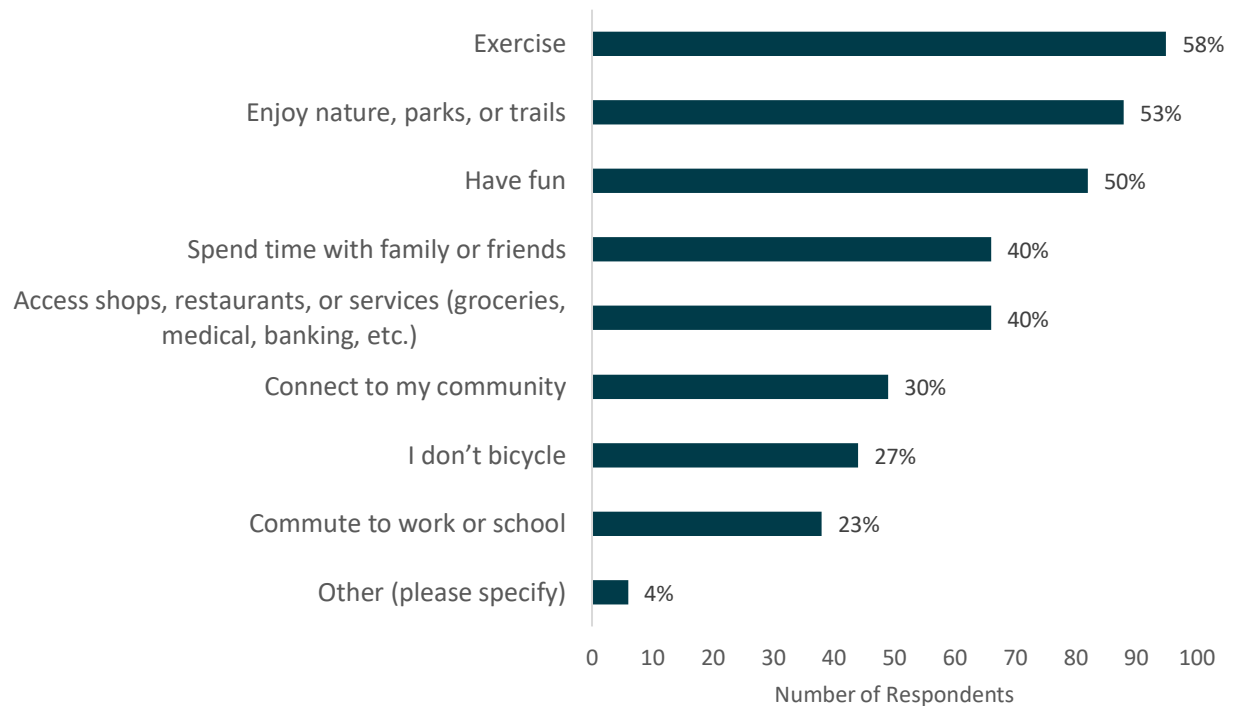
How often do you travel by bike? (174 responses)



33% of respondents do not travel by bike in Gibsons. Of those who do travel by bike, 42% travel by bike multiple times a week, with 12% riding five or more days a week.



When I bike, it's to... Select all that apply. (165 responses)

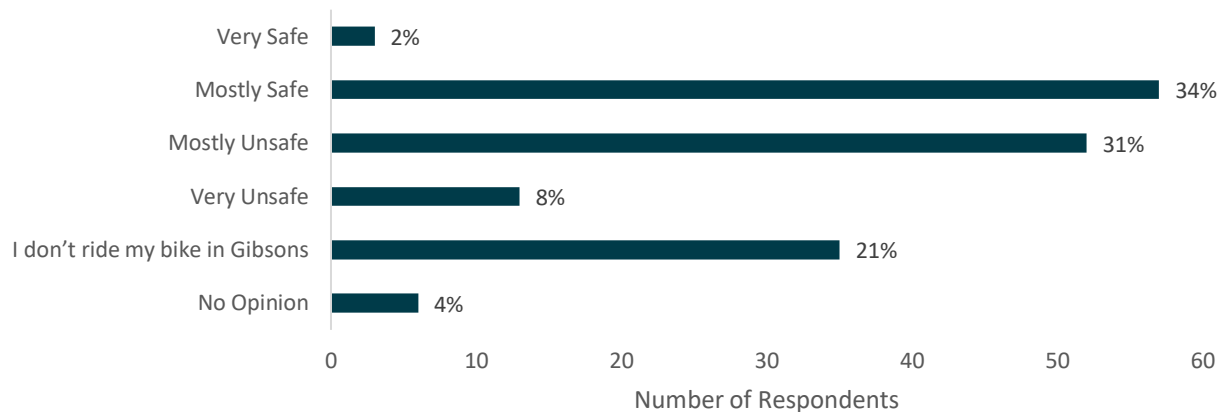


More than half of respondents said that they bike to exercise (58%), enjoy nature, parks, or trails (53%), and have fun (50%).

Respondents who selected “other” specified that they feel bicycling in Gibsons is dangerous (2 responses), and that they want to see more people biking in Gibsons (3 responses).



How safe do you feel biking in Gibsons? (166 responses)



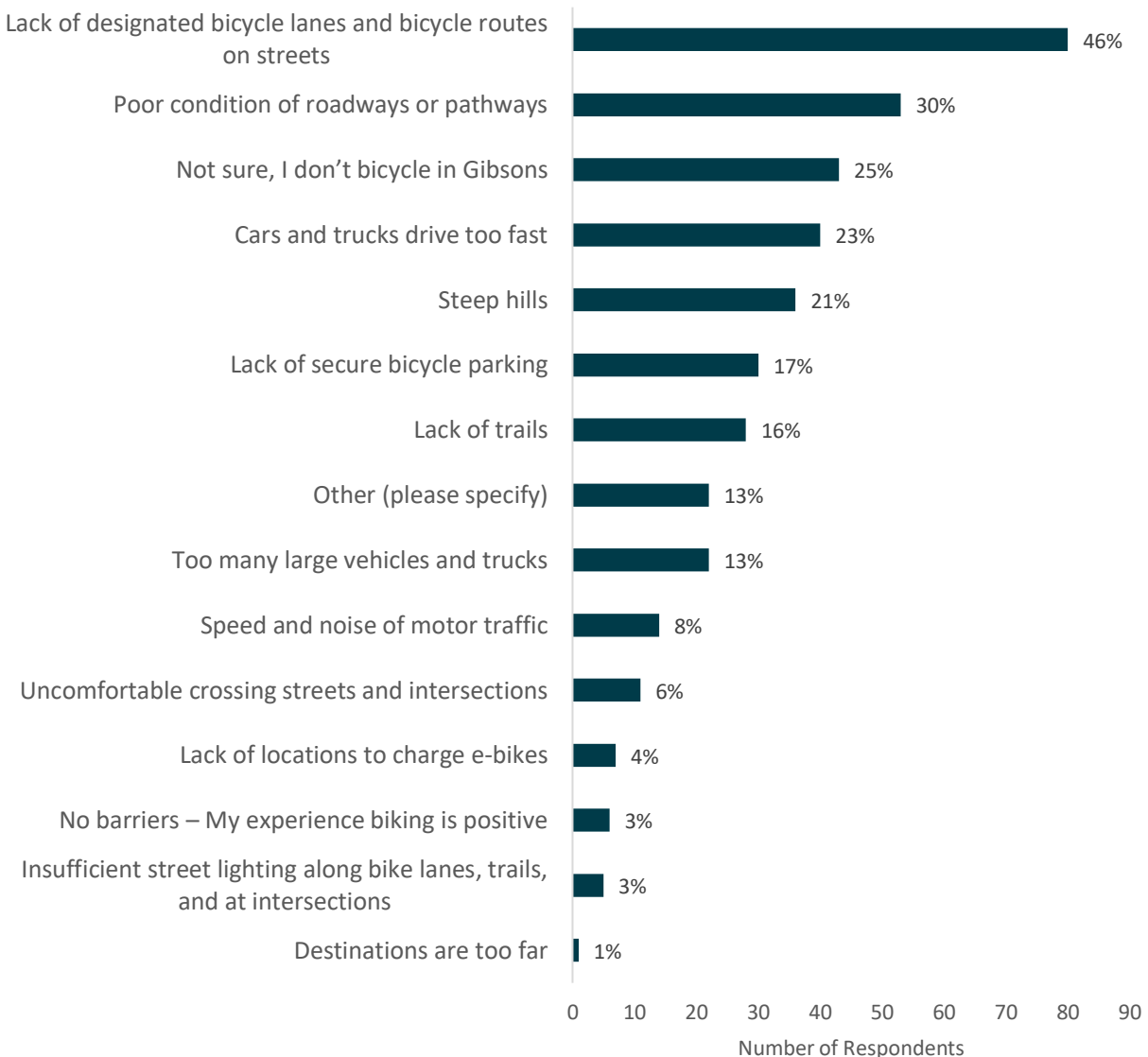
Slightly more (39%) of respondents feel mostly or very unsafe biking in Gibsons, while 36% of respondents said they feel mostly or very safe.

Demographic Analysis

- Respondents over the age of 55 were more likely to feel mostly or very safe biking in Gibsons (66%).
- Respondents who experience mobility, vision, and hearing limitations are more likely not to bike in Gibsons (46%).
- Respondents who use a mobility device are more likely to not bike (36%). The remaining respondents who use a mobility device said they felt mostly safe (36%) and mostly unsafe (27%).
- Respondents who identified experiencing barriers to transportation were more likely to feel mostly or very unsafe biking in Gibsons (62%).



What is your experience biking in Gibsons? Select up to 3 options. (175 responses)



When asked about biking in Gibsons, 25% of respondents said they do not bicycle in Gibsons and 3% said their experience biking is positive. Nearly half of respondents noted that there is a **lack of designated bicycle lanes and bicycle routes in Gibsons** (46%), and 30% of respondents noted the **poor condition of roadways or pathways**.

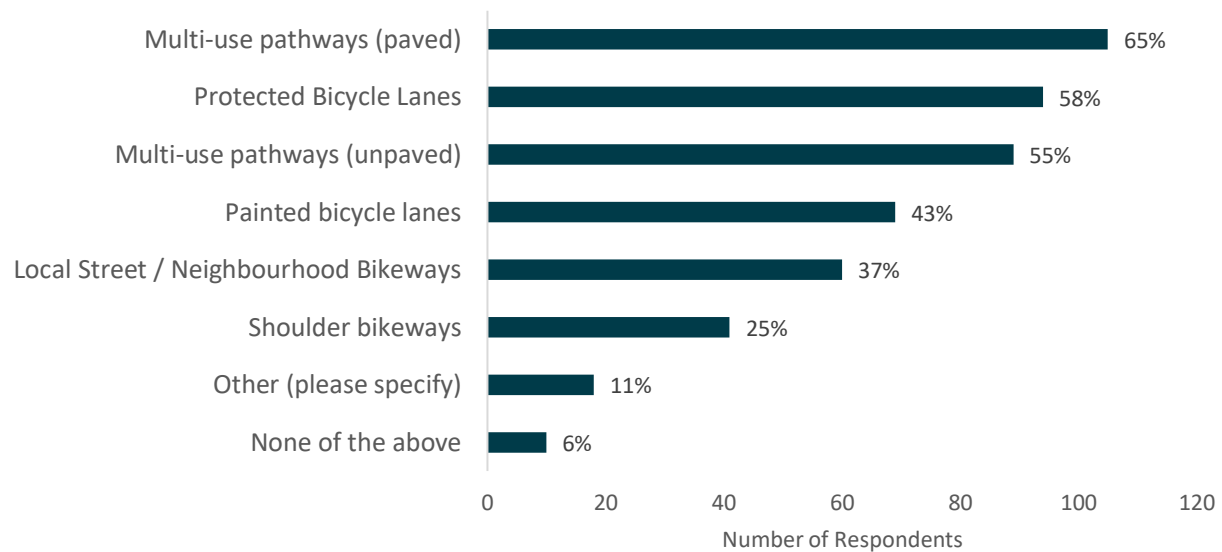
Respondents who selected “Other” specified that they do not feel safe sharing the road with motor vehicles (8 responses), there are many roads that lack a shoulder for biking (3 responses), and there needs to be more end-of-trip facilities (2 response). Two respondents also said they do not want more bike lanes in Gibsons.



Demographic Analysis

- Respondents who use a mobility device were more likely to not bike in Gibsons (38%).
- Respondents who identified experiencing barriers to transportation were more likely to note the poor condition of roadways or pathways (62%) and that cars and trucks drive too fast (38%).

Which types of bicycle infrastructure would you like to see in Gibsons? Select all that apply. (162 responses)



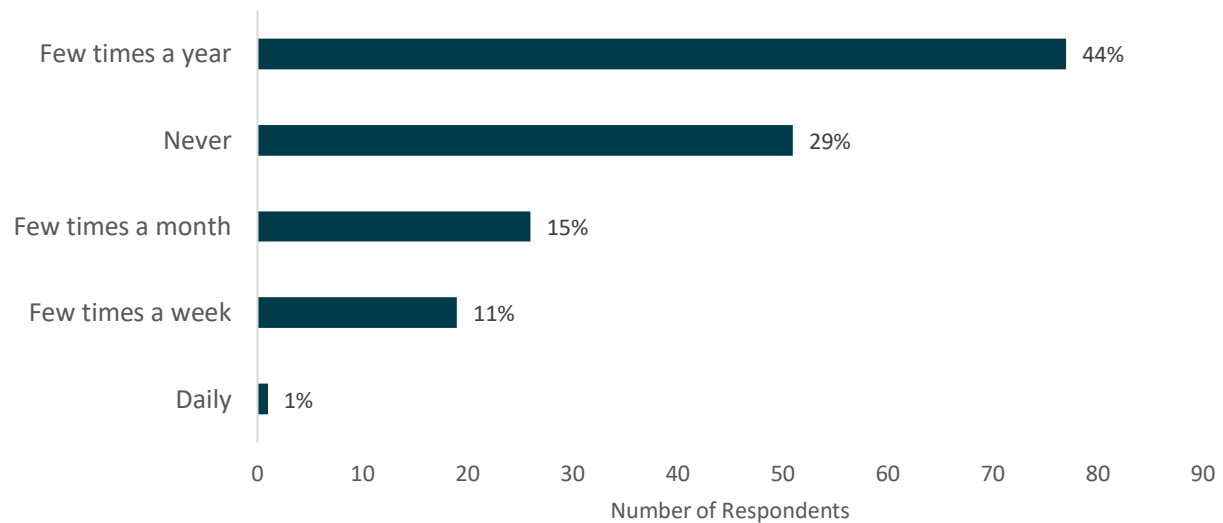
When asked to consider which types of bicycle infrastructure they would like to see more of in Gibsons, most respondents said they would like more paved multi-use pathways (65%) and unpaved multi-use pathways (55%), along with protected bicycle lanes (58%).

Respondents who selected “Other” specified they would like to see improved biking routes along busy roads and around popular destinations (7 responses), connections between existing biking facilities (3 responses), and more dedicated biking facilities (2 responses).



Transit and Shared Mobility in Gibsons

How often do you use the transit system in Gibsons? (174 responses)



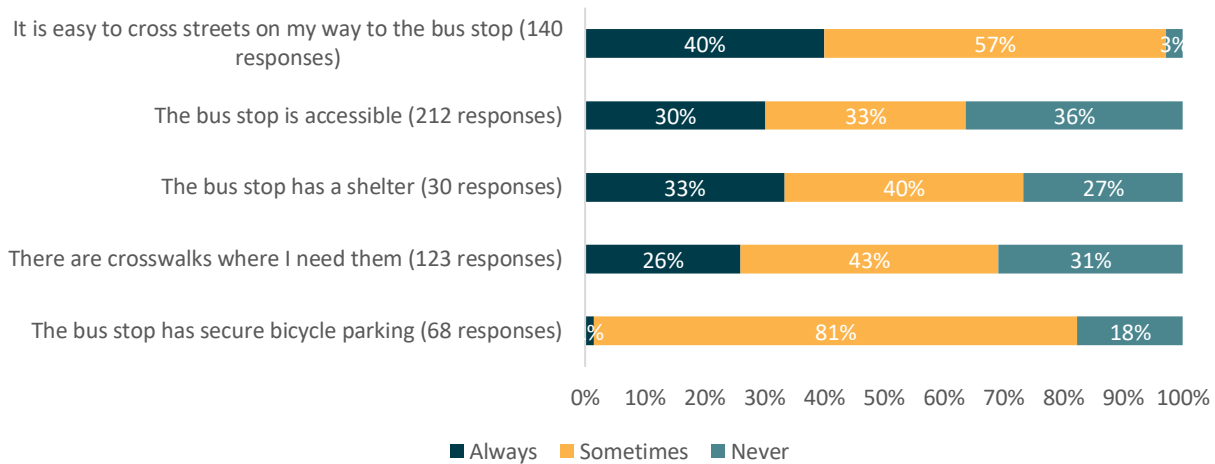
Nearly half of respondents (44%) take transit a few times a year. 11% of respondents said they take transit a several times a week.

Demographic Analysis

- Respondents who use a mobility device are more likely to take transit a few times a year (46%).
- Respondents who experience mobility, vision, and hearing limitations were more likely to never use transit (31%).
- Respondents who identified experiencing barriers to transportation were less likely to use transit a few times a year transit (38%).

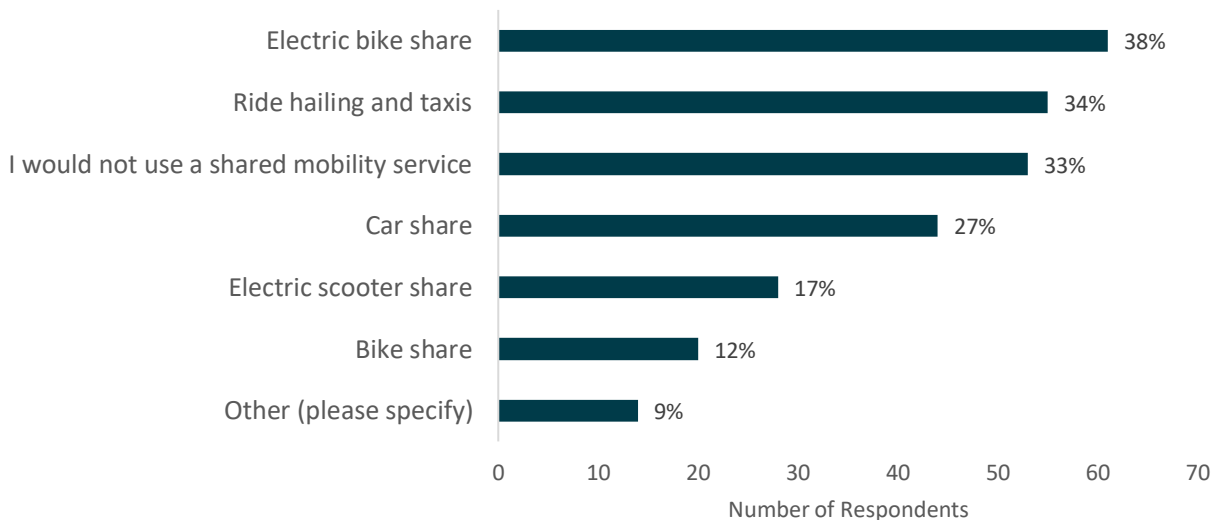


Thinking about your experience with transit in Gibsons, how true are these statements for you?



Considering their experiences with transit in Gibsons, 33% of respondents noted that bus stops are not always accessible and 40% of respondents noted that not all bus stops have shelters. There is also an identified need for crosswalks with 43% of respondents noting there are sometimes crosswalks where they need them and 31% noting that there are never crosswalks where they need them.

Would you use a shared mobility service in Gibsons? If so, what kind would you use? Select all that apply. (162 responses)



When considering different types of shared mobility services, respondents said they would like to see e-bike share in Gibsons (38%), as well as ride hailing and taxis (34), and car share (27%). 33% of respondents said they would not use a shared mobility service.



Respondents who selected “Other” specified they believe there is no need for shared mobility (3 responses), they are unsure what shared mobility is (3 responses), they would like a shuttle bus in Gibsons (3 responses), and they believe shared mobility is too expensive (2 responses).

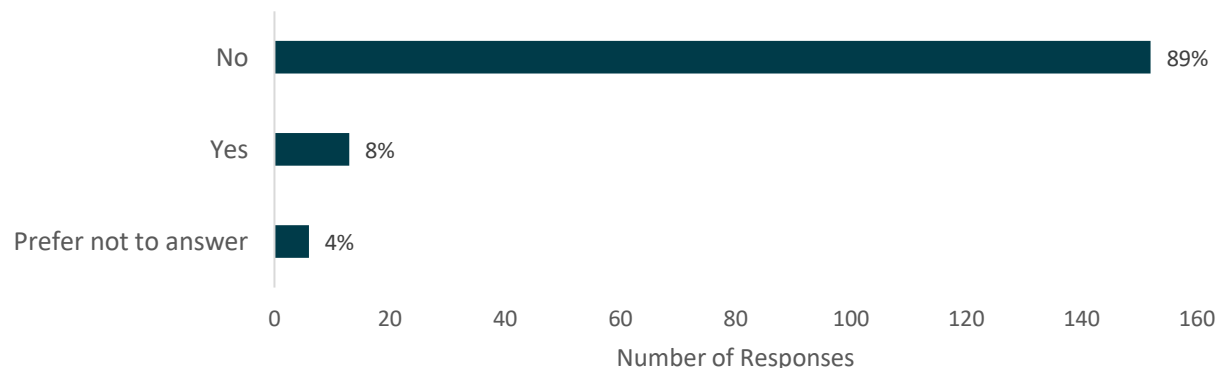
Demographic Analysis

- The top three responses from respondents over the age of 55 aligned with the overall responses for this question.
- Respondents who experience mobility, vision, and hearing limitations were more likely to say they would not use a shared mobility device (47%).
- Respondents who use a mobility device were more likely to say they would not use a shared mobility device (62%).
- Respondents who identified experiencing barriers to transportation (because of their race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, conviction for an offence or other factor) were more likely to identify ride hailing and taxis (16%) as something they would use.



Barriers to Active Transportation

Have you faced any barriers or challenges related to transportation as a result of your race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, conviction for an offense or other factor? (171 responses)



Most respondents (89%) said they have not faced any barriers or challenges related to transportation because of their race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, conviction for an offense, or other factor.

Demographic Analysis

- Respondents who use a mobility device were more likely to have experienced barriers or challenges related to transportation (38%).

What are some examples of these transportation barriers or challenges? (34 responses)

Respondents were asked to provide examples of transportation barriers or challenges they have experienced because of their race, national or ethnic origin, age, gender identity, sexual orientation, disability, family makeup, conviction for an offense, or other factor. Comments were analyzed and themed. Themes with more than 2 responses include:

- Transit is not accessible or is unreliable (9 responses).
 - Transit does not stop where respondents need to go.
 - Transit does not run frequently enough, especially in the evening.
 - Transit is not accessible for those with mobility aids or travelling with strollers.
- It is difficult to actively travel along roads with no pedestrian or cycling facilities (6 responses)
- Many transportation options feel unaffordable or inaccessible to those with disabilities or mobility challenges (4 responses)
- Respondents are concerned for their personal safety, especially when walking, biking, or taking transit at night or in poorly lit areas (3 responses)



- Pedestrian and cycling networks are incomplete, which make it difficult to access community destinations (3 responses)
- Existing pedestrian and cycling facilities are in poor condition or not maintained, making them inaccessible to some (2 responses)

Respondents who face barriers to transportation specifically noted:

- Transit is not accessible or is unreliable (4 responses)
 - Transit is not accessible for those with mobility aids or travelling with strollers
 - Limited paratransit availability
- Respondents are concerned for their personal safety, especially when walking, biking, or taking transit at night or in poorly lit areas (3 responses)
- Existing pedestrian and cycling facilities are in poor condition or not maintained, making them inaccessible to some (2 responses)

What could the Town of Gibsons do to address these transportation barriers or challenges?

Respondents were asked to share how the Town of Gibsons could help address transportation barriers or challenges. Responses were analyzed and themed. Themes with two or more comments are summarized below:

- Expand and improve the pedestrian and cycling networks (11 responses)
- Expand transit service, including operating time, frequency, and routes (9 responses)
- Increase bylaw enforcement (3 responses)
- Improve lighting at bus stops and along sidewalks and pathways (3 responses)
- Work collaboratively with strategic partners, including the SCRD, BC Ferries, BC Transit, and the Ministry of Transportation and Infrastructure (3 responses)
- Improve condition of existing pedestrian facilities, including sidewalks and pathways (3 responses)
- Improve accessibility at bus stops (2 responses)
- Redirect motor vehicle traffic around Gibsons, rather than through (2 responses)
- Improve maintenance of existing pedestrian and cycling facilities (2 responses)

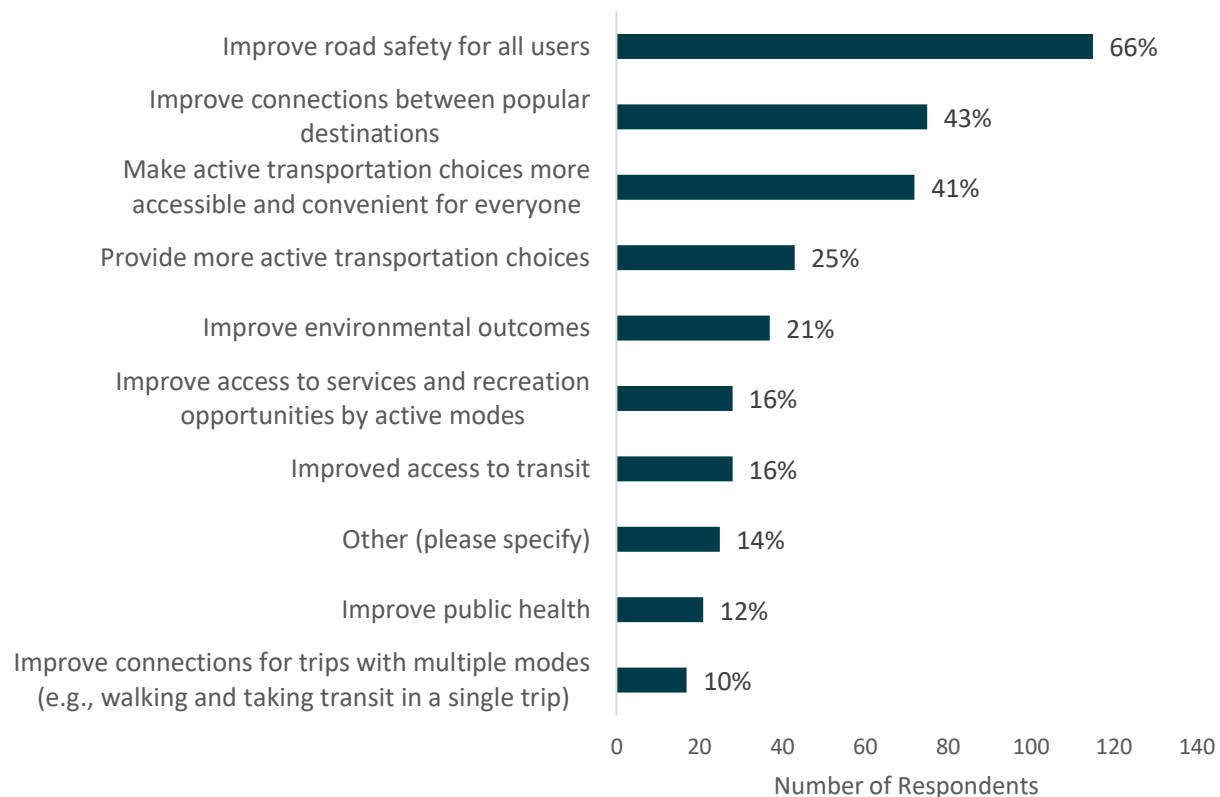
Respondents who face barriers to transportation specifically noted the would like to see:

- Expanded transit service, including operating time, frequency, and routes (4 responses)
- Improved lighting at bus stops and along sidewalks and pathways (1 responses)
- Improved accessibility at bus stops (2 responses)
- Improved maintenance of existing pedestrian and cycling facilities (2 responses)



Active Transportation Priorities

Figure 1 Which outcomes of the Active Transportation Network Plan are most important to you? Select up to 3 priorities. (175 responses)

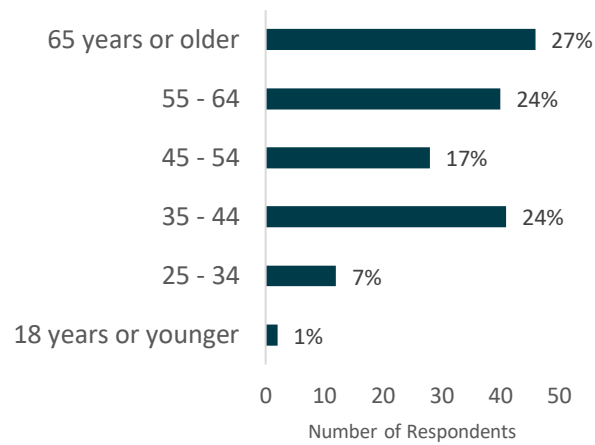


Most respondents (66%) said that improving road safety for all users was a priority for the ATNP. This was followed by improving connections between popular destinations (43%) and making active transportation choices more accessible and convenient for everyone (41%).

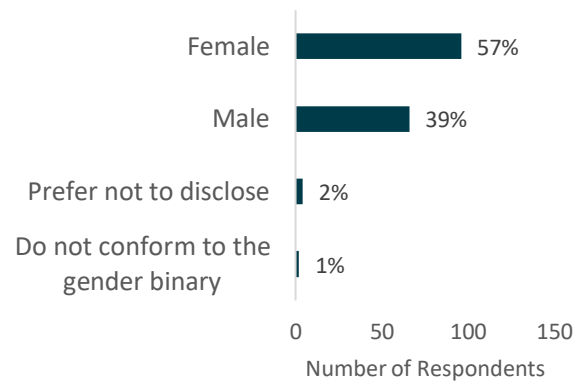


Respondent Demographics

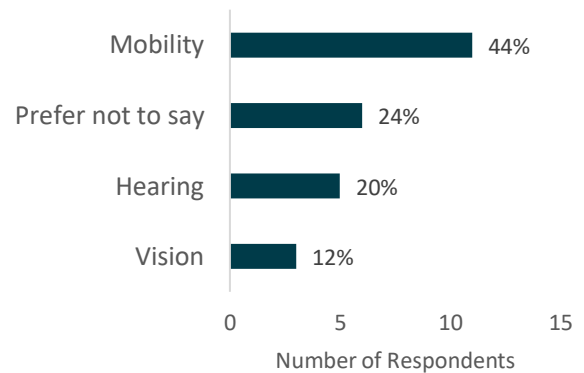
What is your age? (169 responses)



What is your gender? (168 responses)



Do you have any limitations? Select all that apply. (25 responses)

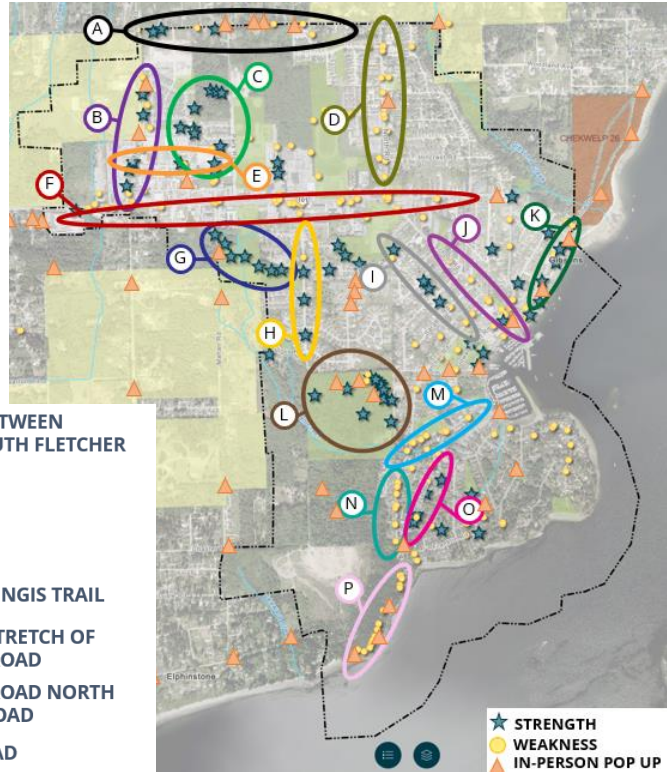


3.2 INTERACTIVE MAPPING EXERCISE

The interactive map on the Gibsons ATNP StoryMap received a total of 251 pins with 206 geolocated comments, identifying existing active transportation strengths and weaknesses in Gibsons. Over 40 pins from the in-person pop-ups were added to the map. Response clusters, identified by capital letters in the figure below, have been summarized in the following section.

Location clusters are identified as follows:

- | | |
|--|---|
| (A) REED ROAD | (I) INGLIS TRAIL BETWEEN OSHEA AND SOUTH FLETCHER ROAD |
| (B) PAYNE ROAD | (J) SCHOOL ROAD |
| (C) MULTI-USE PATHWAY & TRAIL AROUND THE PARKLAND SUBDIVISION | (K) MARINE DRIVE |
| (D) NORTH ROAD | (L) HELEN'S WAY & INGIS TRAIL |
| (E) VENTURE WAY | (M) EAST TO WEST STRETCH OF GOWER POINT ROAD |
| (F) HIGHWAY 101 – GIBSONS WAY | (N) GOWER POINT ROAD NORTH OF FRANKLIN ROAD |
| (G) WHITE TOWER TRAIL | (O) GLASSFORD ROAD |
| (H) SHAW ROAD | (P) GOWER POINT ROAD SOUTH OF FRANKLIN ROAD |



(A) Reed Road

12 pins (3 strengths and 9 weaknesses) were dropped along Reed Road. Not all pins had comments attached to them. Comments have been summarized below:

- The multi-use pathway has improved safety and accessibility along the corridor (3 comments)
- User conflicts between cyclists and pedestrians on the multi-use pathway (2 comments)
- Difficult to indicate how to exit the multi-use pathway west of Payne Road (1 comment)

(B) Payne Road

There were 15 pins (7 strengths and 8 weaknesses) dropped along Payne Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- Positive experience with the sidewalks along the commercial and retail stretch (5 comments)
- Multi-use pathway facility width is too narrow for cycling (2 comments)
- Multi-use pathway is not wheelchair accessible because of the paving materials (1 comment)



C Multi-use pathway and trail around the Parkland subdivision

A total of 10 pins (8 strengths and 2 weaknesses) were dropped around the multi-use pathway and trail around the Parkland subdivision. Not all pins had comments attached to them. Comments have been summarized as follows:

- Trail system throughout the area provide a convenient connection and comfortable experience route (5 comments)
- Forested trails provide an enjoyable experience (3 comments)
- Multi-use pathway facility width is too narrow (1 comment)
- User conflict between cyclists and pedestrians on the multi-use pathway (1 comment)

D North Road

There were 11 pins (1 strength and 10 weaknesses) dropped along North Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- Vehicles are often parked in the bike lane (3 comments)
- Road needs traffic calming to reduce speeding (2 comments)
- Dangerous to cross North Road (1 comment)
- Missing south-bound cycling infrastructure (1 comment)

E Venture Way

6 pins (2 strengths and 5 weaknesses) were dropped along Venture Way. Not all pins had comments attached to them. Comments have been summarized as follows:

- Hard to navigate exiting the multi-use pathway southbound on the Venture Way (2 comments)
- Missing multi-use pathway gap on Venture Way (1 comment)

F Highway 101 – Gibsons Way

There was a total of 31 pins (all weaknesses) dropped along Highway 101. Not all pins had comments attached to them. Comments have been summarized as follows:

- Highway 101 and School Road intersection is dangerous (5 comments)
- Highway 101 and Shaw Road intersection crossing improvements are needed (5 comments)
- Highway 101 and Sunnycrest Road intersection crossing improvements are needed (3 comments)
- Highway 101 and Mahan Road intersection crossing improvements are needed (3 comments)
- Highway 101 and Payne Road intersection crossing improvements are needed (3 comments)
- Maintenance is needed - overgrown vegetation breaching onto sidewalks, road debris (5 comments)
- Cycling gap between North Road and Shaw Road (1 comment)
- Shoulder is too narrow and needs to be widened (1 comment)
- Vehicles are parked in the shoulder (1 comment)
- Missing connections to link Gibsons to surrounding area (1 comment)
- Sidewalks are in poor condition (1 comment)



G White Tower Trail

8 pins (7 strengths and 2 weakness) were dropped along the White Tower Trail. Comments have been summarized as follows:

- Enjoyable experience walking and cycling this trail (5 comments)
- Support amenities such as garbage receptacles, benches, art, and dog waste bags are appreciated (2 comment)
- Trail provides great connection between Upper and Lower Gibsons (1 comment)
- Edge of pavement is higher than the trail at the trail entrance and exit at Shaw Road and causes accessibility issues (1 comment)

H Shaw Road

There were 5 pins (3 strengths and 2 weaknesses) dropped along Shaw Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- Enjoyable experience biking on this road (2 comments)
- Maintenance is needed - overgrown vegetation encroaching onto sidewalks (1 comment)
- Positive pedestrian crossing experience with the intersection at O'Shea Road (1 comment)
- Facility type is not appropriate due to high vehicle speeds (1 comment)
- Drivers are failing to follow advisory bike lane rules (1 comment)

I Inglis Trail between O'Shea Road and South Fletcher Road

6 pins (4 strengths and 2 weaknesses) were dropped along the Inglis Trail between O'Shea Road and South Fletcher Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- Trail provides a great alternative to School Road (2 comments)
- Desire for trailheads and wayfinding along the trail (2 comments)
- Trail provides access to school (1 comment)

J School Road

A total of 10 pins (1 strength and 9 weaknesses) were dropped along School Road. Some pins had several themed comments attached to them. Comments have been summarized as follows:

- Road needs traffic calming measures to reduce speeding (3 comments)
- South Fletcher Road and School Road is a dangerous intersection for pedestrians and cyclists (3 comments)
- Tourists unaware of the road's steepness (2 comments)
- Desire for boulevard of trees and landscaping (1 comment)
- Raised bike lane from Sargent Road to Abbs Road is dangerous (1 comment)

K Marine Drive

9 pins were dropped along Marine Drive (6 strengths and 3 weaknesses). Not all pins had comments attached to them. Comments have been summarized as follows:

- Sidewalks are well connected to shops (2 comments)
- Lack of dedicated cycling facilities (2 comments)



L Helen's Way and Inglis Trail

A total of 16 pins (12 strengths and 4 weaknesses) were dropped along the Helen's Way and Inglis Trail. Not all pins had comments attached to them. Comments have been summarized as follows:

- Enjoyable experience walking and cycling this trail (5 comments)
- Helen's Way has several sharp turns and could use an increase in width and reduced grade in certain sections (3 comments)
- Trail provides great connection between Upper and Lower Gibsons (2 comment)

M East to West Stretch of Gower Point Road

9 pins (all weaknesses) were dropped along the east to west stretch of Gower Point Road. Comments have been summarized as follows:

- Priority for a crossing at Glassford Road and Gower Point Road to connect the daycare to the park (3 comments)
- Missing southside crosswalk on South Fletcher and Gower Point Road (1 comment)
- Bicycles face difficulty turning left on Gower to Dougall Road (1 comment)
- User conflict between pedestrians, cyclists, and parked vehicles on the multi-use pathway fronting Dougall Park (1 comment)
- Vehicles are speeding when pulling out of the marina at the western end of Gower Point Road (1 comment)
- Inappropriate southside cycling facility type from South Fletcher to Glassford Road (1 comment)
- Missing 30-speed zone signage at South Fletcher and Gower Point Road (1 comment)

N Gower Point Road north of Franklin Road

There were 8 pins (all weaknesses) dropped along Gower Point Road north of Franklin Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- Road needs repair (poor road conditions) (1 comment)
- Sidewalk or shoulder is needed (1 comment)

O Glassford Road

7 pins (3 strengths and 4 weaknesses) were dropped along Glassford Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- Street is too wide and encourages speeding and inappropriate parking behaviours (2 comments)
- Road closure makes the street safer (3 comments)
- Road needs repair (drainage issues) (1 comment)

P Gower Point Road south of Franklin Road

A total of 18 pins (all weaknesses) were dropped along Gower Point Road south of Franklin Road. Not all pins had comments attached to them. Comments have been summarized as follows:

- This is a dangerous corridor for cycling and walking (4 comments)
- Road is too narrow for safe cycling and walking (3 comments)
- Blind spot at several corners of this corridor (2 comments)



3.3 POP-UPS

The Town hosted three community pop-ups over two days to connect directly with community members about the ATNP. The first pop-up was held at the Wellness Fest on June 10th at the Gibsons Public Market and the second and third were at the Supervalu and IGA grocery stores.

The following is a summary of what we heard:

- Safety concerns on Gibsons Way (3 comments)
- Enhance the connections to the neighbouring communities (Langdale, Sechelt, greater Sunshine Coast) (3 comments)
- Provide walking paths throughout the community (2 comments)
- Widen existing active transportation facilities (2 comments)
- Explore providing community shuttle service (2 comments)
- Add a bus stop outside of Gibsons library
- Tourists struggle with navigating the community by active transportation
- Poor condition of existing sidewalks on Gibsons Way
- Provide a walking path along the marina
- Vehicles are speeding on Marine Drive and Reed Road
- Prioritize needs from primary demographic of Gibsons
- Bike lane needed at Marine Drive
- Upgrade bike facilities on Reed Road
- Provide sidewalks on Eaglecrest Drive
- Improvements needed at School Road and North Fletcher intersection



Community members had the opportunity to place stickers onto a map to identify strengths and weaknesses with the existing active transportation network. These pins will have been incorporated in the interactive mapping exercise as seen above.



3.4 VIRTUAL STAKEHOLDER WORKSHOPS

The project team hosted two online stakeholder meetings to share an introduction to the project and initial findings, build a common understanding of key transportation issues and opportunities, and start a preliminary discussion on potential future themes and priorities.

The following is a summary of common themes of what we heard:

- Importance of capturing responses that are representative of the community
- Desire to ensure cycling is viewed as transportation, not limited to recreation
- Frustration with the inconsistency of different active transportation facilities within the community
- MoTI Bypass Study will play an important role in the community and region
- Importance of having a children and youth lens in the ANTP
- Students are working to expand free transit to youth aged 18 and under with BC Transit and the SCRD
- The findings presented were reflective of the existing conditions and experiences community members are facing
- Desire for more targeted engagement in the next phase of the project
- Importance of capturing near-miss collision data
- Desire for the ATNP to relate to and address the climate crisis
- Importance of understanding speed differentials on facilities between user types

4.0 NEXT STEPS

The input collected through the first round of engagement is a crucial part of understanding the current active transportation conditions and community priorities. Community and stakeholder input will be used to develop the draft Active Transportation Network Plan. Once the draft is complete, we will go back out to the community to gather feedback on the draft plan before it is finalized.

