

MEMORANDUM

DATE December 5, 2024
TO Chantal Wentland
CC Jack DeSante, Stephanie Grondin

FROM Andrew Cuthbert RPP, MCIP
FILE 3893.0010.01
SUBJECT NCRD Active Transportation Plan – Background and What We Heard Memo

1.0 INTRODUCTION

In April 2024, Urban Systems Ltd. (Urban Systems) was retained by the North Coast Regional District (NCRD) to prepare an Active Transportation Plan (ATP) for Electoral Area D. The primary intent of the Plan is to support active transportation in the communities of Lawnhill, Tlell, Tow Hill, Miller Creek, and other small communities that fall within Electoral Area D on Haida Gwaii. The Plan will assist the NCRD in advancing its active transportation policy and service delivery for NCRD residents and outline recommendations for strategically directing NCRD's efforts and resources into a connected, safe, and accessible active transportation network.

As part of the process, NCRD is seeking to engage with community members and key stakeholders to gather input on particular topics related to the Active Transportation Plan. Urban Systems developed a communications and engagement program to support the preparation of the Plan. Meaningful input and engagement with the public and interested parties is vital to the development of the Active Transportation Plan.

Over the past few months, Urban Systems, in collaboration with the NCRD, engaged community members, local organizations, government agencies, and First Nation partners on the project. Engagement was delivered through a series of activities, including letters, interviews, and in-person community events. This Background and What We Heard Memo presents an overview of the policy review completed to date and a summary of what was heard through the engagement activities. This information will be used in the preparation of the Final Active Transportation Plan.



2.0 POLICY CONTEXT

The NCRD's existing policy framework provides a contextual basis for how the ATP can be developed to maximize impact. Additionally, key policies from member municipalities and provincial and federal plans and strategies are being considered to ensure the ATP meets broader goals, such as network integration.

Regional District Plans & Policies

Several overarching regional plans and policies are closely tied to this plan. The **Rural Graham Island OCP** (2011) currently guides transportation planning on the Island within NCRD jurisdiction. The Rural Graham Island OCP was updated in 2022 to provide further policy direction on Active Transportation. The Rural Graham Island OCP highlights the need to integrate safer and more comfortable walking and cycling facilities on Highway 16 to improve overall road safety. The NCRD is also developing several other strategies and studies which will inform the development and implementation of the ATP, including the **Sustainable Economic Development Strategy** for Electoral Areas D and E and a **Complete Community Assessment** (CCA) for Electoral Areas D and E. The CCA will provide additional data related to how people move through and around their communities and provide insight into how the current transportation network functions as a connector between where people live and access key services.

Provincial and Federal Plans & Policies

The Provincial and Federal governments have established bold targets to reduce Greenhouse Gas (GHG) emissions. Canada, through the Federal **2030 Emissions Reduction Plan**, has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030, while the Province's **CleanBC** plan includes targets to reduce GHGs to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.

The province released **Move. Commute. Connect. — B.C.'s Active Transportation Strategy** in 2019. The strategy sets bold targets to double the percentage of trips taken with active transportation by 2030 to help the province meet its GHG emissions targets. To support the implementation of active transportation infrastructure, the province released the **B.C. Active Transportation Design Guide** to ensure consistent active transportation facility design. The plan will need to consider the revisions to the B.C. Active Transportation Design Guide released in 2024. The province also administers the Active Transportation Infrastructure Grant to support active transportation investments.

Neighbouring Municipal Plans & Policies

Within Electoral Areas D, municipal OCPs and plans articulate the combined vision for active transportation at the local government level. The following OCPs and strategic plans inform the creation of the plan. These plans provide additional insight into how Electoral Area communities can connect into the island's municipal centres where the majority of goods and services are located.

- Village of Masset: Official Community Plan (2011)
- Village of Port Clements: Official Community Plan (2013)
- Village of Daajing Giids: Official Community Plan Village of Queen Charlotte (2017)
 - Village of Daajing Giids: Bicycle Network Plan (2018)

3.0 ENGAGEMENT PROGRAM

3.1 LETTERS TO FIRST NATIONS

Including Indigenous perspectives in the preparation of the Active Transportation Plan is a productive step towards reconciliation. The NCRD reached out to the following First Nation partners to discuss the project:

- Council of Haida Nation
- Old Masset Village Council
- Skidegate Band Council

On September 24, 2024, the NCRD and CHN signed a memorandum of understanding to acknowledge and commit to collaborative planning processes for the Active Transportation Plan and the Economic Development Strategy. This MOU builds on the NCRD's existing protocol agreement with CHN, which also recognizes the value and intention of collaboration on a number of issues, including transportation.

3.2 ENGAGEMENT WITH STAKEHOLDERS

Letters to Stakeholders

Letters were sent to key stakeholders, local governments and organizations to invite their participation in the development of the AT Plan. These letters provided an opportunity for stakeholders to engage in the process, offer input, and share their perspectives. Letters were sent to the following local organizations and government agencies:

- Ministry of Transportation and Transit
- Village of Daajing Giids
- Village of Port Clements
- Misty Isles Economic Development Society
- Port Clements Recreation Committee

Stakeholder Interviews

Several interviews and conversations have been held to date.

The second interview also took place virtually with a representative from Haida Gwaii Recreation (HGREC). The table below presents the government agency and local organization that were interviewed.

Table 1: List of Stakeholders Interviewed

Date	Government Agency	Purpose
August 22, 2024	Ministry of Transportation and Transit (MoTT)	Confirm MoTT's ongoing priorities for transportation in Haida Gwaii
September 8, 2024	BC Parks	Discuss priorities and interest in Active Transportation in Haida Gwaii

September 6, 2024	Haida Gwaii Recreation	Discuss priorities and interest in Active Transportation on Haida Gwaii
June 5, 2024 June 28, 2024	Village of Masset	Collaborate and coordinate planning and engagement processes.

3.3 COMMUNITY OPEN HOUSES

In September 2024, three in-person community open houses were held to engage community members. The three open houses were held at Masset Farmers’ Market, Masset Community Hall, and Tlell Farmers’ Market. These sessions were designed to gather input on multiple projects and offered an opportunity to coordinate engagement efforts between the NCRD and the Village of Masset. Coordinating engagement benefitted all projects as it allowed people to engage with multiple projects at once. This allowed the team to visit more communities than originally budgeted for in any single project.

Capturing a broad range of Haida Gwaii community members was essential to generate feedback from all users of the road network within the NCRD. The roadways within the NCRD are commonly used by residents from across Haida Gwaii, including those residing in the NCRD, Masset, Old Massett, Port Clements, Skidegate, and Daajing Giids.

The purpose of the public engagement was to formally introduce the multiple projects to learn more about the desires, challenges, and opportunities for sustainable economic development in each community and to draw parallels. The combined sessions also provide an opportunity to discuss potential alignment and interrelations between the active transportation plan and the economic development strategy.

The community open houses were three hours in length during the day, with an additional two-hour evening session in Masset. A total of 111 community members attended the three open houses.

Table 2: Community Open House Schedule

Community Open Houses	Date	Number of Participants
Masset Farmers’ Market	September 6, 2024 (11 am – 2 pm)	80
Masset Community Hall	September 6, 2024 (7 pm – 9 pm)	6
Tlell Farmers’ Market	September 8, 2024 (11 am – 2 pm)	25
Total Participation		111

Figure 1. Community Open Houses at Masset's Farmers' Market



3.4 COMMUNITY SURVEY

A survey was created to gather community feedback on local active transportation issues and opportunities in the NCRD. The survey was available online from August 19 to October 14, 2024. A total of 59 surveys were submitted.

4.0 WHAT WE HEARD

4.1 STAKEHOLDER INTERVIEWS

Ministry of Transportation and Transit (MoTT)

During the recent interview with the MoTT, several critical priorities and focus areas were discussed. The interview provided valuable insights into the current state of transportation infrastructure, specific challenges, and opportunities for improvement within the region.

Priorities and Focus Areas

- The top priorities include protecting roads from erosion and protecting road shoulders, especially in Tlell, Sandspit, and spots near Skidegate. The south area of Graham Island is less of a concern due to more bedrock and less erosion.
- Masset and Port Clements need shoulder protection. Masset to Tow Hill has community requests for different AT pathways across bridges, but current bridges can't support additional structures.

Connectivity and Traffic Concerns

- *Skidegate Ferry Terminal*: Main traffic concern with recent improvements in traffic signal timing, challenges in intersection configuration, limited highway right-of-way, and parking issues.
- *Masset Causeway Intersection*: Low traffic area with potential for a refreshed crosswalk.
- *General Concern*: Some intersections have general concerns but are not tied to crashes. Speed limit concerns through smaller communities like Tlell and Tow Hill.
- *Traffic Volume*: Low volume of traffic makes it hard to justify expenditure on roads (500 to 600 vehicles per day through Tlell; 700 vehicles per day through Tow Hill).

Specific Areas and Future Plans

- *Bridge on Hodges Ave*: No current concerns; the bridge is in good condition and already has an AT pathway for pedestrians.
- *Future Improvements*: For NCRD, continue engagement with communities to determine focus areas for AT and help MoTT with their engagement and internal funding decisions.

Collaboration and Data Sharing

- *Future Collaboration*: MoTT is open to engaging or collaborating with NCRD and the Village of Masset on active transportation initiatives, including sharing data on pedestrians and cyclists.
- *Speed Readers Data*: MoTT implemented speed readers Summer 2024. The data has been shared with the NCRD.
- *Erosion Mitigation*: Currently conducting surface assessments on Highway 16.
- *Paving Operations*: Utilizing Village of Masset's paver operations with plans for more paving next year (2025). MoTT is conducting a paving assessment this year (2024) with no specific timeframe yet. Coordination between governments is encouraged, and MoTT is open to coordinating with NCRD when the time comes.

Haida Gwaii Recreation Committee (Alisa MacMullin)

These notes outline the key points discussed regarding transportation and infrastructure development in the Tlell and Masset areas. They encompass various aspects such as traffic volume, future plans for road improvements, and collaborative efforts between government bodies and local organizations. This interview provided insights into specific areas of concern, potential enhancements in AT, and community-driven initiatives aimed at fostering better connectivity and recreational opportunities.

Parking Lot and Shared Road

The Graham Islands East Coast Farmers Institute and the Haida Gwaii Soccer Association share the road and parking area. There is an opportunity to add a new parking area behind the Fire Hall, which could be leased by the NCRD and used for the Farmers Market, Soccer Field, and Anvil Trail. The Haida Gwaii Rec Committee wants to see more AT to the soccer field due to limited parking during overlapping events.

BC Parks

BC Parks will only engage with the parking lot area once the Farmers and Soccer Association reach an agreement. There is potential to use the parking lot as a staging area for the Anvil Trail, but BC Parks may not want to maintain the road.

Soccer Field & Recreation Hub

The Rec Committee wants to prevent cars from driving onto the soccer field and is considering adding pit toilets and a small playground. They also envision a community rental space operated by the fire department, which would create a recreation center in Tlell. Partnerships in Tlell could help realize these ideas, addressing the lack of indoor rental space and promoting active transportation.

Highway 16 (between Crows Nest and Soccer Field/Fire Hall)

This stretch of highway is used as a walking trail, and the soccer field serves as a hub for AT. There is value in adding a fitness facility outdoors by the soccer field.

Anvil Trail

Proposed the idea to allow horses and equestrians on the trail.

Partnership with Council of the Haida Nation (CHN)

There is an opportunity to make Haida people feel welcome by creating accessible and culturally relevant spaces, making AT more inviting to First Nations.

Challenges

The lack of cell service in spots on the island has hindered programming by the Rec Committee. Adding a pay phone at the BC Parks office could help with AT if people get stuck with flat bike tires or need help.

The challenging terrain makes it difficult to make the front country accessible to Elders.

Lawnhill

Residents of Lawnhill (and other small NCRD neighbourhoods) need to drive to other communities for work and daily needs.

Haida Gwaii has limited sandy beaches, but Lawnhill has pockets of sandy beaches like Jungle Beach which is important to the community and the island as a whole. The Rec Committee focuses on water safety and encourages ocean swimming due to the lack of a pool. Shade and rain coverage for recreation spots should be considered.

Campgrounds

Misty Meadows is a popular campsite with potable water and a covered area. Agate Beach is often cold and windy, leading people to private campgrounds. There is an opportunity for NCRD to establish a campground, with Tow Hill being a recommended location. Lawnhill and Tlell are not recommended for campgrounds. Coordination with Larry Duke at the Ministry of Forestry is suggested for Crown Land-related matters.

Other Considerations

The Rec Committee offered to print and distribute any future information pertaining AT to the community. Future considerations include rephrasing the definition of AT to make it clearer to residents.

BC parks – Lucy Stefanyk – Haida Gwaii Area Supervisor

Recreational Opportunities

The Gold Spruce Trail located outside of Port Clements was developed as an accessible trail, but the current trail end does not capture the broader trail network. There is potential to expand the accessible portion of the trail network.

The Anvil Trail located in Tlell does not have a formalized parking area. The area that MoTT created is not intended to be formalized. There is potential for a new trailhead for the Anvil Trail located at the Tlell Soccer field.

Village of Masset

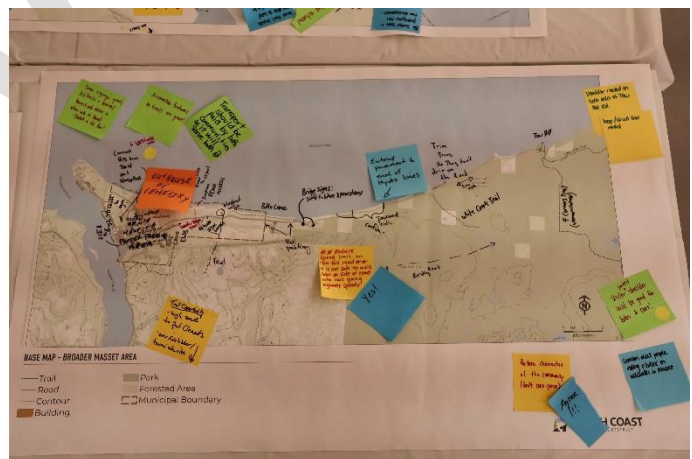
Multiple discussions were held with the Village of Masset to coordinate in-person engagement activities. During these sessions, it was apparent that the Village and the NCRD wanted to ensure that network and facility planning are aligned between the two jurisdictions.

It was recognized that Highway 16 connects and travels through all communities on Haida Gwaii and that having an aligned policy direction on improvements will benefit all.

4.2 COMMUNITY OPEN HOUSE

The in-person community open houses offered an opportunity to discuss and gather input from the public on active transportation in the NCRD. Community members also shared their ideas for improvements and opportunities. As noted in Section 3.3, by coordinating engagement across projects and jurisdictions, it was possible to reach more Haida Gwaii community members.

The open house at the Masset Farmers Market, which attracts people from across the Island, allowed people to give feedback on the active transportation projects that transcend municipal boundaries. This feedback will inform connections between communities to ensure connections are safe and seamless. Feedback and input was received from a variety of people including visitors and residents who use the transportation system. Overall, the feedback informs how people of all kinds use the transportation system and pointed to a common desire to enhance safety and to support greater transportation choice.



The value of having the NCRD’s active transportation plan and economic development strategy engagement aligned also enabled broader conversations on how transportation and the economy are connected and the potential opportunities and challenges to addressing them. Participants may have had transportation issues beyond active transportation, which were able to be captured in the economic development strategy and vice versa.

A summary of what was heard from community members is presented in the following graphs and tables.

Figure 2: What types of Active Transportation Enhancements and Facilities we heard participants want from the Masset Community Open Houses

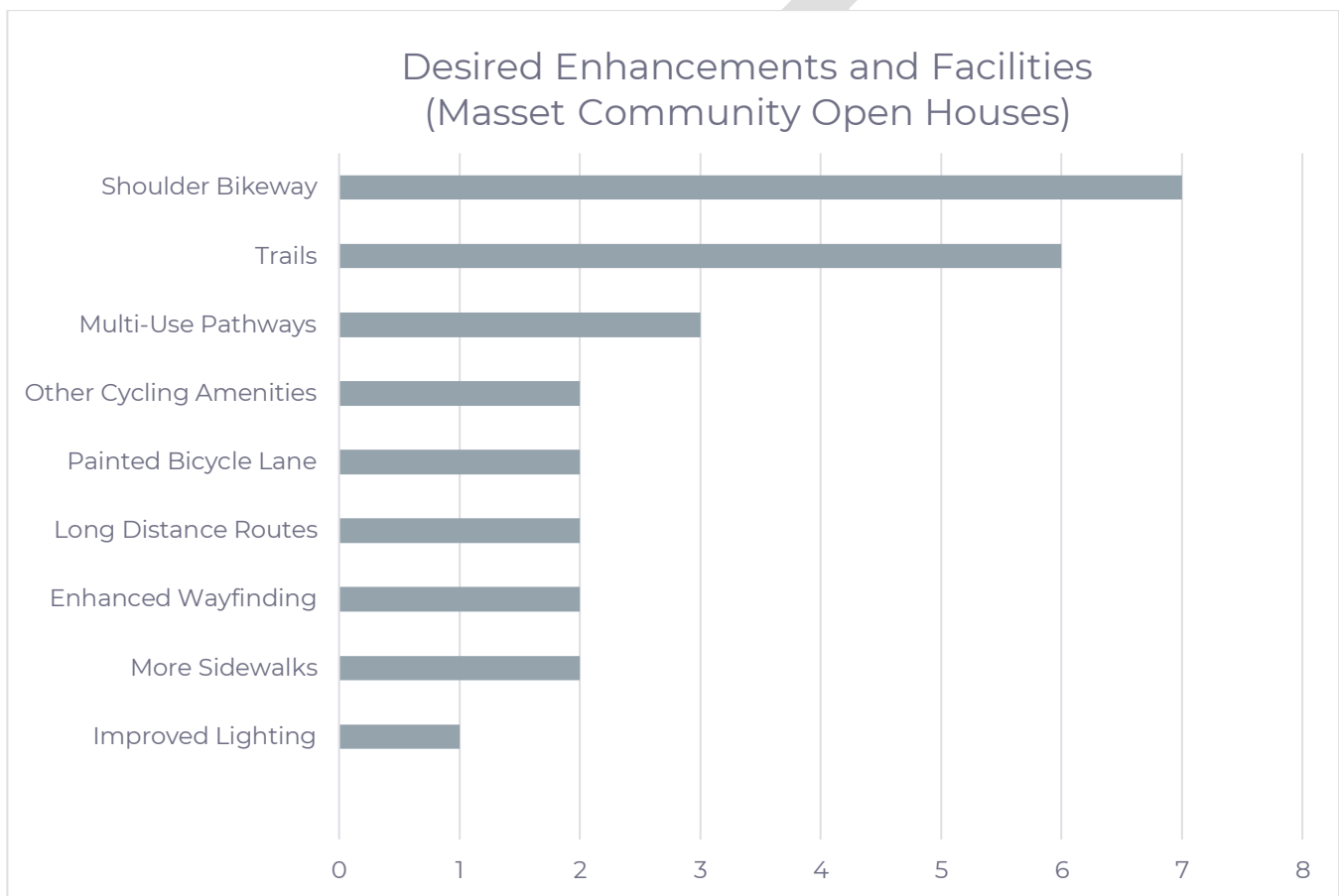


Table 3 What we heard from community members in Masset:

North Island / Tow Hill Engagement in Masset: Summary of Comments on Maps

Comments

Tow Hill Area

- Reduce speed limit on Tow Hill Road – it is not safe to walk/bike on side of road with cars going highway speeds (2)
- Retain character of the community (do not over pave it) (2)
- Shoulders needed on both sides of Tow Hill Rd
- Trim trees so they don't drop on the Road on East end of Tow Hill Road
- Yield to bike and pedestrian signs needed on the Tow Hill Road bridge
- Line painting needed on Tow Hill Road near Eagle Road
- Improve beach access north of Tow Hill Road
- Loop/circuit trail needed (Tow Hill/Cape Fife Trail)
- 4 Corners Trail is unmaintained

Port Clements Area

- Trail opportunity on High Road to Port Clements

General Comments

- Wider, paved shoulder could be good for bikes and cars (2)
- Accessible features on trails are great
- Additional signage is needed
- Transport should be paid by both communities as it will serve both

Table 4: What types of Active Transportation Enhancements and Facilities we heard participants want from the Tlell Community open house

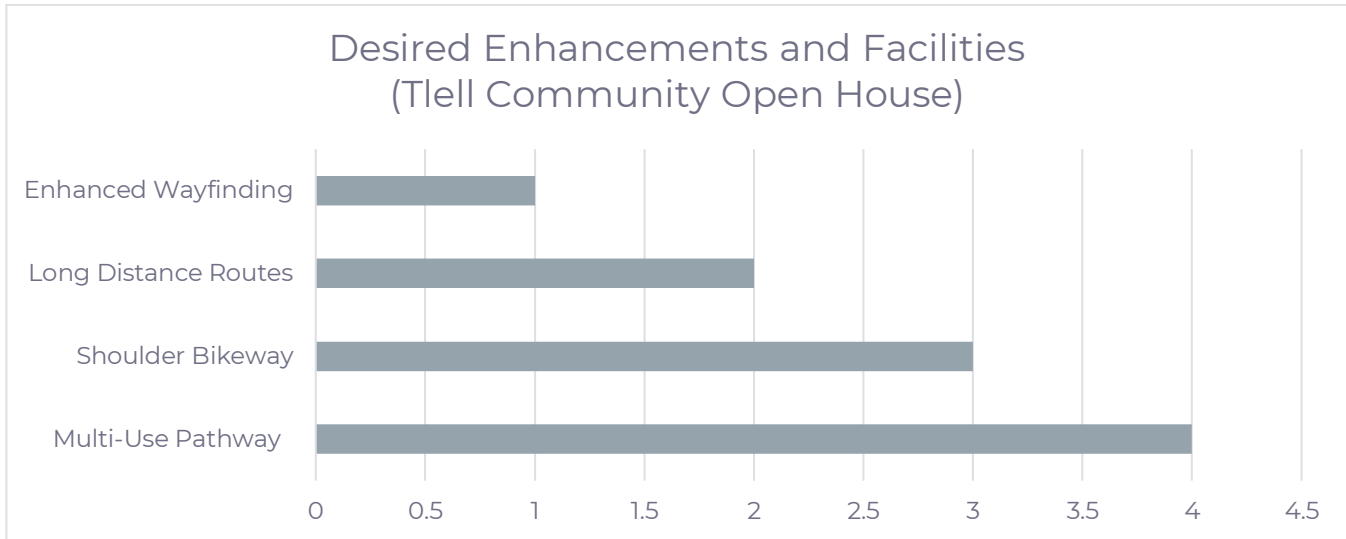


Table 5: What we heard from community members in Tlell

Comments
<p>Wayfinding and Viewpoints</p> <ul style="list-style-type: none"> • Cycling trips for Haida Gwaii that explains the context, education, history, etc. • Wildlife viewing lookouts <p>Maintenance</p> <ul style="list-style-type: none"> • Need continued shoulder maintenance to cut grass • Ensure ongoing maintenance of new infrastructure <p>Shared AT/Motorized Use</p> <ul style="list-style-type: none"> • Reduce car speeds • Ensure new AT facilities discourage motorized use • Provide motorized specific route as alternatives <p>Public Transportation</p> <ul style="list-style-type: none"> • Public transportation fund • Island bus, between Masset to Sandspit x2 daily <p>AT Plan Process</p> <ul style="list-style-type: none"> • Add an interim report that goes back to community for comment before drafting the plan

TLELL Engagement – Summary of Comments on Maps

Comments

Port Clements Area

- Need sidewalks

Tlell Area - Beitush Road

- Need gravel shoulder
- Blind corner (dangerous) on the northern end of road
- Speed limit too high

Shoulder

- Problem with gravel on shoulders

Facilities and Amenities

- Integrate e-bike charger with car charges
- Add garbage cans at trailheads

DRAFT

4.3 COMMUNITY SURVEY RESULTS

Key insights from the survey have been summarised below, and a full breakdown of the results is available in Appendix A.

Summary

Overall, survey results indicated that driving (alone or with others) is the most common mode of travel for commuting, leisure, and recreational purposes in the NCRD. However, active transportation modes like walking and cycling are important for connecting with and enjoying nature, exercise, and visiting beaches, parks and trails. Many community members regularly visit trails and recreational areas.

Improving safety for people walking, rolling, and cycling is a key priority for community members. Survey respondents indicated feeling safe while walking on local roads, but feeling unsafe walking and cycling on Highway 16 and near Skidegate landing. Common barriers or challenges for walking and cycling in the NCRD include a lack of infrastructure (bike lanes, wide highway shoulders, safe pathways), the lack and condition of trails, and limited transportation options. Infrastructure the community would like to see more of, to improve the safety of walking and cycling in the NCRD, include paved and unpaved multi-use trails and walking trails, wider highway shoulders, and safe designated bike lanes.

Survey respondents

A total of 59 surveys were submitted. Most survey respondents (88%) were year-round residents on Graham Island. Respondents indicated they live within the following communities on Graham Island: Tow Hill (24%), Tlell (10%), Masset (33%), Daajing Giids (12%), Port Clements (20%), and other areas (11%).

Active transportation priorities

Respondents identified “**improving safety for people walking, rolling, and cycling**” as the most important active transportation outcome.

Other outcomes, in order of their overall importance to respondents (most important to least important), were:

- Improving public health.
- Providing more transportation choices.
- Reducing transportation impacts on the environment.
- Reducing transportation costs.

Commuting patterns

More respondents (58%) indicated they stay within the same community in which they live for work or school. Among those who travel to a different community for work or school (42%), the most common communities they travel to included Masset, Skidegate, and Daajing Giids.

The most common mode of travel used for commuting purposes (e.g., to work or school) was **driving alone**, with 69% of respondents choosing this option. A further 8% drive with others (carpool), while 10% bicycle and 7% walk. No survey respondents indicated using transit for commuting purposes.

Among survey respondents who have children who attend school, the most common way they travel to school was driving (24%), followed by bicycle (17%) or school bus (17%).

Most respondents who commute to work or school, or have children who commute to school, indicated an average commute time of 20 minutes or less.

Recreational outings

When asked about leisure, recreation, shopping, and errands, the three most visited areas in the NCRD were Masset, Daajing Giids, and Tow Hill. Port Clements, Old Massett, Skidegate, and Tlell were also common choices among respondents. Respondents ranked **beaches** and **nature parks** as the most important destinations for recreation and social outings.

The most common modes of travel used for leisure and recreational purposes were driving alone (49%) and driving with others (22%). Fewer respondents used active transportation methods – 15% indicated they walked, and 8% bicycled. No survey respondents indicated using transit for leisure and recreational purposes.

Walking in the NCRD

Among survey respondents, the three most common reasons to walk in the NCRD were to **enjoy nature, parks, or trails**, spend time with family or friends, and exercise. Other common reasons included access to shops, restaurants, or services, as well as walking their dog(s).

When asked about walking on Highway 16, 50% of survey respondents indicated they felt unsafe, while 30% felt safe, and 16% indicated they didn't walk there. In contrast, when walking on local roads in the NCRD, 73% of survey respondents indicated they felt safe, while 22% felt unsafe, and only 2% indicated they didn't walk there.

The top three barriers to walking more often in the NCRD were the lack of safe walking infrastructure (e.g., wide highway shoulders), the lack of trails, and the condition of trails. The top three types of walking infrastructure survey respondents would like to see more of were paved multi-use trails, safe walking infrastructure, and unpaved walking trails.

Trails in the NCRD

Most survey respondents (66%) indicated they use trails or recreational areas in the NCRD daily or weekly. The trails typically used by most respondents included Blowhole Trail, Tow Hill Boardwalk, and Tow Hill.

Respondents' main concern or challenge with outdoor recreation and trail use in the NCRD was **maintenance**. Other challenges, in order of concern (most concerning to least concerning), were:

- Lack of or condition of facilities
- Accessibility
- Wayfinding
- Transportation options

Cycling in the NCRD

Among survey respondents, the three most common reasons to bike in the NCRD were **exercise**, to enjoy nature, parks, or trails, and to have fun. Other common reasons included commuting to work or school, spending time with family or friends, and accessing shops, restaurants, or services.

The top three **issues or challenges** for biking in the NCRD were the lack of designated bicycle lanes and bicycle routes, the lack of safe streets to cycle on, and the weather. The top three types of bicycling infrastructure survey

respondents would like to see more of were shoulder bikeways, paved multi-use pathways (asphalt), and unpaved multi-use pathways (gravel/dirt).

When asked about walking and cycling near Skidegate Landing, most respondents (65%) indicated they felt **unsafe**, while only 7% indicated they felt safe. The most common suggestions for how to improve the safety of walking and cycling near Skidegate Landing were to:

- Create safe, designated bike lanes and pathways
- Widen shoulders
- Offer more off-street parking areas to prevent parking on-street

Other barriers and challenges

When asked about other transportation barriers or challenges in the NCRD, some common themes among comments were:

- Limited transportation options
- Need for more transit services
- Need for more bike lanes and trails

Tow Hill Specific Feedback

As the North Island Community Open House was held in Masset, we understand there was a desire to learn more about what was heard specifically from Tow Hill residents. This is difficult to achieve in an open house setting. However, it is possible to analyze the survey results from this perspective. Overall, the feedback received from Tow Hill residents matched broader trends that desired greater safety and facilities to provide transportation choices. Key differences in the feedback from these residents is highlighted below. A full record of responses received from Tow Hill residents is in **Appendix B**.

- **About Tow Hill residents**
 - There is a greater proportion of seasonal residents – though the majority are still year-round residents.
 - Tow Hill residents showed a greater desire to reduce transportation impacts on the environment.
 - A high proportion of respondents reported a lack of safety on Highway 16.
 - Respondents from Tow Hill reported that distances from destinations, lack of pedestrian amenities and safe walking infrastructure are barriers to traveling by foot or bicycle.
- **Commuting Patterns (work or school)**
 - A greater proportion of Tow Hill residents travel outside their community (to Masset) for work and school.
 - Most drive alone and have a 10-20 minute commute.
 - Children are all driven to school.

- **Recreation Access**

- Most trips for leisure both places and motivators, are proportionally the same between Tow Hill residents and residents of other parts of Area D.
- There is a greater proportion of cyclists in Tow Hill.
- Walking trips are primarily for recreation because Tow Hill has limited services in walking distance.
- Desire for multi-use pathway in Tow Hill.
- Higher proportion of daily trail use.

4.4 SOCIAL MEDIA FEEDBACK

Feedback was provided by the community in an online forum on Facebook, gathered by the Haida Gwaii Recreation Committee.

Table 6. Online Community Feedback

ONLINE FEEDBACK
<p>Tow Hill Area</p> <ul style="list-style-type: none">• With more people riding bikes to Masset, a dedicated bike/pedestrian lane is needed from Tow Hill to improve safety (4)• Clear signage indicating that vehicles must slow down through the Tow Hill Community (5)• Give right of way to pedestrians and cyclists on bridges in Tow Hill (2)• Would like to have a walking bridge over Sangan River (2)• Have roads repainted for safety (2)

5.0 ACTIVE TRANSPORTATION SITE VISITS

The project team conducted several site visits across Electoral Area D to review the existing conditions of key neighbourhoods and recreational areas. The team visited the following locations:

- Tow Hill
- Tlell (including Anvil Trail)
- Lawnhill
- The Golden Spruce Trail
- All sections of Highway 16

5.1 HIGHWAY 16

Highway 16, the Yellowhead highway, is the main transportation corridor that connects all regions of the NCRD. The highway provides for the vast majority of the movement of people and goods on Graham Island. This includes local traffic, tourists, and the movement of goods across the island, such as timber, retail supplies, and other equipment.

At the scale of the entire Graham Island portion of Highway 16, cycling is the only likely form of active transportation, while walking is common in select neighbourhoods, such as the Villages, Tow Hill, Tlell, Lawnhill, and recreation areas. The specific neighbourhoods are discussed separately below.

Three key segments of the highway connect different neighbourhoods. General observations on these areas are discussed below.

- **Between Skidegate and Tlell**
 - There are substantial erosion concerns
 - There is limited space to expand the road without expanding the right-of-way to the west.
 - There is very minimal shoulder area during this stretch (Figure 6)

Figure 3: Highway 16



• **Between Tlell and Port Clements**

- There are several residential properties near Port Clements.
- The current paved section of the ROW is approximately 8 metres to 9 metres throughout
- There is very minimal shoulder area during this stretch.
- There are several creek crossings, which typically include wide shoulder areas or separated pedestrian areas.

Figure 4: Highway 16 - Potential Area of Erosion Concern



• **Between Port Clements and Masset**

- There is a large agricultural area just north of Port Clements
- The current paved section of the ROW is approximately 8 metres to 9 metres throughout
- There is very minimal shoulder area during this stretch, less than 30 centimetres.

Figure 5: Highway 16 - Creek Crossing with Pedestrian Bridge Attachment

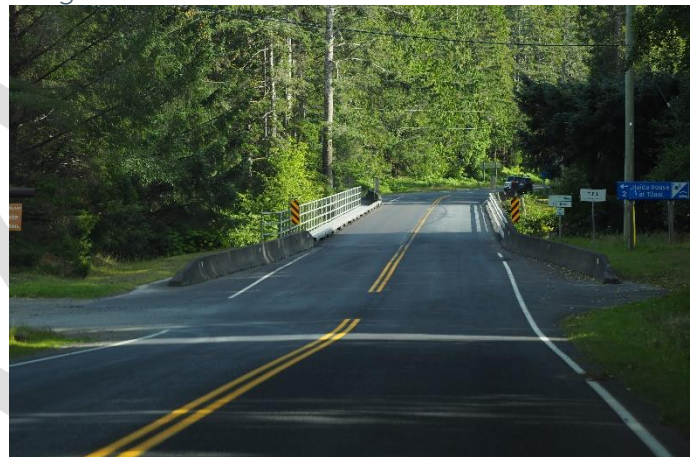


Figure 6: Touring Cyclists on Highway 16 between Skidegate and Tlell



5.2 TOW HILL

The Tow Hill area includes both residential uses and a Naikoon provincial park. Naikoon Park includes several recreational areas and also provides several different commercial accommodations, including several Lodges, and the Agate Beach provincial campground. There are four main recreational areas that are expected to experience consistent traffic from local residents and tourists, including:

- White Creek Trail (Sgidlii Gandlee K'Yuu),
- Agate Beach
- Tow Hill Park
- Cape Fife (Gaw) Trail

The residential uses are contained in west Tow Hill before the road reaches Naikoon Park, approximately 3.5 kilometres from the start of the NCRD jurisdiction. The stretch of road that includes residential uses is paved but the road transitions to a gravel road throughout Naikoon Park. There are no dedicated active transportation facilities along NCRD's stretch of Tow Hill Road. The approximate width of the paved segment of the road is 9 metres. Anecdotally we heard there are issues with speeding along the road's paved and gravel segments.

Approximately two kilometres past where Tow Hill Road transitions from Village of Masset jurisdiction to NCRD jurisdiction, there are two small bridge crossings that act as pinch points for residents walking and cycling. We heard that speeding, vehicle collisions, and close calls are frequent at this location and that there is desire for dedicated pedestrians facilities for people to safely cross the watercourse.

Figure 7: Towhill Focus Area

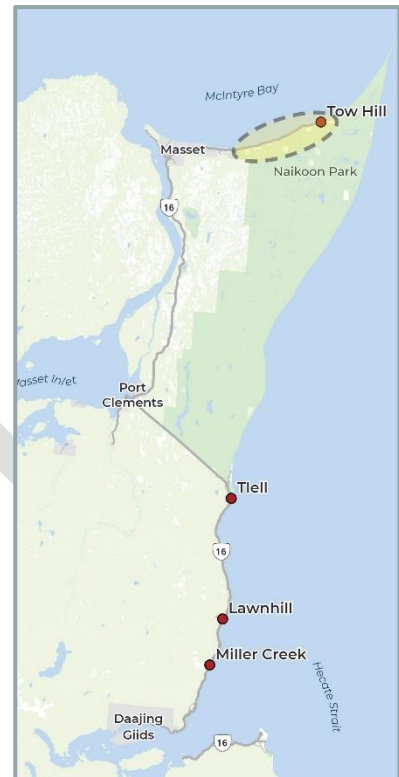
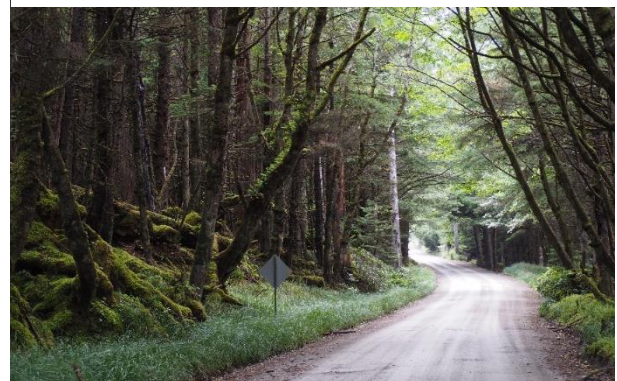


Figure 8: Towhill Road - Sangan Bridge



Figure 9: Towhill Road - Gravel Section



5.3 TLELL

Tlell is located between Daajing Giids/Skidegate and Port Clements and is one of the more populated areas in Electoral Area D. Tlell's main transportation corridor is Highway 16, while there are also several local roads, such as Beitush Road, Wiggins Roads. The area includes several recreational areas, including:

- **Anvil Trail** - a 5-kilometer loop trail through a floodplain and patches of old-growth forest.
- **Pesuta Shipwreck Trail** – a 12-kilometre return trail that follows the Tlell River to East Beach to where an old shipwreck is located.
- **Misty Meadows Provincial Campground and Loop Trail** – A park and campground that offers 30 sites and is located adjacent to East Beach. There is also a loop trail that takes approximately 1-hour to complete.
- **Soccer Fields** – There are two soccer fields located near the Tlell Fire Department and Farmers Market. This area is frequented by people from across the island for recreation events and the farmer's market.

The stretch of Highway 16 that passes through Tlell does not include dedicated active transportation facilities, but in certain segments includes a small shoulder. Expanding the size and consistency of a shoulder through Tlell would enhance safety for people walking, rolling, and cycling.

Potential enhancements include:

- Enhancing access to recreational areas (Beaches, Parks, Trailheads)
- Implementing and enhancing shoulder facilities

Figure 10: Tlell Focus Area



Figure 11: Highway 16 through Tlell



5.4 LAWNHILL

Lawnhill is small neighbourhood between Skidegate and Tlell, located just north of Jungle Beach. East Beach /Jungle Beach borders the neighbourhood with several informal beach accesses. Most residencies are located along Highway 16, while others are located along the unpaved Lawnhill Road.

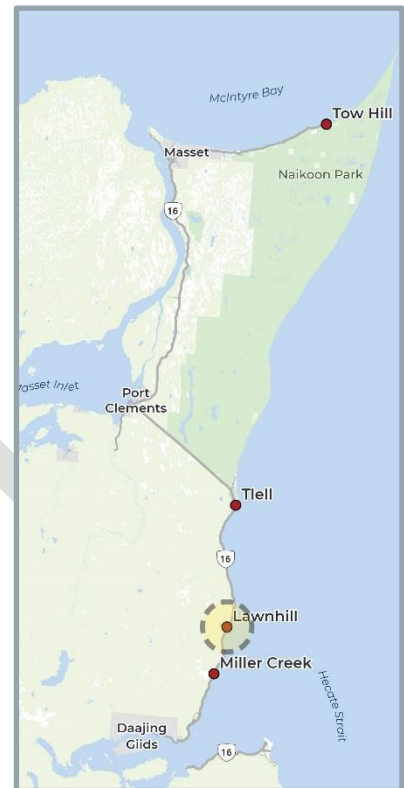
Potential enhancements include, but are not limited to:

- Formalized beach access with vehicle pull-off areas.
- Enhanced shoulder facilities

Figure 13: Lawnhill – Highway 16 looking north



Figure 12: Lawnhill Focus Area



5.5 GOLDEN SPRUCE TRAIL

The Golden Spruce Trail is located south of the Village of Port Clements along Bayview Street. Once Bayview Street transitions from Port Clements jurisdiction to NCRD jurisdiction the road surface changes to gravel. Bayview Street eventually transitions into forest service roads that provide access to several recreational areas beyond the scope of the Active Transportation Plan.

The Golden Spruce Trail is a popular short trail due to its history of once having a culturally important Golden Spruce Tree.

Potential enhancements include but are not limited to:

- Expanding the Golden Spruce Trail
- Enhancing the Trailhead
- Paving the Bayview Street to the trailhead

Figure 14: Golden Spruce Trail Focus Area



Figure 15: Golden Spruce Trail Trailhead



Figure 16: Golden Spruce Trail



6.0 NEXT STEPS

Feedback from the community is one component that will inform the strategies and actions of the Active Transportation Plan, in addition to findings from site visits, stakeholder interviews, policy research, and best practices from similar projects in other jurisdictions.

The next steps in the development of the Active Transportation Plan include:

1. Developing the draft network,
2. Confirming the direction of policies and actions,
3. Drafting the plan, and
4. Identifying two projects for conceptual design.

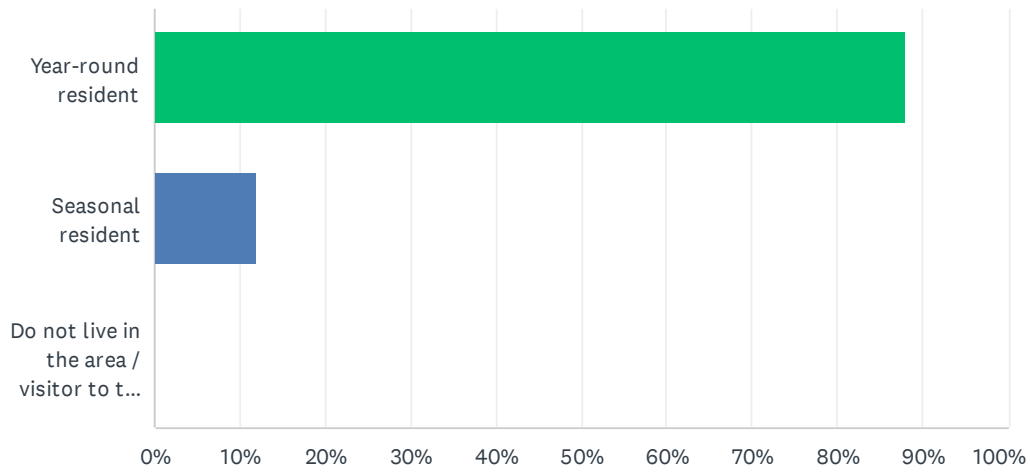
DRAFT

7.0 APPENDIX A – COMMUNITY SURVEY RESULTS – ALL RESPONSES

DRAFT

Q1 Which best describes your residence in the area:

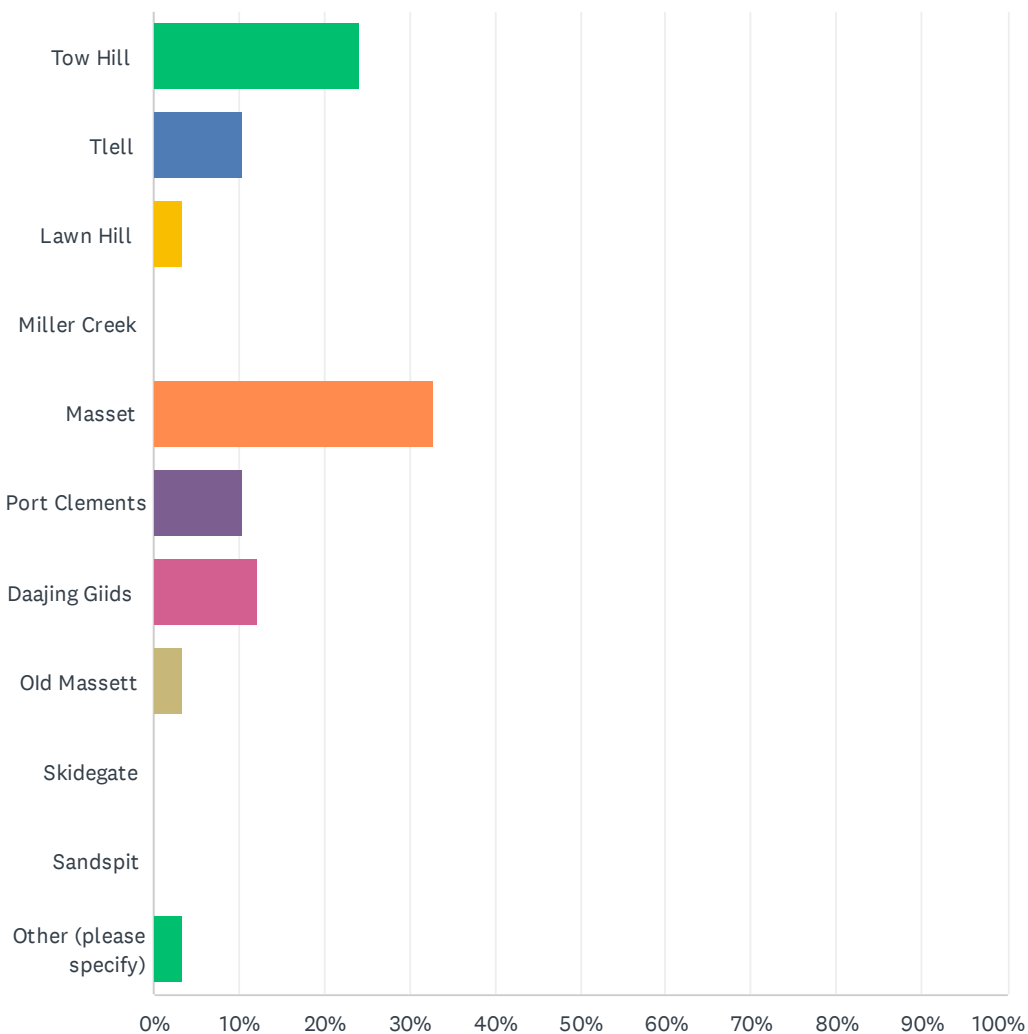
Answered: 59 Skipped: 0



ANSWER CHOICES	RESPONSES	
Year-round resident	88.14%	52
Seasonal resident	11.86%	7
Do not live in the area / visitor to the area	0.00%	0
TOTAL		59

Q2 Where in the NCRD do you typically reside?

Answered: 58 Skipped: 1



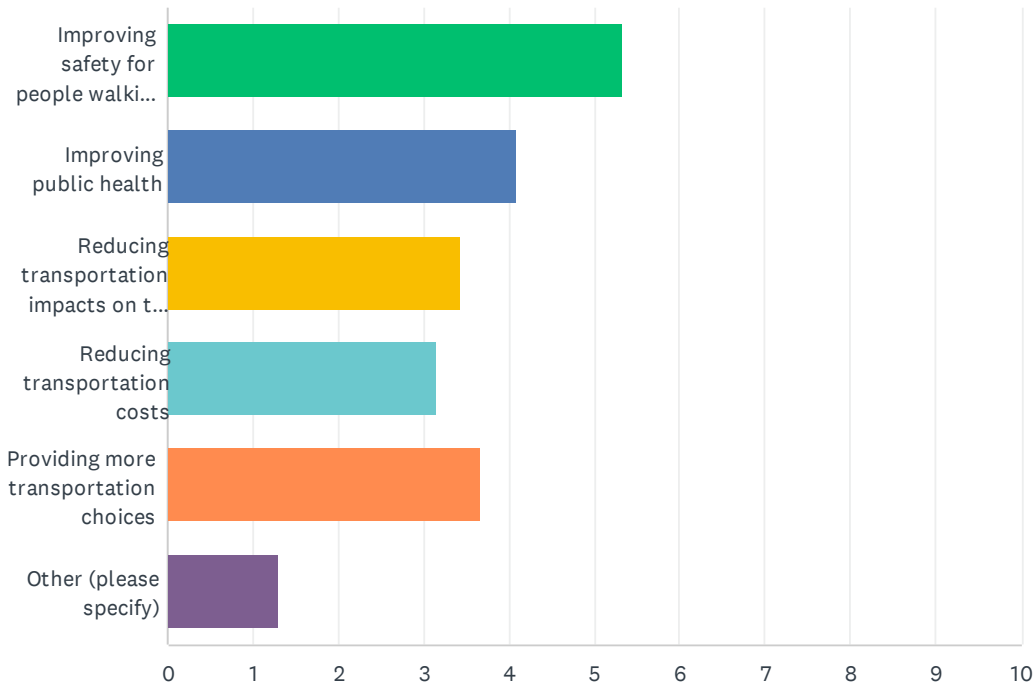
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ANSWER CHOICES	RESPONSES	
Tow Hill	24.14%	14
Tlell	10.34%	6
Lawn Hill	3.45%	2
Miller Creek	0.00%	0
Masset	32.76%	19
Port Clements	10.34%	6
Daajing Giids	12.07%	7
Old Massett	3.45%	2
Skidegate	0.00%	0
Sandspit	0.00%	0
Other (please specify)	3.45%	2
TOTAL		58

#	OTHER (PLEASE SPECIFY)	DATE
1	I live in Daajing Giids and at a fishing lodge on K'iis Gwaii.	10/5/2024 9:30 AM
2	Delkatla	10/3/2024 12:50 PM

Q3 Which of the active transportation outcomes are most important to you? Please rank these topics in order of priority from 1 (most important) to 6 (least important).

Answered: 58 Skipped: 1



	1	2	3	4	5	6	TOTAL	SCORE
Improving safety for people walking, rolling, and cycling	60.34% 35	22.41% 13	12.07% 7	1.72% 1	3.45% 2	0.00% 0	58	5.34
Improving public health	13.79% 8	27.59% 16	29.31% 17	12.07% 7	17.24% 10	0.00% 0	58	4.09
Reducing transportation impacts on the environment	5.17% 3	18.97% 11	17.24% 10	36.21% 21	17.24% 10	5.17% 3	58	3.43
Reducing transportation costs	6.90% 4	6.90% 4	18.97% 11	31.03% 18	34.48% 20	1.72% 1	58	3.16
Providing more transportation choices	13.79% 8	22.41% 13	17.24% 10	17.24% 10	22.41% 13	6.90% 4	58	3.67
Other (please specify)	0.00% 0	1.72% 1	5.17% 3	1.72% 1	5.17% 3	86.21% 50	58	1.31

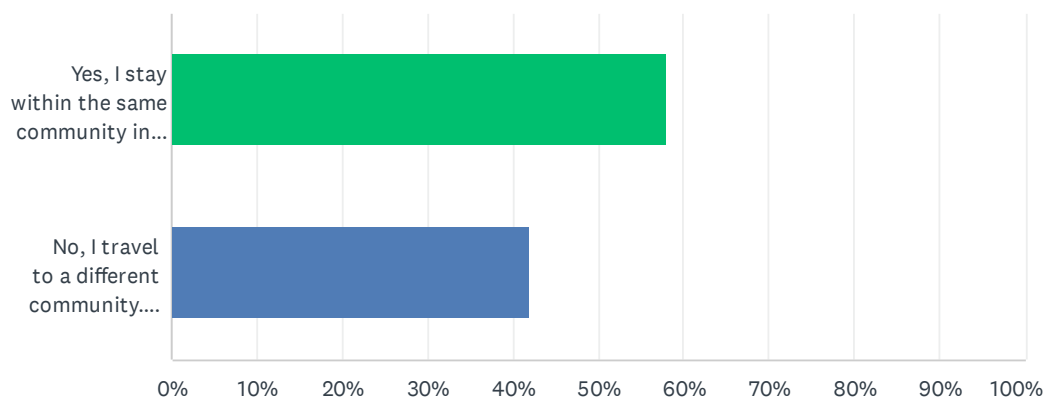
Q4 If you ranked "other", please specify the active transportation outcome that is important to you.

Answered: 5 Skipped: 54

#	RESPONSES	DATE
1	paving subdivision roads, parking lot tlell	10/7/2024 11:46 AM
2	Options for both walking, cycling etc. and not just driving within rural communities.	10/5/2024 10:26 AM
3	Long term planning to transition away from fossil fuel car travel	10/3/2024 12:50 PM
4	Wider shoulder for bikes, walking	9/27/2024 5:34 PM
5	Public transit, and accessible roads and paths to reach lakes and recreation areas.	9/27/2024 4:42 PM

Q5 Do you typically stay within the community you live for work or school?

Answered: 57 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes, I stay within the same community in which I live.	57.89%	33
No, I travel to a different community. (Please specify location)	42.11%	24
TOTAL		57

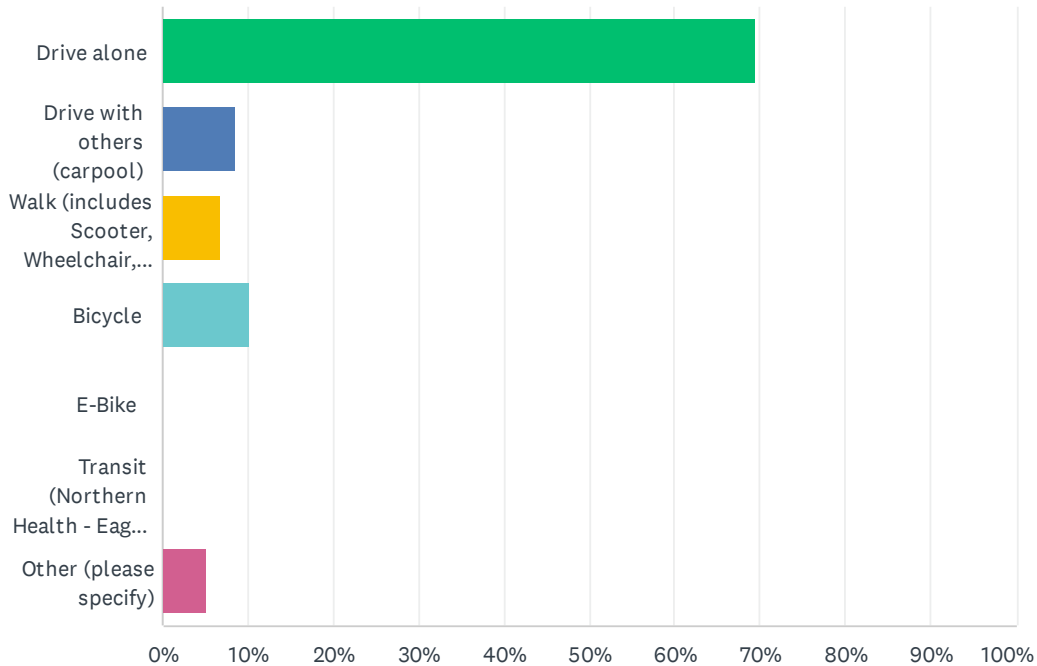
#	NO, I TRAVEL TO A DIFFERENT COMMUNITY. (PLEASE SPECIFY LOCATION)	DATE
1	Skidegate	10/11/2024 5:53 AM
2	Tlell and Masset	10/8/2024 7:47 AM
3	I travel to all communities but mostly Masset	10/5/2024 11:44 AM
4	Masset	10/3/2024 9:11 PM
5	Masset	10/3/2024 11:15 AM
6	I work in Old Massett	10/1/2024 7:56 PM
7	Island wide	10/1/2024 7:25 PM
8	DG	10/1/2024 3:28 PM
9	Masset, Skidegate	9/30/2024 6:14 PM
10	Skidegate	9/27/2024 5:34 PM
11	Port Clements and Daajing Giids	9/27/2024 4:59 PM
12	Skidegate	9/27/2024 4:30 PM
13	Skidegate, Tlell, Port Clements	9/27/2024 3:03 PM
14	Masset	9/20/2024 3:23 PM
15	Masset	9/18/2024 7:19 AM
16	Masset	9/17/2024 3:58 PM
17	I work in Daajing Giids and live in Lawn Hill/Dead Tree	9/17/2024 12:38 PM
18	Masset	9/17/2024 9:44 AM

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19	DG	9/17/2024 8:05 AM
20	Tlell	9/17/2024 7:50 AM
21	Masset	9/8/2024 5:29 PM
22	Skidegate	8/25/2024 1:11 PM
23	Skidegate and masset	8/22/2024 9:02 PM
24	Old Masset	8/22/2024 12:20 PM

Q6 On a typical day, what mode of travel do you use for commuting purposes (e.g. work, school)?

Answered: 59 Skipped: 0

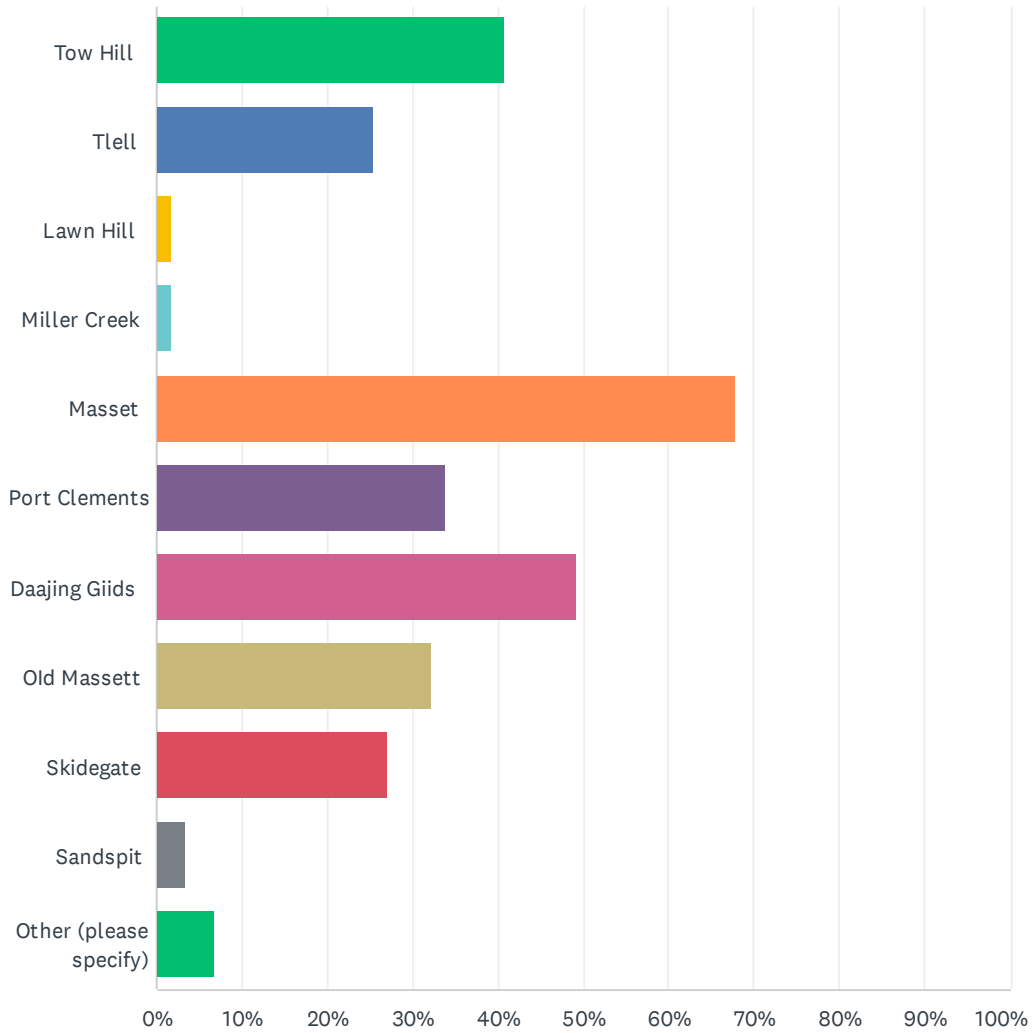


ANSWER CHOICES	RESPONSES	
Drive alone	69.49%	41
Drive with others (carpool)	8.47%	5
Walk (includes Scooter, Wheelchair, Motorized/Assistive Device)	6.78%	4
Bicycle	10.17%	6
E-Bike	0.00%	0
Transit (Northern Health - Eagle Transit)	0.00%	0
Other (please specify)	5.08%	3
TOTAL		59

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't drive, I carpool,walk, ebike or bike and once in a while I take the northern health bus.	10/5/2024 9:30 AM
2	Retired	10/5/2024 8:18 AM
3	I work from home, but use my car for errands	9/27/2024 4:26 PM

Q7 Where are your three most visited areas in the NCRD for leisure, recreation, shopping, and errands?

Answered: 59 Skipped: 0



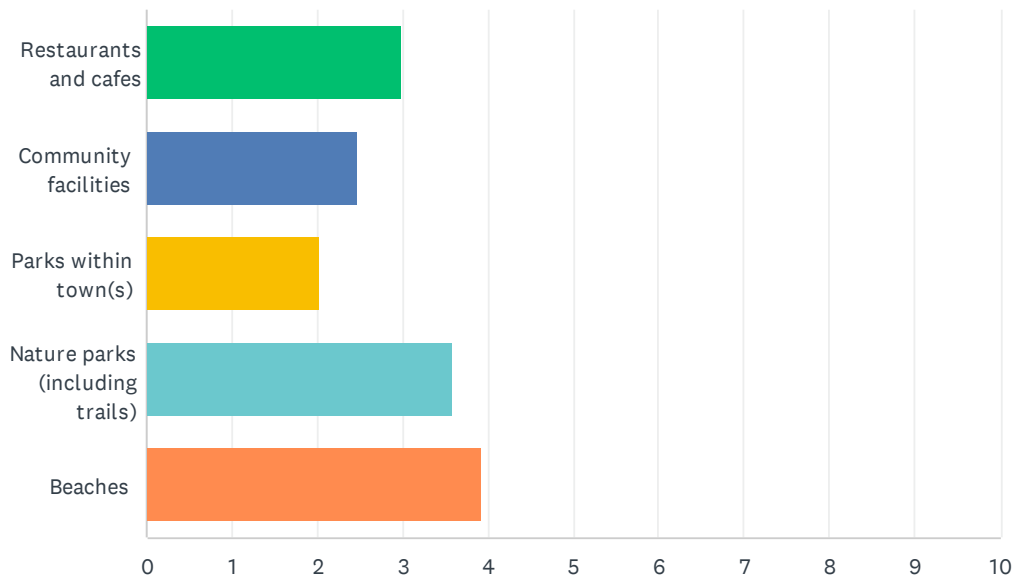
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ANSWER CHOICES	RESPONSES	
Tow Hill	40.68%	24
Tlell	25.42%	15
Lawn Hill	1.69%	1
Miller Creek	1.69%	1
Masset	67.80%	40
Port Clements	33.90%	20
Daajing Giids	49.15%	29
Old Massett	32.20%	19
Skidegate	27.12%	16
Sandspit	3.39%	2
Other (please specify)	6.78%	4
Total Respondents: 59		

#	OTHER (PLEASE SPECIFY)	DATE
1	Hiellen	10/9/2024 9:52 AM
2	I like to drive further out and go beach combing.	10/6/2024 7:07 PM
3	I'd have to pick 4 places including massett, and K'iis Gwaii.	10/5/2024 9:30 AM
4	Cemetery beach road	10/3/2024 12:58 PM

Q8 Where do you typically go for recreation and social outings? Please rank these topics in order of priority from 1 (most important) to 5 (least important).

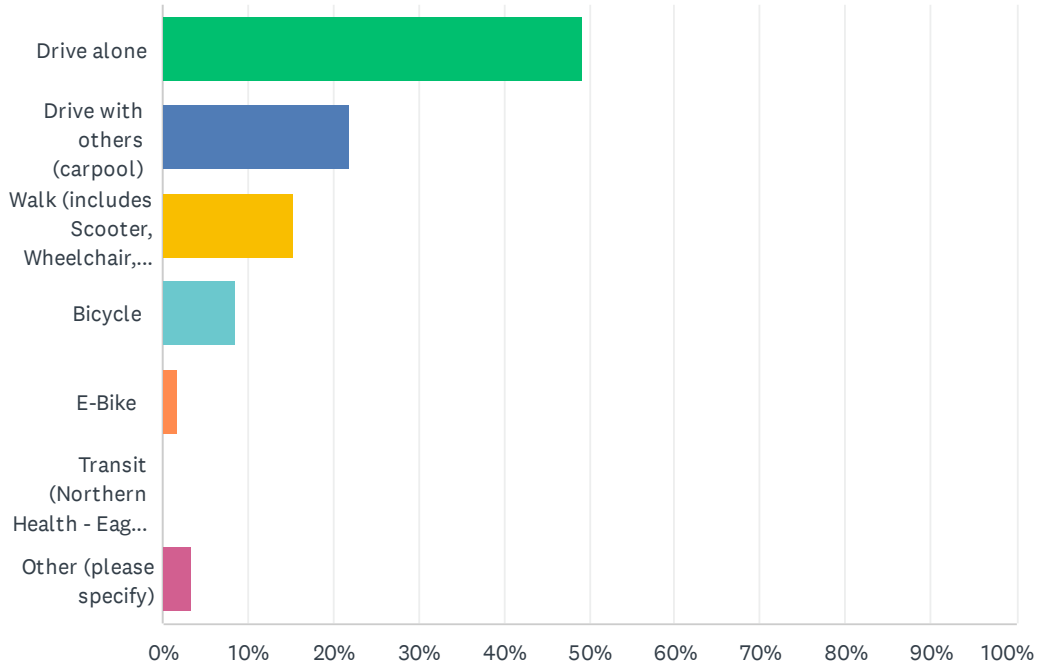
Answered: 59 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Restaurants and cafes	20.34% 12	15.25% 9	22.03% 13	27.12% 16	15.25% 9	59	2.98
Community facilities	8.47% 5	11.86% 7	23.73% 14	30.51% 18	25.42% 15	59	2.47
Parks within town(s)	0.00% 0	8.47% 5	27.12% 16	23.73% 14	40.68% 24	59	2.03
Nature parks (including trails)	20.34% 12	38.98% 23	22.03% 13	15.25% 9	3.39% 2	59	3.58
Beaches	50.85% 30	25.42% 15	5.08% 3	3.39% 2	15.25% 9	59	3.93

Q9 On a typical day, what mode of travel do you use for leisure and recreational purposes?

Answered: 59 Skipped: 0

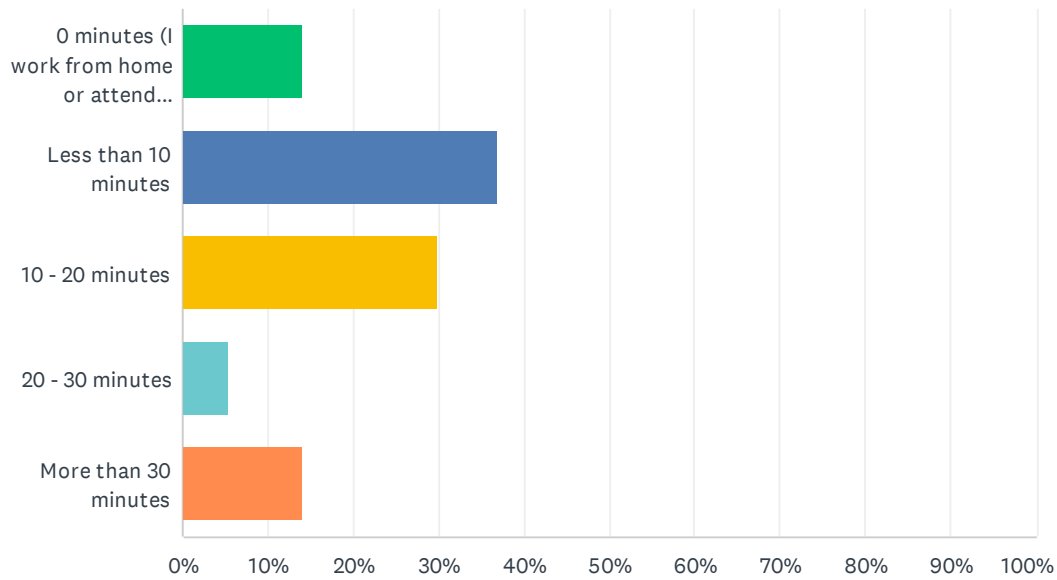


ANSWER CHOICES	RESPONSES	
Drive alone	49.15%	29
Drive with others (carpool)	22.03%	13
Walk (includes Scooter, Wheelchair, Motorized/Assistive Device)	15.25%	9
Bicycle	8.47%	5
E-Bike	1.69%	1
Transit (Northern Health - Eagle Transit)	0.00%	0
Other (please specify)	3.39%	2
TOTAL		59

#	OTHER (PLEASE SPECIFY)	DATE
1	I might do all 4 or one on a typical day: bike, boat, carpool, e bike	10/5/2024 9:30 AM
2	Quad	10/3/2024 12:58 PM

Q10 What is your average commute time to work or school?

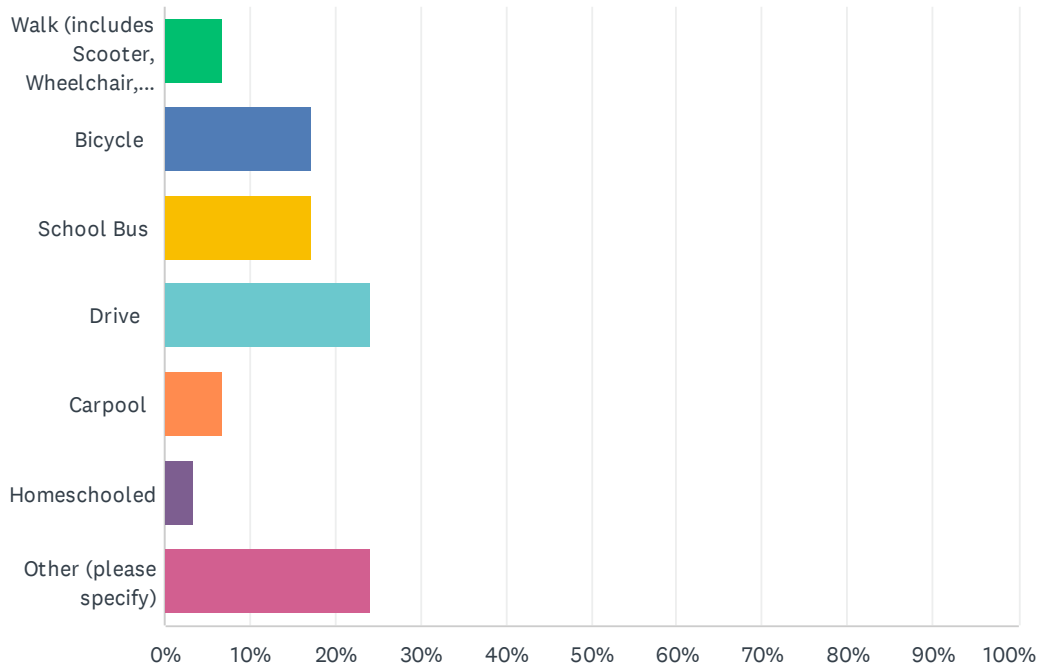
Answered: 57 Skipped: 2



ANSWER CHOICES	RESPONSES	
0 minutes (I work from home or attend school from home)	14.04%	8
Less than 10 minutes	36.84%	21
10 - 20 minutes	29.82%	17
20 - 30 minutes	5.26%	3
More than 30 minutes	14.04%	8
TOTAL		57

Q11 If you have children who attend school, how do they typically travel to school?

Answered: 29 Skipped: 30



ANSWER CHOICES	RESPONSES	
Walk (includes Scooter, Wheelchair, Motorized/Assistive Device)	6.90%	2
Bicycle	17.24%	5
School Bus	17.24%	5
Drive	24.14%	7
Carpool	6.90%	2
Homeschooled	3.45%	1
Other (please specify)	24.14%	7
TOTAL		29

#	OTHER (PLEASE SPECIFY)	DATE
1	Don't have children	10/9/2024 9:52 AM
2	N/A	10/7/2024 11:46 AM
3	No children	10/5/2024 8:18 AM
4	No kids	9/29/2024 9:00 AM
5	N/A	9/27/2024 3:12 PM
6	I drive her a lot because she has to spend an hour on the bus each way because she has to	9/17/2024 12:38 PM

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go from Lawn Hill all the way into DG and then back to skidegate

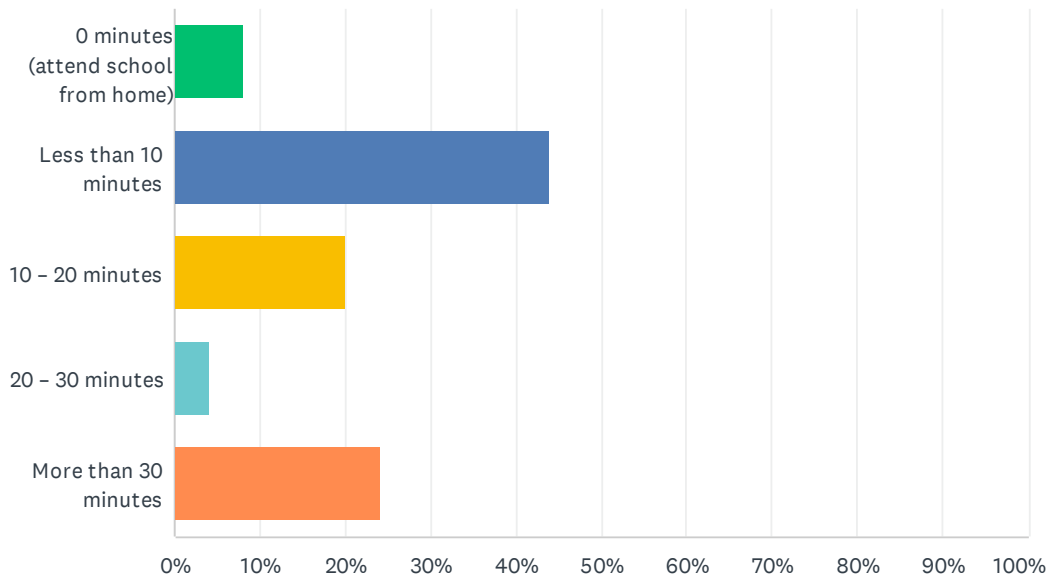
7

I drive them to port to catch the bus south

8/22/2024 9:02 PM

Q12 What is your child’s average commute time to school?

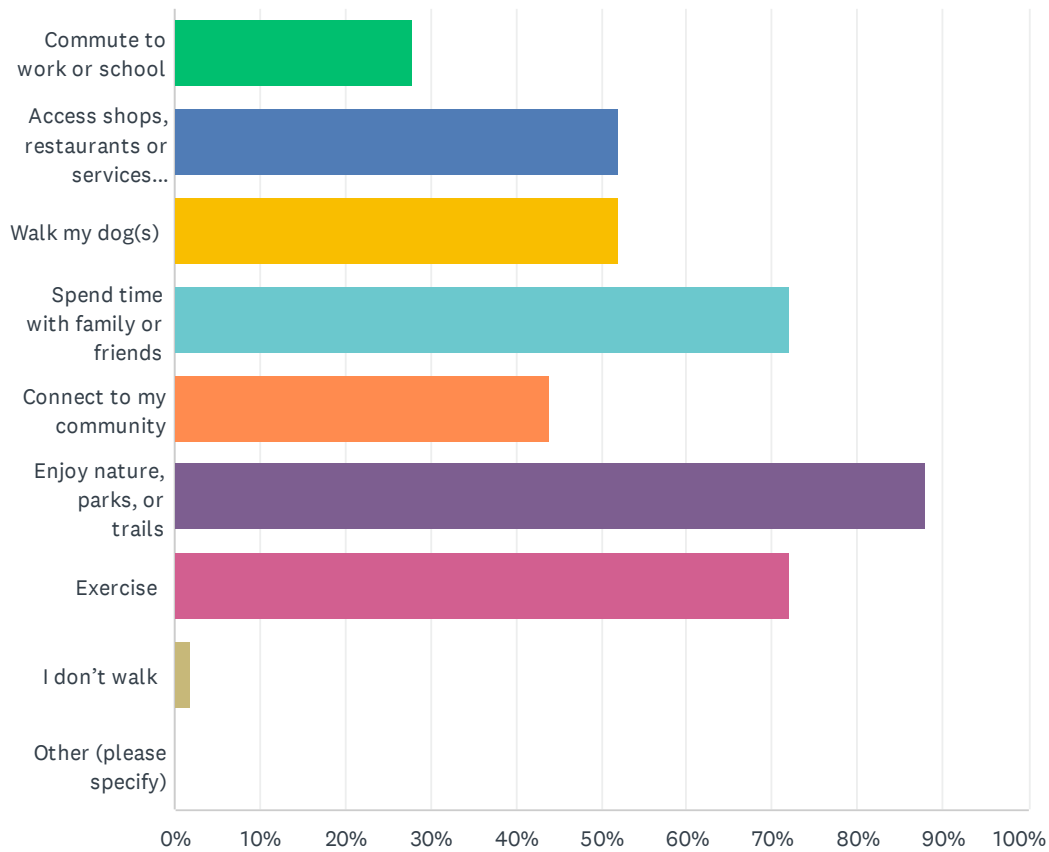
Answered: 25 Skipped: 34



ANSWER CHOICES	RESPONSES	
0 minutes (attend school from home)	8.00%	2
Less than 10 minutes	44.00%	11
10 – 20 minutes	20.00%	5
20 – 30 minutes	4.00%	1
More than 30 minutes	24.00%	6
TOTAL		25

Q13 When you walk, it's to (select all that apply):

Answered: 50 Skipped: 9

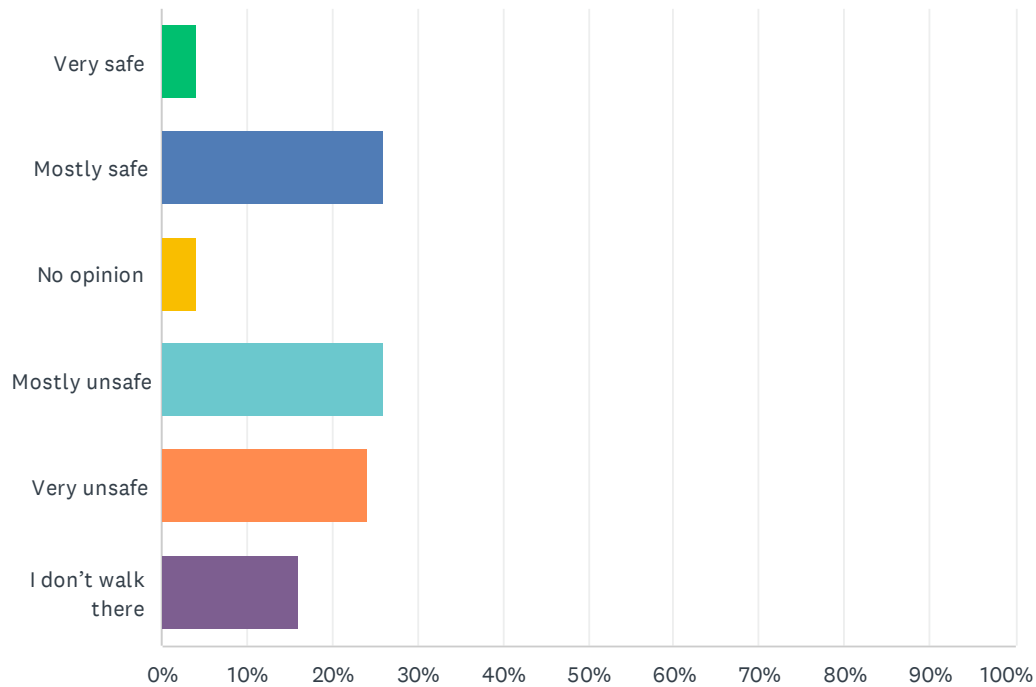


ANSWER CHOICES	RESPONSES	
Commute to work or school	28.00%	14
Access shops, restaurants or services (groceries, medical, banking, etc.)	52.00%	26
Walk my dog(s)	52.00%	26
Spend time with family or friends	72.00%	36
Connect to my community	44.00%	22
Enjoy nature, parks, or trails	88.00%	44
Exercise	72.00%	36
I don't walk	2.00%	1
Other (please specify)	0.00%	0
Total Respondents: 50		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q14 How safe do you feel walking on Highway 16?

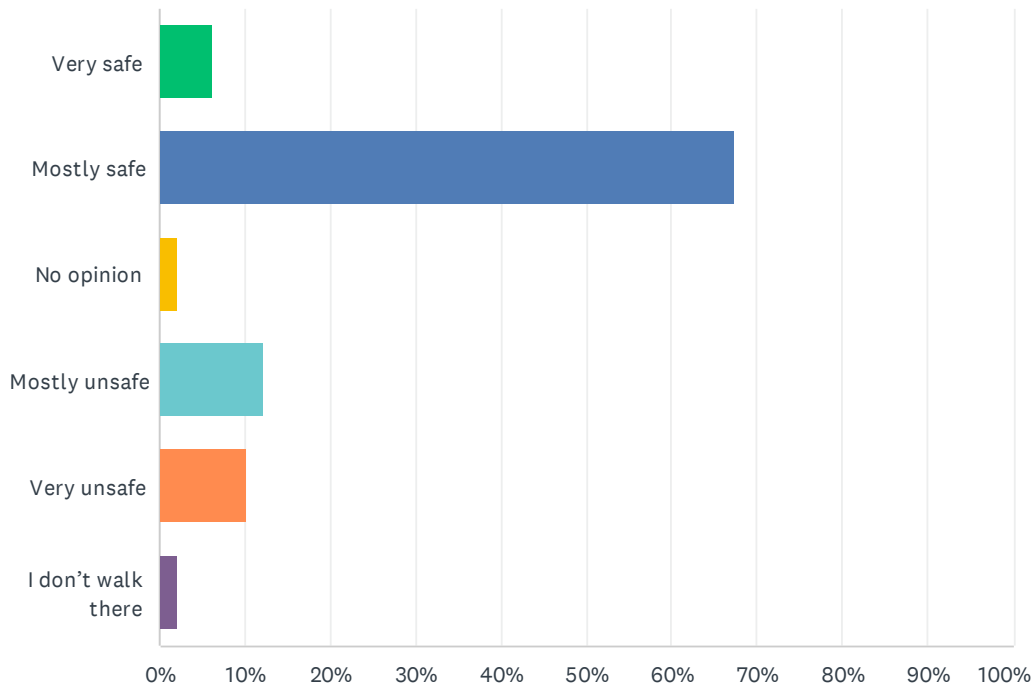
Answered: 50 Skipped: 9



ANSWER CHOICES	RESPONSES	
Very safe	4.00%	2
Mostly safe	26.00%	13
No opinion	4.00%	2
Mostly unsafe	26.00%	13
Very unsafe	24.00%	12
I don't walk there	16.00%	8
TOTAL		50

Q15 How safe do you feel walking on local roads in the NCRD?

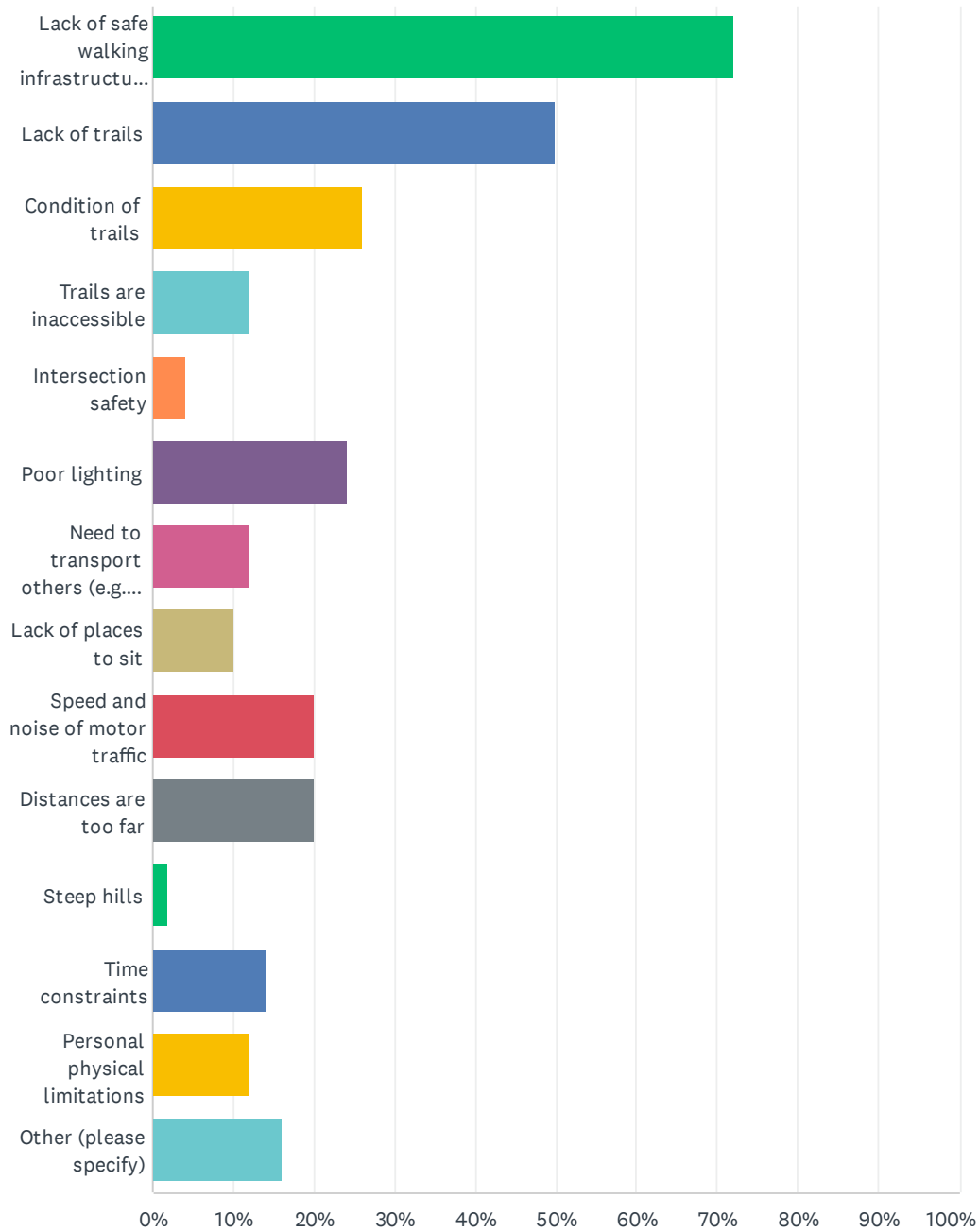
Answered: 49 Skipped: 10



ANSWER CHOICES	RESPONSES	
Very safe	6.12%	3
Mostly safe	67.35%	33
No opinion	2.04%	1
Mostly unsafe	12.24%	6
Very unsafe	10.20%	5
I don't walk there	2.04%	1
TOTAL		49

Q16 What are your top three barriers to walking more often than you do in the NCRD? (select up to three)

Answered: 50 Skipped: 9



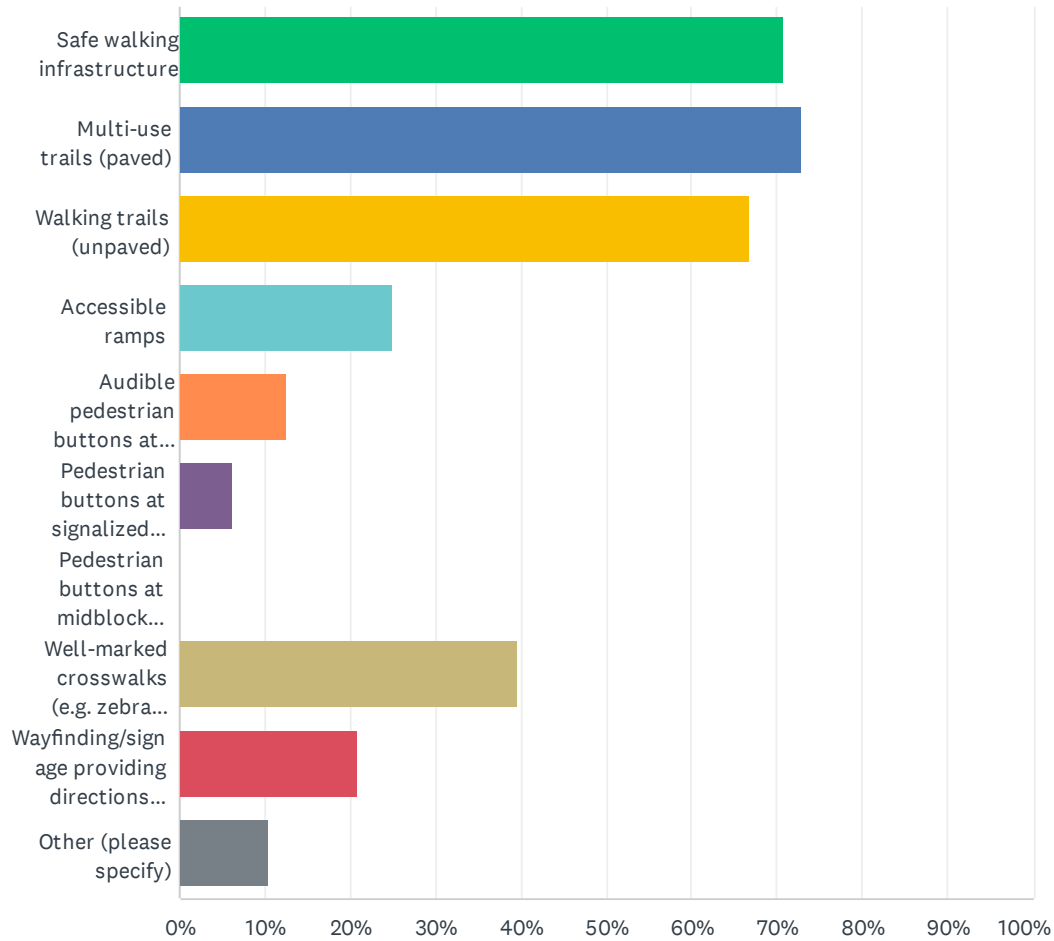
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ANSWER CHOICES	RESPONSES	
Lack of safe walking infrastructure (e.g., wide highway shoulders)	72.00%	36
Lack of trails	50.00%	25
Condition of trails	26.00%	13
Trails are inaccessible	12.00%	6
Intersection safety	4.00%	2
Poor lighting	24.00%	12
Need to transport others (e.g., aging parents, young children, people with mobility challenges)	12.00%	6
Lack of places to sit	10.00%	5
Speed and noise of motor traffic	20.00%	10
Distances are too far	20.00%	10
Steep hills	2.00%	1
Time constraints	14.00%	7
Personal physical limitations	12.00%	6
Other (please specify)	16.00%	8
Total Respondents: 50		

#	OTHER (PLEASE SPECIFY)	DATE
1	Lazy	10/9/2024 9:56 AM
2	ATV use on walking trails - no legislation to designate areas	10/7/2024 11:53 AM
3	Bayview Drive is like a speedway.	10/5/2024 8:26 AM
4	Poor sidewalks	10/3/2024 1:01 PM
5	I'd rather bike	10/2/2024 7:22 AM
6	Lack of sidewalk "dips" or "ramps"	9/18/2024 3:07 PM
7	Carrying groceries, or school work, distance to the village	8/25/2024 6:45 AM
8	Uneven pavement. Large dips in the roads	8/22/2024 12:27 PM

Q17 Which types of walking infrastructure would you like to see more of in the NCRD (check all that apply)?

Answered: 48 Skipped: 11



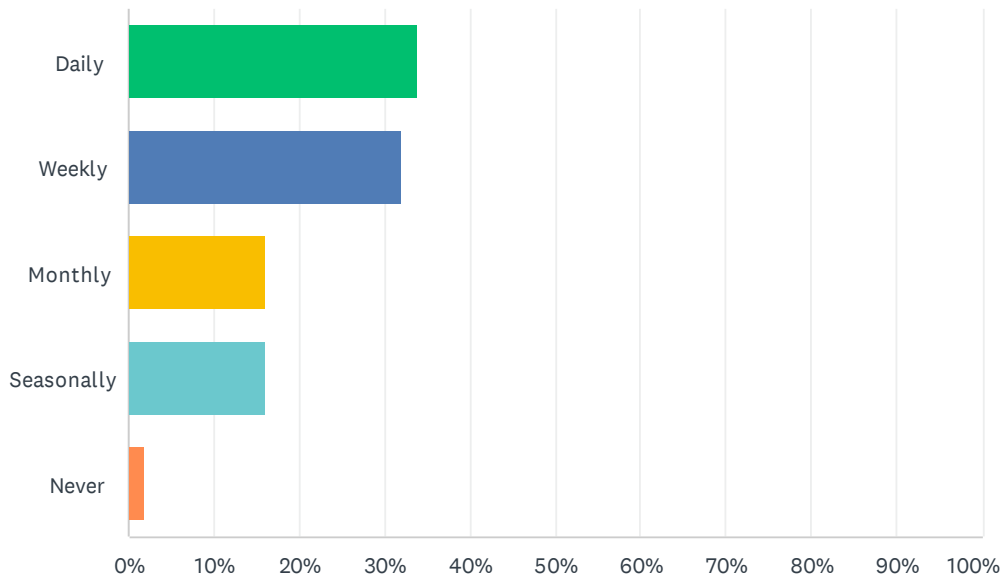
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ANSWER CHOICES	RESPONSES	
Safe walking infrastructure	70.83%	34
Multi-use trails (paved)	72.92%	35
Walking trails (unpaved)	66.67%	32
Accessible ramps	25.00%	12
Audible pedestrian buttons at signalized intersections	12.50%	6
Pedestrian buttons at signalized intersections	6.25%	3
Pedestrian buttons at midblock locations	0.00%	0
Well-marked crosswalks (e.g. zebra markings, raised higher than the road surface)	39.58%	19
Wayfinding/signage providing directions throughout town	20.83%	10
Other (please specify)	10.42%	5
Total Respondents: 48		

#	OTHER (PLEASE SPECIFY)	DATE
1	Increased monitoring of speeding vehicles.	10/5/2024 8:26 AM
2	Relocate the 60km sign to more practical place	10/1/2024 7:35 PM
3	Resting places	10/1/2024 3:36 PM
4	Boardwalk	9/27/2024 4:46 PM
5	Signs and slowing traffic through Tow Hill * there will be a tragedy because kids and families are using the road as too many speed and don't realize that there is an active community in Tow Hill area. Too many close calls by too many families.	9/20/2024 3:38 PM

Q18 How often do you use trails or recreational areas in the NCRD?

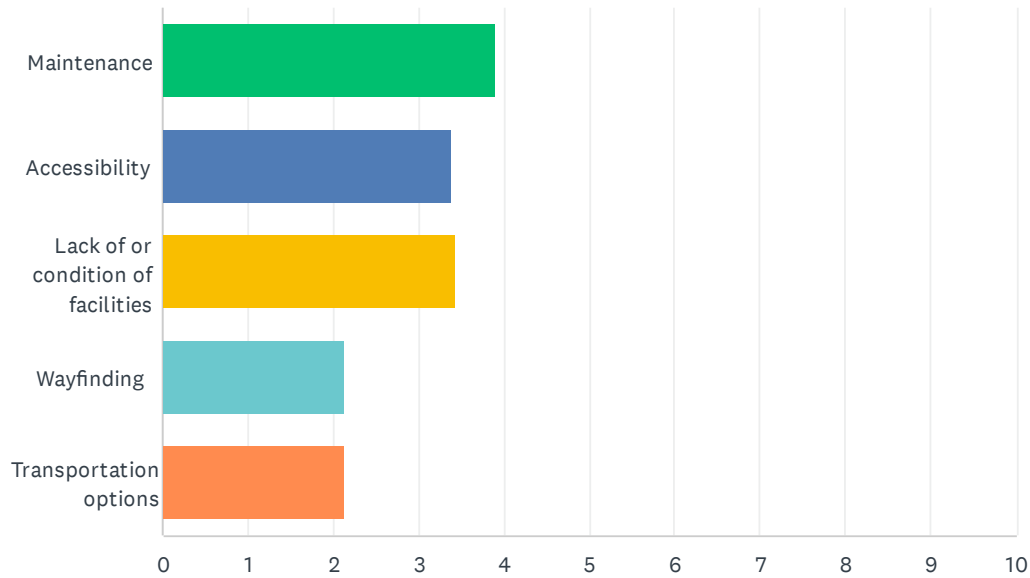
Answered: 50 Skipped: 9



ANSWER CHOICES	RESPONSES	
Daily	34.00%	17
Weekly	32.00%	16
Monthly	16.00%	8
Seasonally	16.00%	8
Never	2.00%	1
TOTAL		50

Q19 What are your main concerns or challenges with outdoor recreation and trail use in the NCRD? Please rank these in order from 1 (most concerning) to 5 (least concerning)

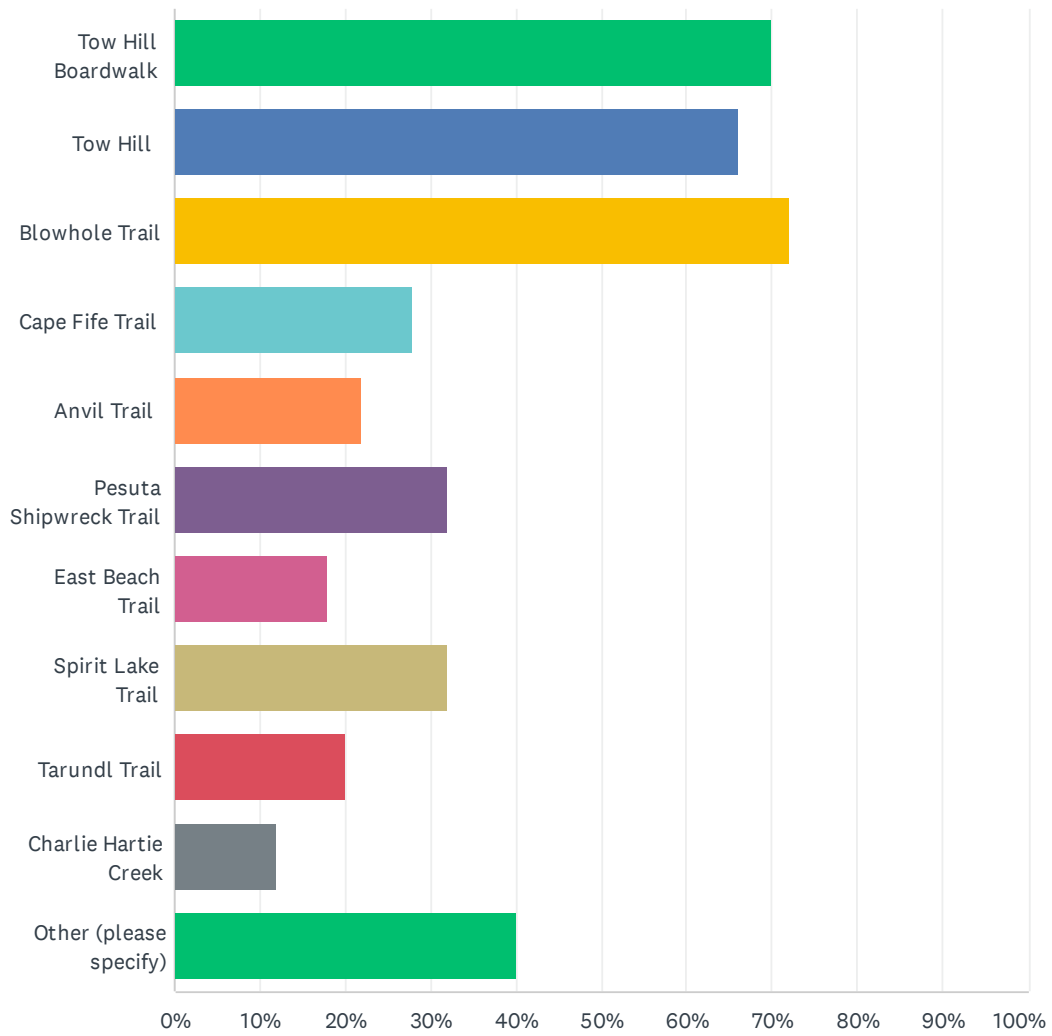
Answered: 44 Skipped: 15



	1	2	3	4	5	TOTAL	SCORE
Maintenance	43.18% 19	27.27% 12	15.91% 7	4.55% 2	9.09% 4	44	3.91
Accessibility	18.18% 8	27.27% 12	29.55% 13	25.00% 11	0.00% 0	44	3.39
Lack of or condition of facilities	25.00% 11	22.73% 10	27.27% 12	20.45% 9	4.55% 2	44	3.43
Wayfinding	4.55% 2	11.36% 5	6.82% 3	47.73% 21	29.55% 13	44	2.14
Transportation options	9.09% 4	11.36% 5	20.45% 9	2.27% 1	56.82% 25	44	2.14

Q20 Which trails do you typically use? (Select all that apply)

Answered: 50 Skipped: 9



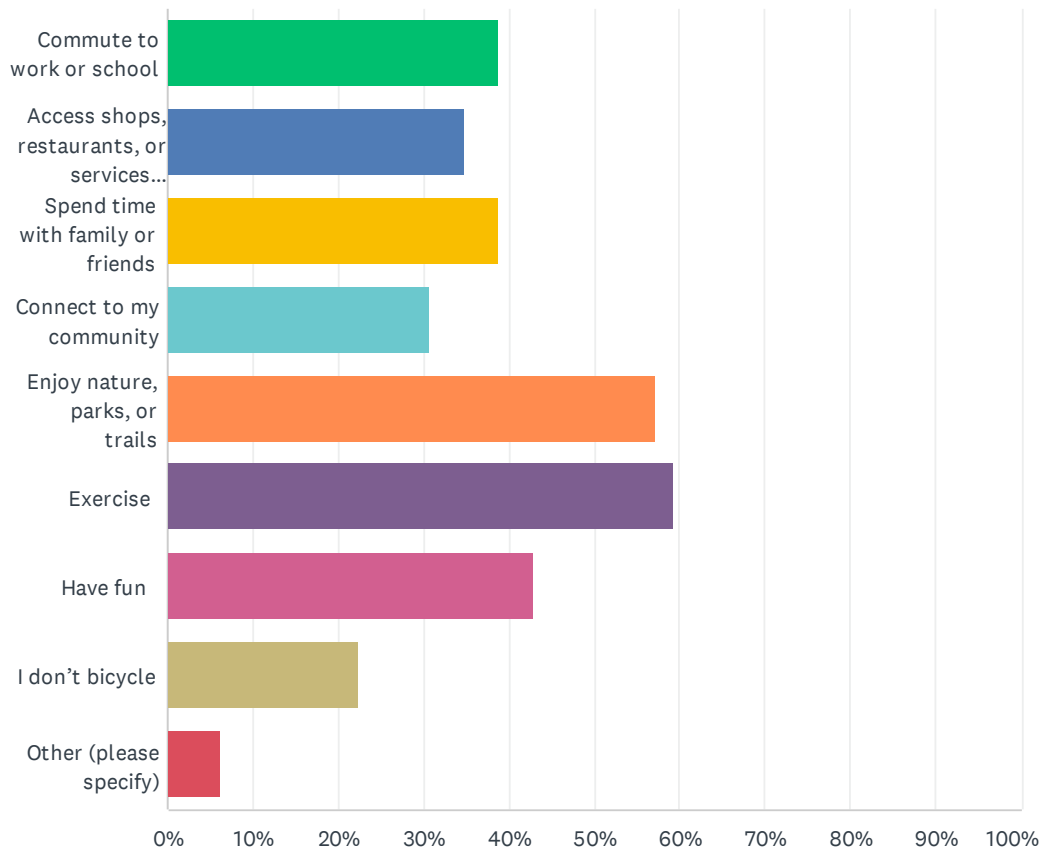
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ANSWER CHOICES	RESPONSES
Tow Hill Boardwalk	70.00% 35
Tow Hill	66.00% 33
Blowhole Trail	72.00% 36
Cape Fife Trail	28.00% 14
Anvil Trail	22.00% 11
Pesuta Shipwreck Trail	32.00% 16
East Beach Trail	18.00% 9
Spirit Lake Trail	32.00% 16
Tarundl Trail	20.00% 10
Charlie Hartie Creek	12.00% 6
Other (please specify)	40.00% 20
Total Respondents: 50	

#	OTHER (PLEASE SPECIFY)	DATE
1	Golden spruce	10/11/2024 5:59 AM
2	Sunset Park Trail	10/10/2024 8:48 PM
3	sunset park trail	10/8/2024 7:50 AM
4	Trails within Masset. "The Loop" through the sanctuary, cemetery beach trails	10/8/2024 5:31 AM
5	local paths created closer to residential hubs	10/7/2024 11:53 AM
6	Pure Lake	10/6/2024 7:11 PM
7	Trail behind the town of Daajing Giids, the Tlung Slung trail from Kiusta to the kids camp.	10/5/2024 9:56 AM
8	Port Clements trails	10/5/2024 8:26 AM
9	Sunset trail, golden spruce, skonan lake, drizzle lake, kumdis...	10/3/2024 9:17 PM
10	Stu's trail	10/3/2024 12:54 PM
11	Sleeping Beauty	10/3/2024 11:19 AM
12	South beach	10/3/2024 11:04 AM
13	Golden spruce trail	10/1/2024 7:35 PM
14	crab apple creek	9/27/2024 10:40 PM
15	Town	9/27/2024 4:46 PM
16	Local trails in Daajing Giids - crabapple creek, Charlie hardie's creek etc	9/27/2024 4:37 PM
17	Delkatla Wildlife sanctuary	9/18/2024 3:07 PM
18	Tow Hill community sign trail	9/17/2024 9:09 AM
19	White Creek, Golden Spruce, Pole 97	9/17/2024 7:54 AM
20	Sleeping beauty trails	8/22/2024 9:10 PM

Q21 When I bike, it's to: (select all that apply)

Answered: 49 Skipped: 10



ANSWER CHOICES	RESPONSES	
Commute to work or school	38.78%	19
Access shops, restaurants, or services (groceries, medical, banking, etc.)	34.69%	17
Spend time with family or friends	38.78%	19
Connect to my community	30.61%	15
Enjoy nature, parks, or trails	57.14%	28
Exercise	59.18%	29
Have fun	42.86%	21
I don't bicycle	22.45%	11
Other (please specify)	6.12%	3
Total Respondents: 49		

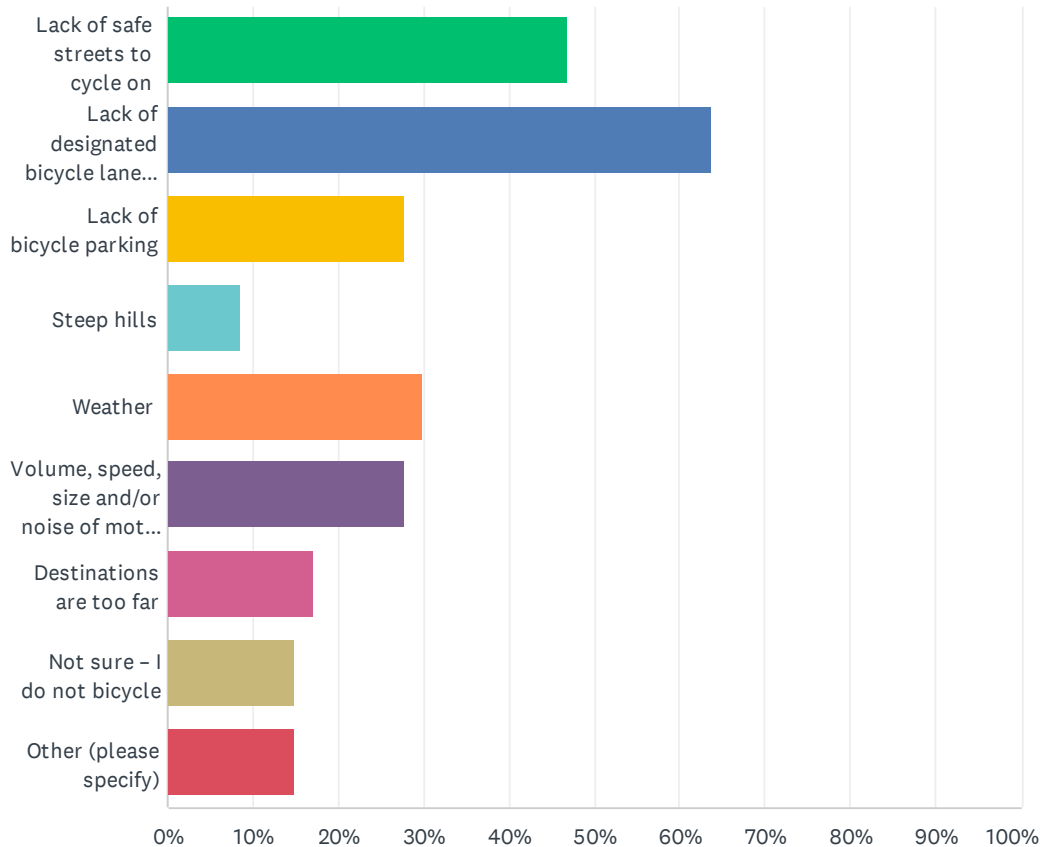
#	OTHER (PLEASE SPECIFY)	DATE
1	Camping	10/5/2024 9:56 AM

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2	I can't but my kids do	9/27/2024 4:46 PM
3	No safe biking options to leave from my home	8/22/2024 9:10 PM

Q22 What are the main issues or challenges for biking in the NCRD (choose your top three)?

Answered: 47 Skipped: 12



ANSWER CHOICES	RESPONSES	
Lack of safe streets to cycle on	46.81%	22
Lack of designated bicycle lanes and bicycle routes	63.83%	30
Lack of bicycle parking	27.66%	13
Steep hills	8.51%	4
Weather	29.79%	14
Volume, speed, size and/or noise of motor vehicle traffic	27.66%	13
Destinations are too far	17.02%	8
Not sure – I do not bicycle	14.89%	7
Other (please specify)	14.89%	7
Total Respondents: 47		

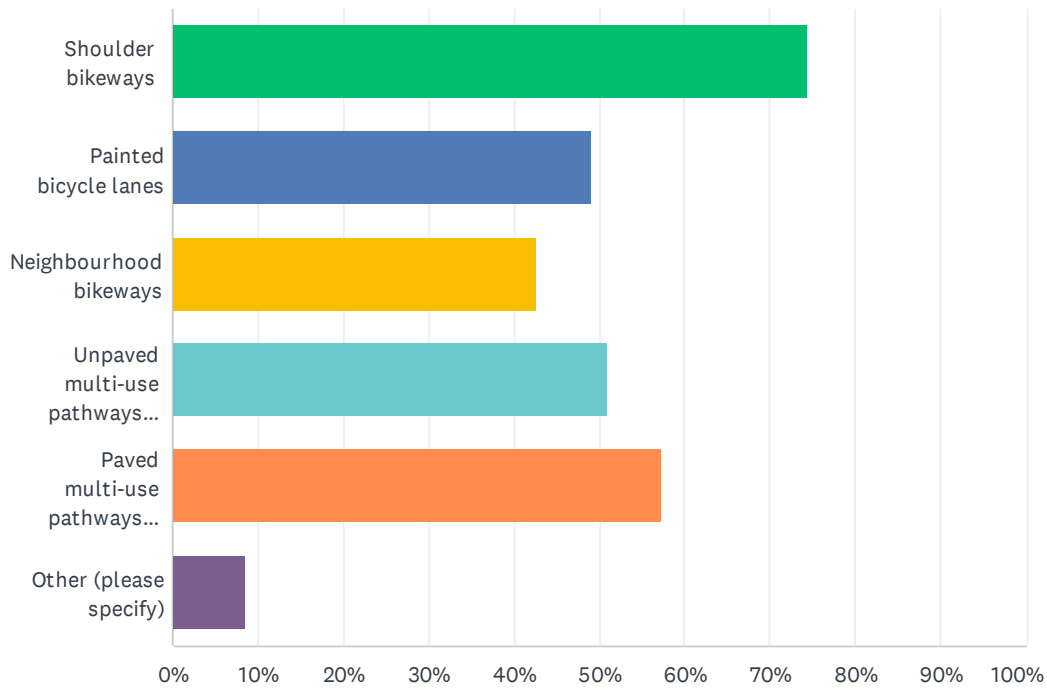
#	OTHER (PLEASE SPECIFY)	DATE
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North Coast Regional District - Active Transportation Network Plan

1	Fitting all my groceries on my bike but bike parking is terrible in Masset	10/8/2024 5:31 AM
2	Lack of access to bicycle mechanics and parts in the south end. Lack of bicycle road safety/skills among the other users.	10/5/2024 9:56 AM
3	Drinking and driving	10/3/2024 9:17 PM
4	Condition of my bike (if you aren't using it frequently, the chain rusts)	9/27/2024 4:34 PM
5	not safe for me to take my kid on the highway and otherwise i would have to drive to town to bike around here and that is a lot of work	9/17/2024 2:56 PM
6	Dangerous drivers intentionally threatening	9/17/2024 9:09 AM
7	lack of trails	8/22/2024 3:25 PM

Q23 Which types of bicycling infrastructure would you like to see in the NCRD?

Answered: 47 Skipped: 12

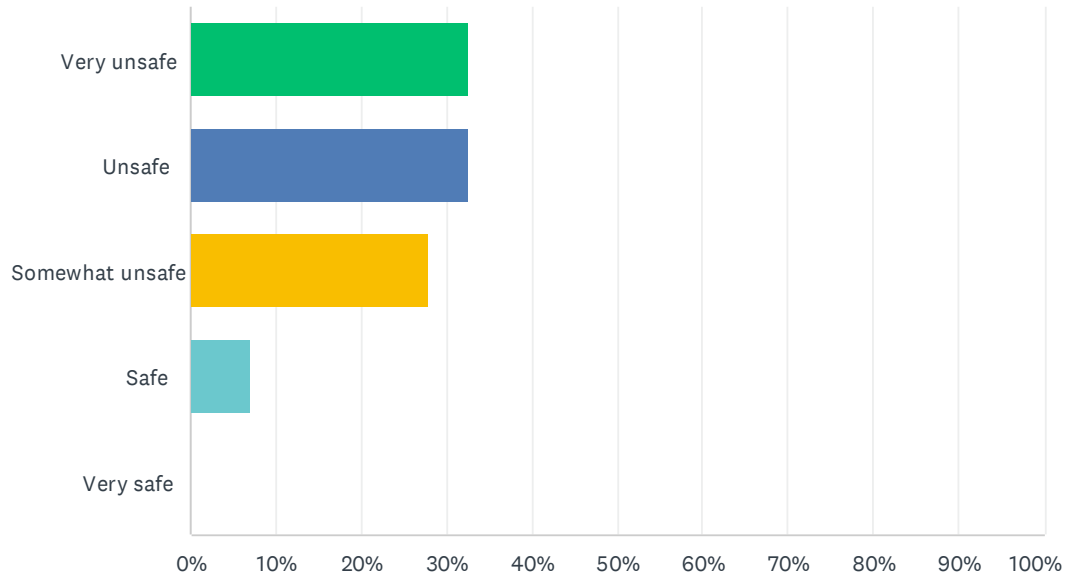


ANSWER CHOICES	RESPONSES
Shoulder bikeways	74.47% 35
Painted bicycle lanes	48.94% 23
Neighbourhood bikeways	42.55% 20
Unpaved multi-use pathways (gravel/dirt)	51.06% 24
Paved multi-use pathways (asphalt)	57.45% 27
Other (please specify)	8.51% 4
Total Respondents: 47	

#	OTHER (PLEASE SPECIFY)	DATE
1	Get the bikes off the highway and put in their own bike road to the side of it, one that vehicles can't go on. Not the shoulders; with a separation ditch between the highway and bike lane.	10/10/2024 8:48 PM
2	More road safety campaigns.	10/5/2024 9:56 AM
3	SIGNAGE on haida gwaii (DG-SKG) that says there is a widened shoulder lane on the OCEAN SIDE for people to walk and bike on SO MANY people jogging and biking with kids on blind corners when there is a giant empty lane on the ocean side (except for by the ferry)	9/17/2024 2:56 PM
4	mountain bike trails	8/22/2024 3:25 PM

Q24 How would you rate the safety of walking and cycling near Skidegate Landing?

Answered: 43 Skipped: 16



ANSWER CHOICES	RESPONSES	
Very unsafe	32.56%	14
Unsafe	32.56%	14
Somewhat unsafe	27.91%	12
Safe	6.98%	3
Very safe	0.00%	0
TOTAL		43

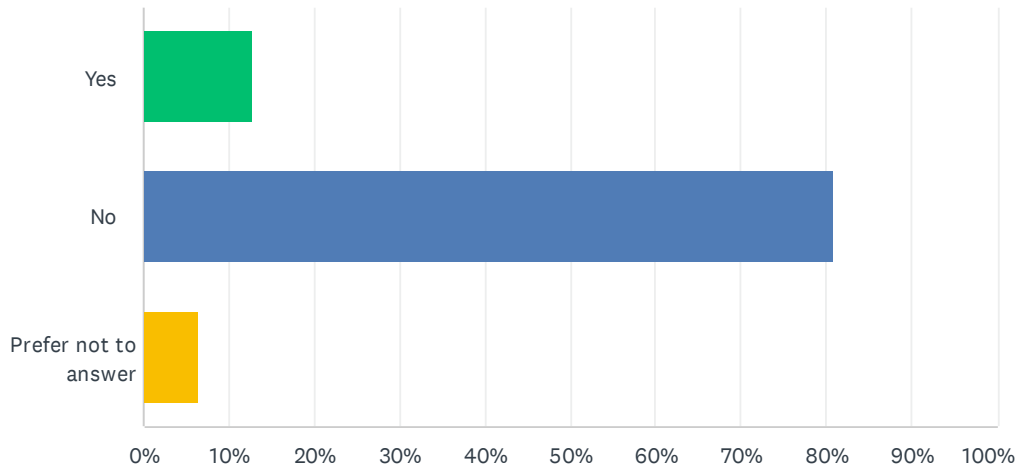
Q25 How would you improve the safety of walking and cycling near Skidegate Landing?

Answered: 27 Skipped: 32

#	RESPONSES	DATE
1	Offer a better parking area for all the vehicles along the highway to clear walking/biking space and create more visibility.	10/11/2024 5:59 AM
2	Get the bikes their own lane and off the road	10/10/2024 8:48 PM
3	blow that shit out and create new parking lot behind the current BC Ferries lot (purchase of private land behind) build from the back not from the front. Creates safe walk structure from parking area.	10/7/2024 11:53 AM
4	Add a bike lane.	10/6/2024 7:11 PM
5	Designated paths	10/5/2024 11:53 AM
6	Improve everyone's road skills/Knowledge about biking.	10/5/2024 9:56 AM
7	Not sure. It is a very narrow corridor area with a lot of congestion at specific times.	10/5/2024 8:26 AM
8	Wider shoulders, a trail or designated bike lane	10/3/2024 9:17 PM
9	Well identified bike lanes	10/3/2024 1:01 PM
10	Wider shoulder/bike lane	10/3/2024 12:54 PM
11	Side walks, wider shoulder on the road, bike lane	10/3/2024 11:19 AM
12	Wider shoulder, no parking on the side of the road	9/27/2024 10:59 PM
13	designated protected walking and biking lanes	9/27/2024 10:40 PM
14	Lack of shoulder and vehicles parked on shoulder of hill after ferry parking are main concerns.	9/27/2024 4:37 PM
15	-reduce speed limit for vehicles, better lighting, divided bike lane	9/27/2024 4:34 PM
16	Paved multi-use pathways with traffic lights	9/27/2024 3:10 PM
17	Painted bike lanes or painted and well marked shoulders	9/20/2024 3:38 PM
18	Shore up the shoulder on the northbound lane, increase ground area to provide adequate space for parking as well as accommodating pedestrians/cyclists	9/18/2024 3:07 PM
19	Bike lane	9/17/2024 4:06 PM
20	hard to say - the whole thing needs to be widened. people always used to go into the ferry parking lot but they lock it early/late now. parking makes it unsafe on the other side and it is literally the only spot on the route without the widened lane on the ocean side	9/17/2024 2:56 PM
21	Designated multi use path	9/17/2024 10:32 AM
22	Lesd blind turns without bike lanes and crosswalks/greenways	9/17/2024 9:09 AM
23	bike / pedestrian lane	9/17/2024 7:54 AM
24	Wider shoulders, speed limits enforced	8/25/2024 6:45 AM
25	Need safe biking lanes from vehicle traffic such as loaded logging trucks.	8/22/2024 9:10 PM
26	dedicated bike lane	8/22/2024 3:25 PM
27	Bike lane in SKG	8/22/2024 11:19 AM

Q26 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, or other factor?

Answered: 47 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	12.77%	6
No	80.85%	38
Prefer not to answer	6.38%	3
TOTAL		47

Q27 What are some examples of these transportation barriers or challenges?

Answered: 9 Skipped: 50

#	RESPONSES	DATE
1	I don't drive so I don't get to the beach much. I am always hitting my friends up for a ride when I need to get anywhere in another town. It's hard to get to events. I spend a lot of time in my house.	10/5/2024 9:56 AM
2	There is no transportation on Tow Hill Road other than a personal vehicle	10/3/2024 11:04 AM
3	i have high auditory sensitivity due to a complex brain injury, and so biking on highway 16 is completely inaccessible due to the volume of noise from large transport trucks driving right by me	9/27/2024 10:40 PM
4	Roads and trails are major barriers, distance is far to place that have better access, no safe paved multiuse trail connections through town	9/27/2024 4:46 PM
5	Transporting or biking with kids especially those still learning to bike safely is hard.	9/27/2024 4:37 PM
6	N/a	9/27/2024 4:34 PM
7	Slowing speeds and signage that alerts drivers that Tow Hill community has many kids and active users of the road...I have spoken to the ministry of highways about these issues but nothing is done. We almost lost a little baby to a speeding car this summer...by the bridges of the Sangan and Chown. I have seen too many close calls biking with my children and some neighbours refuse to bike or walk along the road because there are poorly marked shoulders and way too many tourists and speeding cars. I believe it all take a real tragedy before our MLA wakes up to this. Our island is hit hard by tourists and visitors in the summer and our area is a pinch point for a looming disaster. People come from away top bike our islands but there are no real shoulders by the military base..the most dangerous turns and swerves around...and that is my commute if I ride a bike. No shoulders and speeding cars looking at their cell phones and the scenery equals disaster for my kids and me biking home.	9/20/2024 3:38 PM
8	The challenge would be walking or bicycling home from a dental appointment in the village. Self-appointed 'border patrol' will harrass or harm you depending on whether they judge you to belong in that area or not.	9/18/2024 3:07 PM
9	Physical access, cars yelling at me because of my weight and skin colour	9/17/2024 9:09 AM

Q28 What could the Regional District do to address these transportation barriers or challenges?

Answered: 13 Skipped: 46

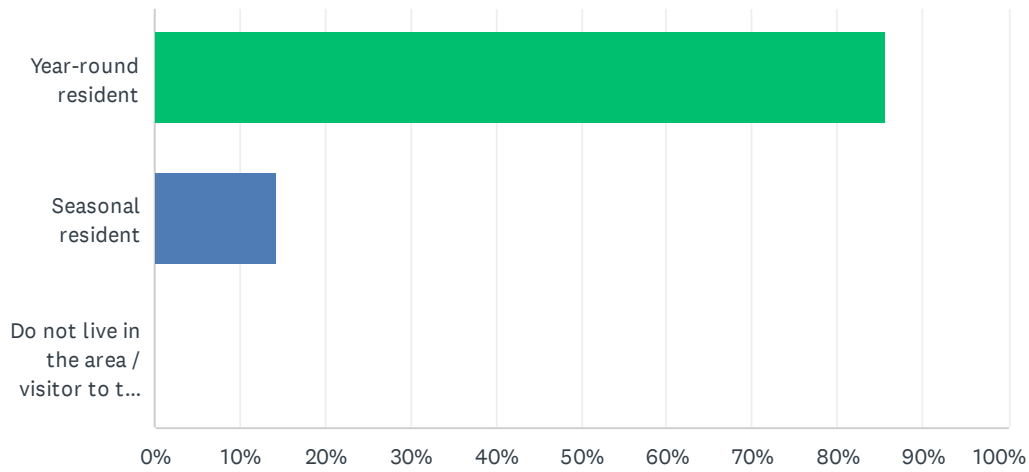
#	RESPONSES	DATE
1	Improve the ride sharing on island. I'm happy to pay my share. Offer bike safety courses and teach people what is expected of a bike on the road. More awareness campaigns. Make it more disability friendly on island.	10/5/2024 9:56 AM
2	An All island bike path (similar to between Smithers and Telkwa or Uculet and Tofino. Or at least shoulders on the highway. More trails/paths = more active community	10/3/2024 9:17 PM
3	Provide funded public transit and add safe infrastructure to encourage healthier lifestyle. More people would walk on the ferry even, if there was reliable transit or bike lanes to and from skidegate	10/3/2024 11:19 AM
4	Since the school bus is mostly empty , perhaps residents could ride the bus for a nominal fee. This would stop some of the hitch hiking in the area. For safety for students, passengers could provide proof of residency in order to get on the bus.	10/3/2024 11:04 AM
5	create safe, protected bikeways with barriers between traffic and cyclists	9/27/2024 10:40 PM
6	Infrastructure	9/27/2024 4:46 PM
7	Make bike paths through town and to areas like Hayden Turner and Skidegate	9/27/2024 4:37 PM
8	N/a	9/27/2024 4:34 PM
9	As said above. Thank you.	9/20/2024 3:38 PM
10	Not very much.	9/18/2024 3:07 PM
11	well im not sure - mostly they are logistical and they cant change that. the main thing is there IS NO PUBLIC transportation. please dont bring up the NH bus like okay it can get you there one way, but its literally in DG for 45 min, thats not even time for a doctors appt IF you can get in at 1140, let along walk to the store etc.	9/17/2024 2:56 PM
12	More bike paths off the road	9/17/2024 9:09 AM
13	Install at least one wide shoulder to get the bicyclists off the highway before someone loses their life.	8/22/2024 9:10 PM

8.0 APPENDIX B – COMMUNITY SURVEY RESULTS – TOW HILL

DRAFT

Q1 Which best describes your residence in the area:

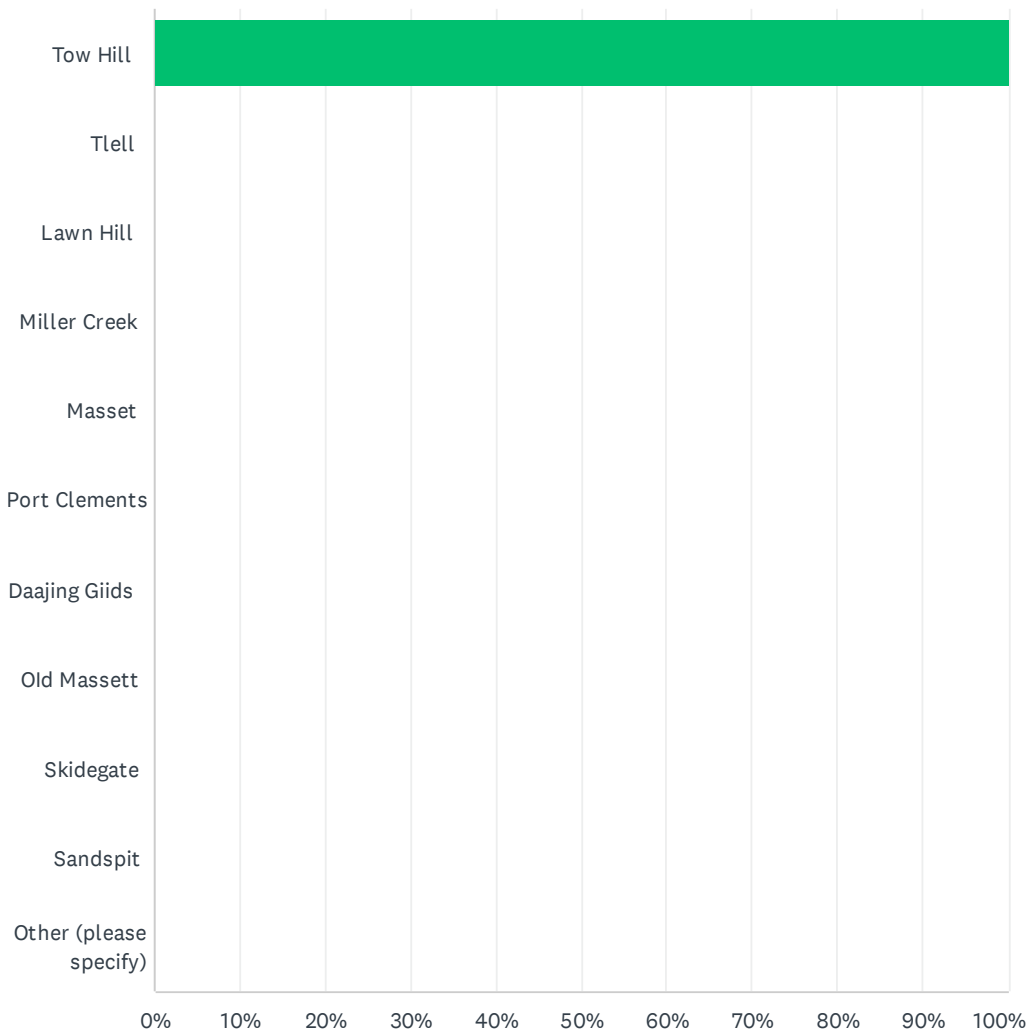
Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
Year-round resident	85.71%	12
Seasonal resident	14.29%	2
Do not live in the area / visitor to the area	0.00%	0
TOTAL		14

Q2 Where in the NCRD do you typically reside?

Answered: 14 Skipped: 0

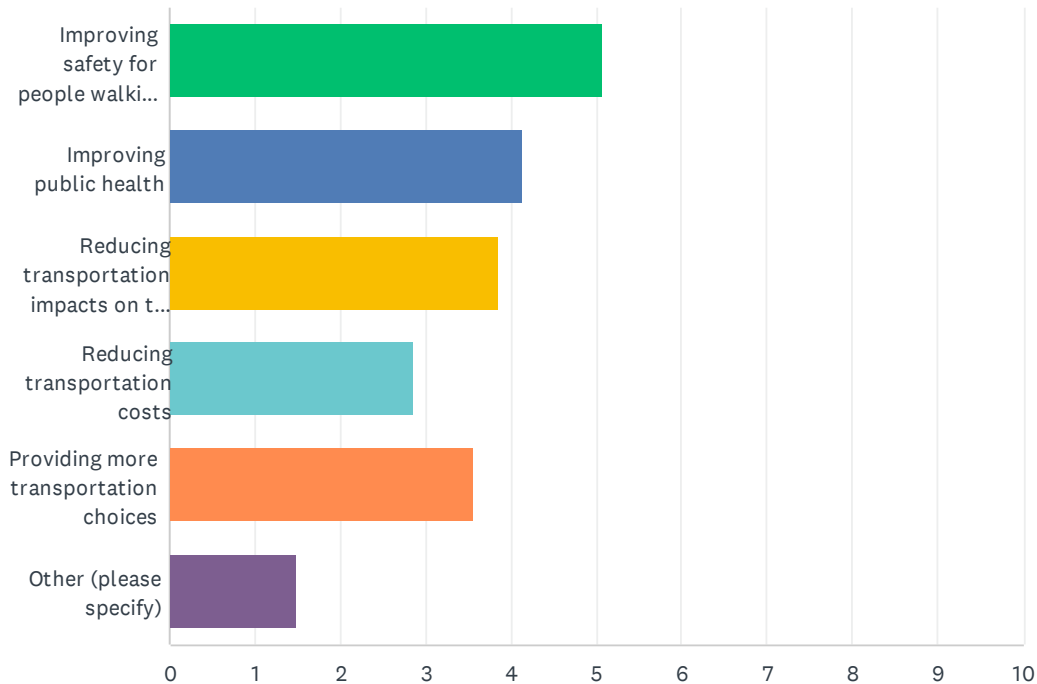


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ANSWER CHOICES	RESPONSES	
Tow Hill	100.00%	14
Tlell	0.00%	0
Lawn Hill	0.00%	0
Miller Creek	0.00%	0
Masset	0.00%	0
Port Clements	0.00%	0
Daajing Giids	0.00%	0
Old Massett	0.00%	0
Skidegate	0.00%	0
Sandspit	0.00%	0
Other (please specify)	0.00%	0
TOTAL		14

Q3 Which of the active transportation outcomes are most important to you? Please rank these topics in order of priority from 1 (most important) to 6 (least important).

Answered: 14 Skipped: 0



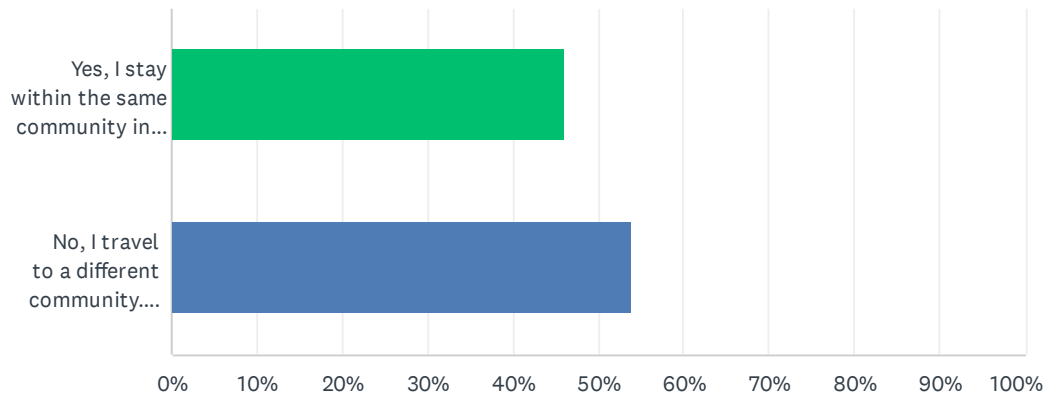
	1	2	3	4	5	6	TOTAL	SCORE
Improving safety for people walking, rolling, and cycling	57.14% 8	14.29% 2	14.29% 2	7.14% 1	7.14% 1	0.00% 0	14	5.07
Improving public health	14.29% 2	42.86% 6	7.14% 1	14.29% 2	21.43% 3	0.00% 0	14	4.14
Reducing transportation impacts on the environment	14.29% 2	7.14% 1	35.71% 5	35.71% 5	7.14% 1	0.00% 0	14	3.86
Reducing transportation costs	0.00% 0	7.14% 1	21.43% 3	28.57% 4	35.71% 5	7.14% 1	14	2.86
Providing more transportation choices	14.29% 2	21.43% 3	14.29% 2	14.29% 2	28.57% 4	7.14% 1	14	3.57
Other (please specify)	0.00% 0	7.14% 1	7.14% 1	0.00% 0	0.00% 0	85.71% 12	14	1.50

Q4 If you ranked "other", please specify the active transportation outcome that is important to you.

Answered: 1 Skipped: 13

Q5 Do you typically stay within the community you live for work or school?

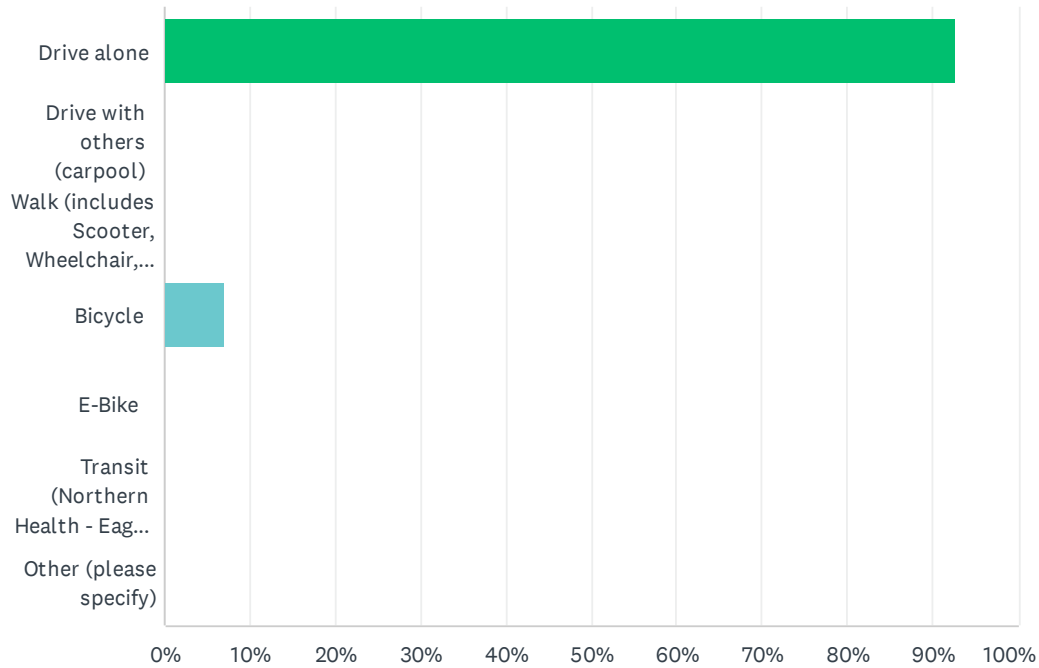
Answered: 13 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, I stay within the same community in which I live.	46.15%	6
No, I travel to a different community. (Please specify location)	53.85%	7
TOTAL		13

Q6 On a typical day, what mode of travel do you use for commuting purposes (e.g. work, school)?

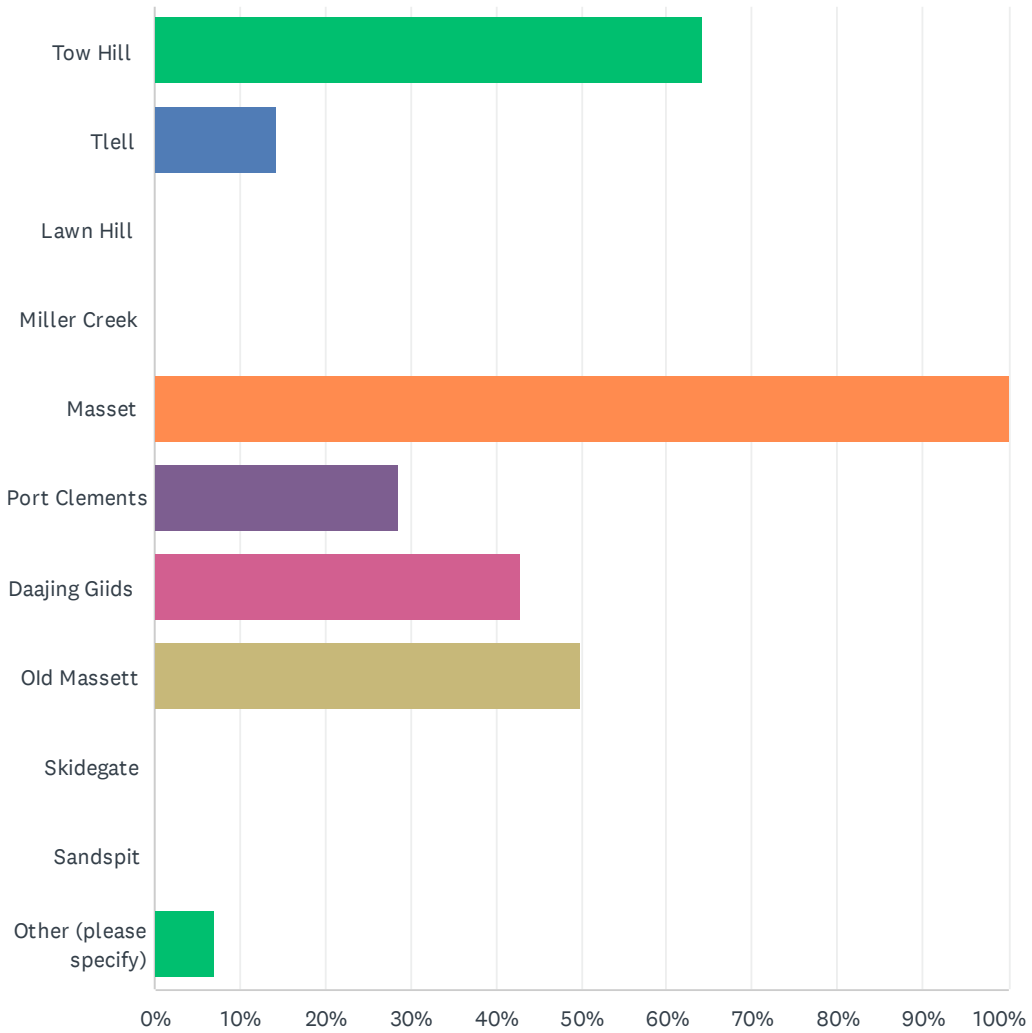
Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive alone	92.86%	13
Drive with others (carpool)	0.00%	0
Walk (includes Scooter, Wheelchair, Motorized/Assistive Device)	0.00%	0
Bicycle	7.14%	1
E-Bike	0.00%	0
Transit (Northern Health - Eagle Transit)	0.00%	0
Other (please specify)	0.00%	0
TOTAL		14

Q7 Where are your three most visited areas in the NCRD for leisure, recreation, shopping, and errands?

Answered: 14 Skipped: 0

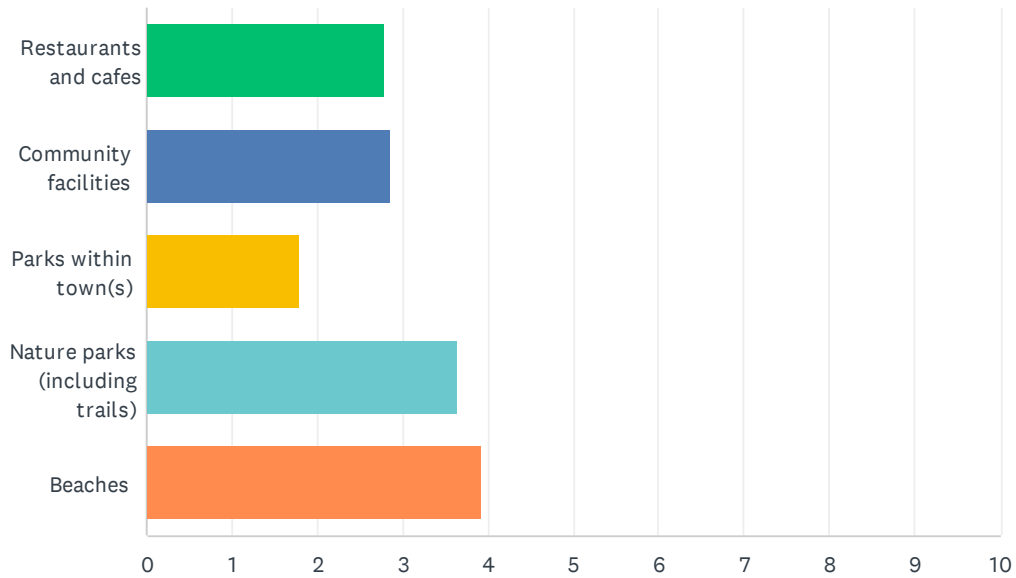


North Coast Regional District - Active Transportation Network Plan

ANSWER CHOICES	RESPONSES	
Tow Hill	64.29%	9
Tlell	14.29%	2
Lawn Hill	0.00%	0
Miller Creek	0.00%	0
Masset	100.00%	14
Port Clements	28.57%	4
Daajing Giids	42.86%	6
Old Massett	50.00%	7
Skidegate	0.00%	0
Sandspit	0.00%	0
Other (please specify)	7.14%	1
Total Respondents: 14		

Q8 Where do you typically go for recreation and social outings? Please rank these topics in order of priority from 1 (most important) to 5 (least important).

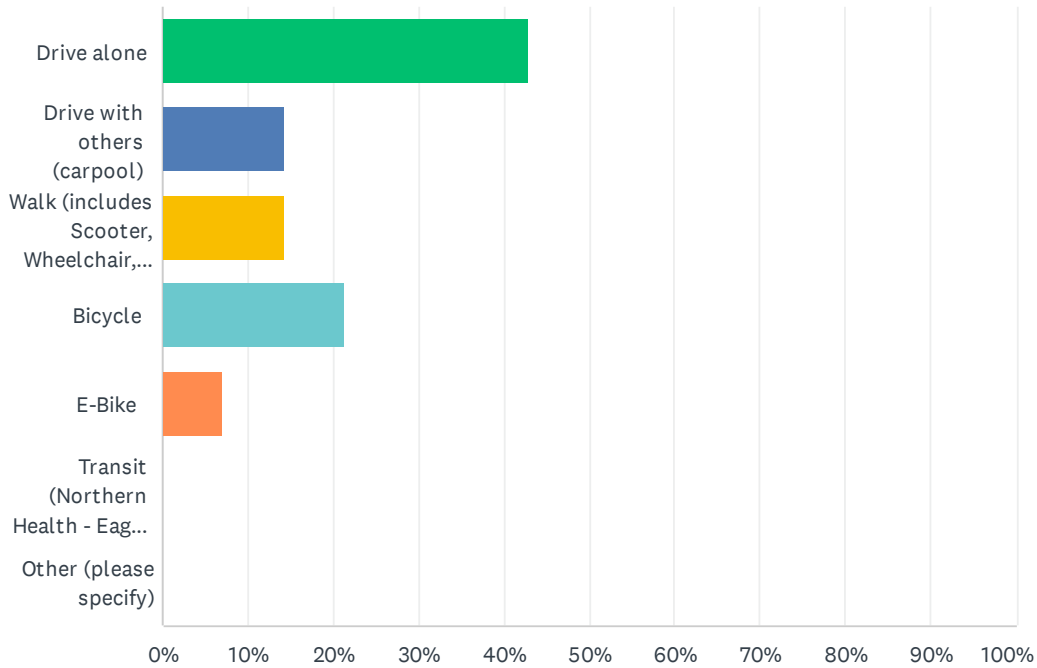
Answered: 14 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Restaurants and cafes	14.29% 2	14.29% 2	28.57% 4	21.43% 3	21.43% 3	14	2.79
Community facilities	7.14% 1	21.43% 3	28.57% 4	35.71% 5	7.14% 1	14	2.86
Parks within town(s)	0.00% 0	0.00% 0	28.57% 4	21.43% 3	50.00% 7	14	1.79
Nature parks (including trails)	21.43% 3	42.86% 6	14.29% 2	21.43% 3	0.00% 0	14	3.64
Beaches	57.14% 8	21.43% 3	0.00% 0	0.00% 0	21.43% 3	14	3.93

Q9 On a typical day, what mode of travel do you use for leisure and recreational purposes?

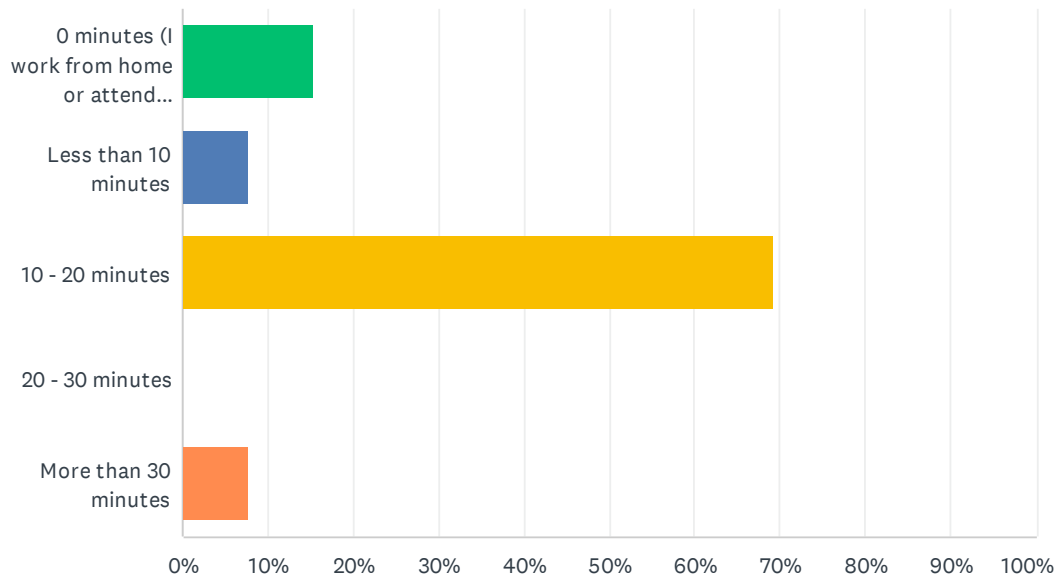
Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive alone	42.86%	6
Drive with others (carpool)	14.29%	2
Walk (includes Scooter, Wheelchair, Motorized/Assistive Device)	14.29%	2
Bicycle	21.43%	3
E-Bike	7.14%	1
Transit (Northern Health - Eagle Transit)	0.00%	0
Other (please specify)	0.00%	0
TOTAL		14

Q10 What is your average commute time to work or school?

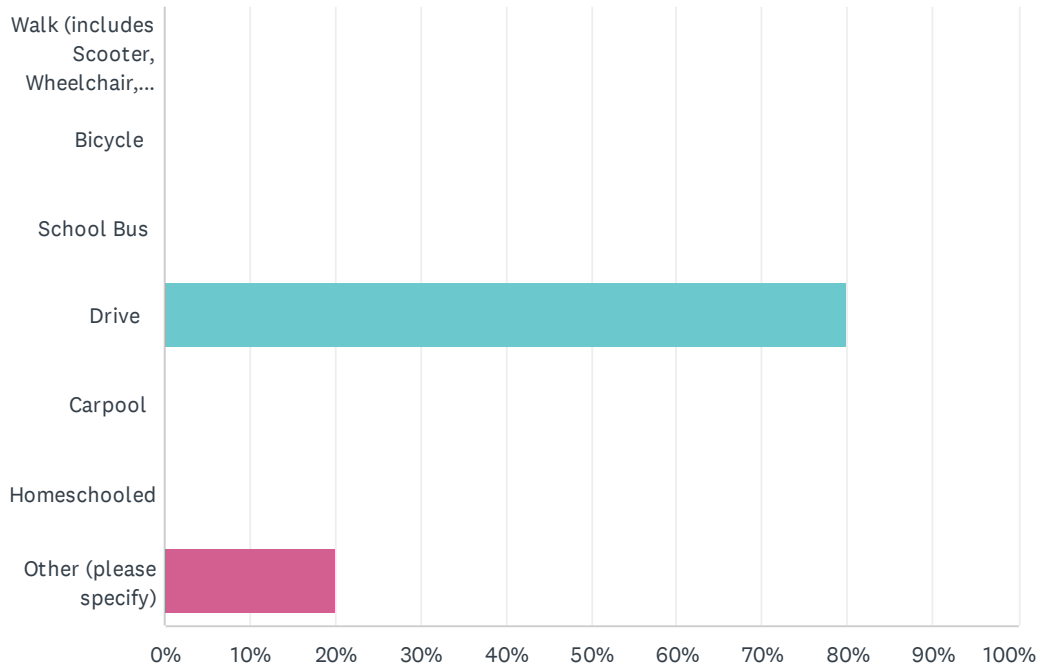
Answered: 13 Skipped: 1



ANSWER CHOICES	RESPONSES	
0 minutes (I work from home or attend school from home)	15.38%	2
Less than 10 minutes	7.69%	1
10 - 20 minutes	69.23%	9
20 - 30 minutes	0.00%	0
More than 30 minutes	7.69%	1
TOTAL		13

Q11 If you have children who attend school, how do they typically travel to school?

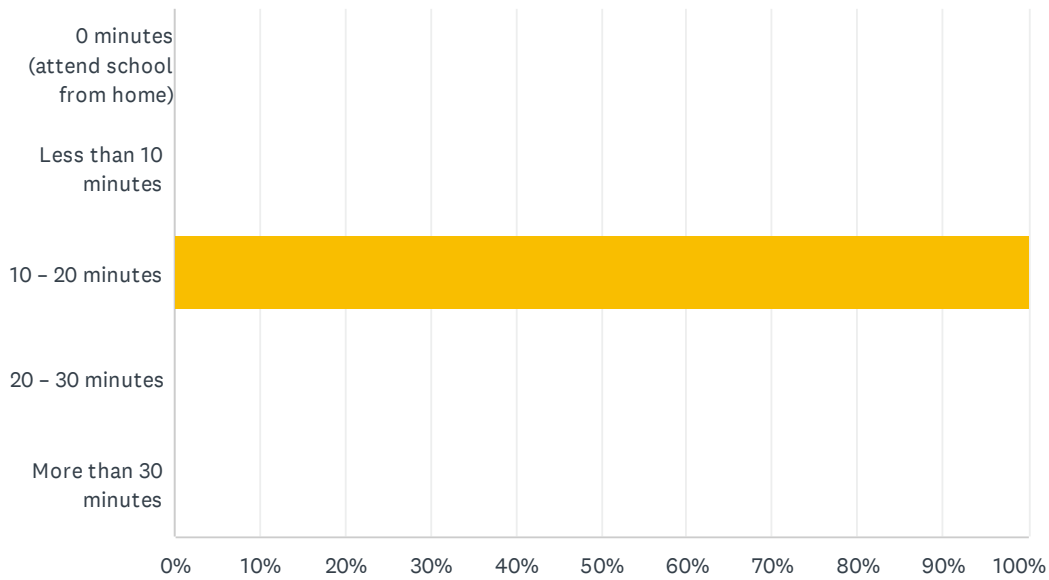
Answered: 5 Skipped: 9



ANSWER CHOICES	RESPONSES	
Walk (includes Scooter, Wheelchair, Motorized/Assistive Device)	0.00%	0
Bicycle	0.00%	0
School Bus	0.00%	0
Drive	80.00%	4
Carpool	0.00%	0
Homeschooled	0.00%	0
Other (please specify)	20.00%	1
TOTAL		5

Q12 What is your child’s average commute time to school?

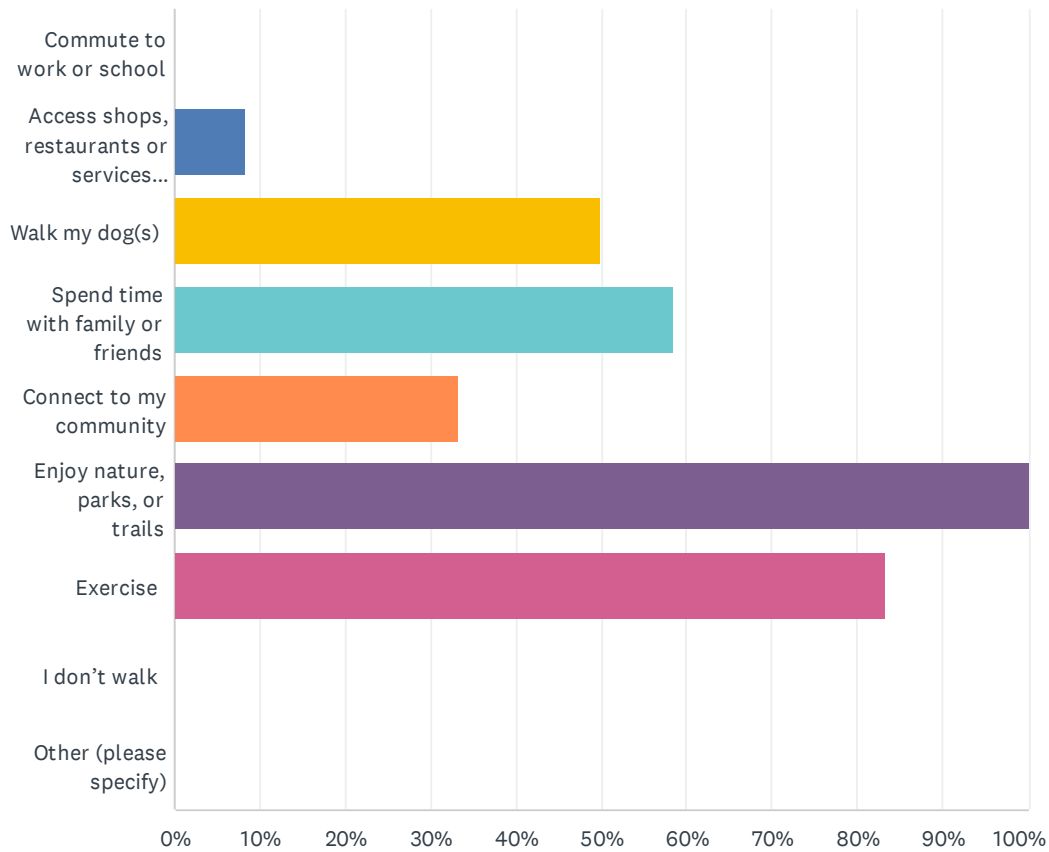
Answered: 4 Skipped: 10



ANSWER CHOICES	RESPONSES	
0 minutes (attend school from home)	0.00%	0
Less than 10 minutes	0.00%	0
10 – 20 minutes	100.00%	4
20 – 30 minutes	0.00%	0
More than 30 minutes	0.00%	0
TOTAL		4

Q13 When you walk, it's to (select all that apply):

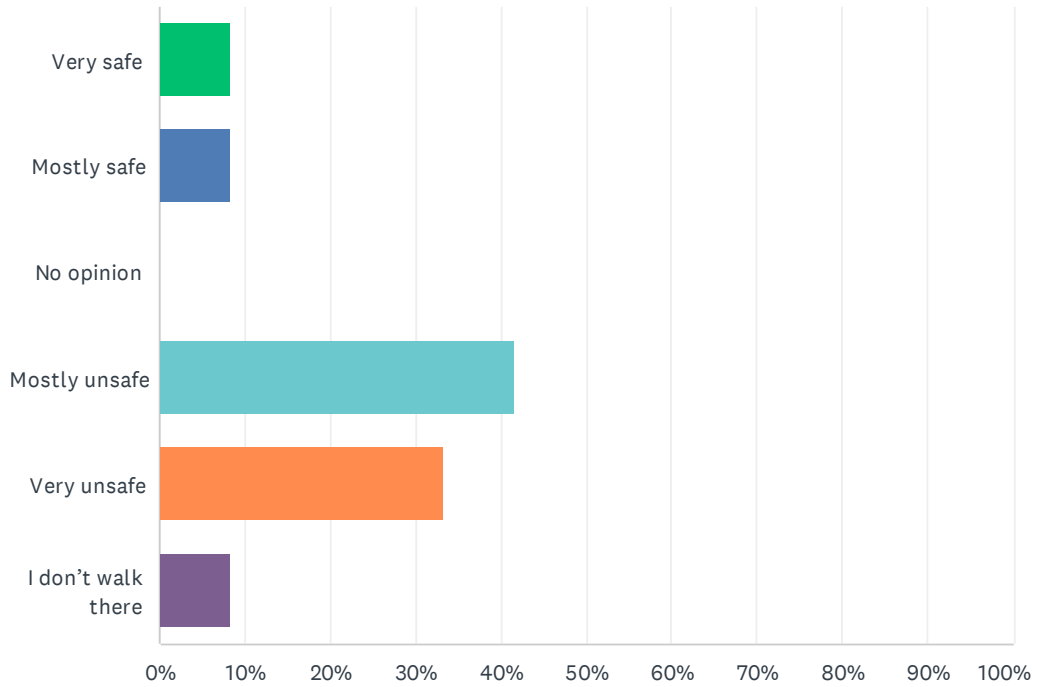
Answered: 12 Skipped: 2



ANSWER CHOICES	RESPONSES	
Commute to work or school	0.00%	0
Access shops, restaurants or services (groceries, medical, banking, etc.)	8.33%	1
Walk my dog(s)	50.00%	6
Spend time with family or friends	58.33%	7
Connect to my community	33.33%	4
Enjoy nature, parks, or trails	100.00%	12
Exercise	83.33%	10
I don't walk	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 12		

Q14 How safe do you feel walking on Highway 16?

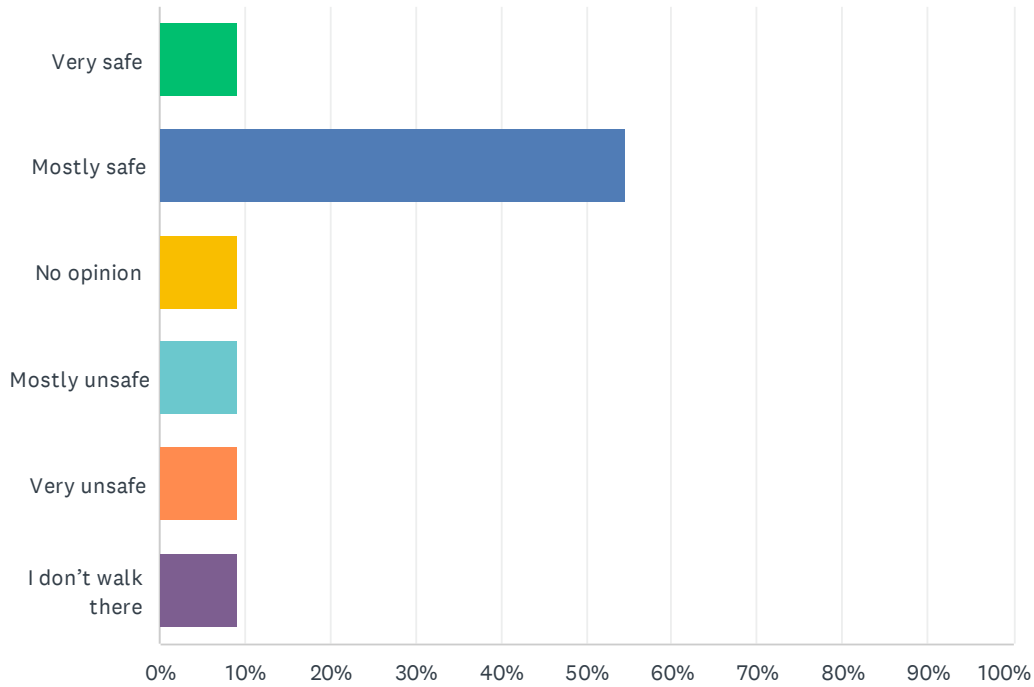
Answered: 12 Skipped: 2



ANSWER CHOICES	RESPONSES	
Very safe	8.33%	1
Mostly safe	8.33%	1
No opinion	0.00%	0
Mostly unsafe	41.67%	5
Very unsafe	33.33%	4
I don't walk there	8.33%	1
TOTAL		12

Q15 How safe do you feel walking on local roads in the NCRD?

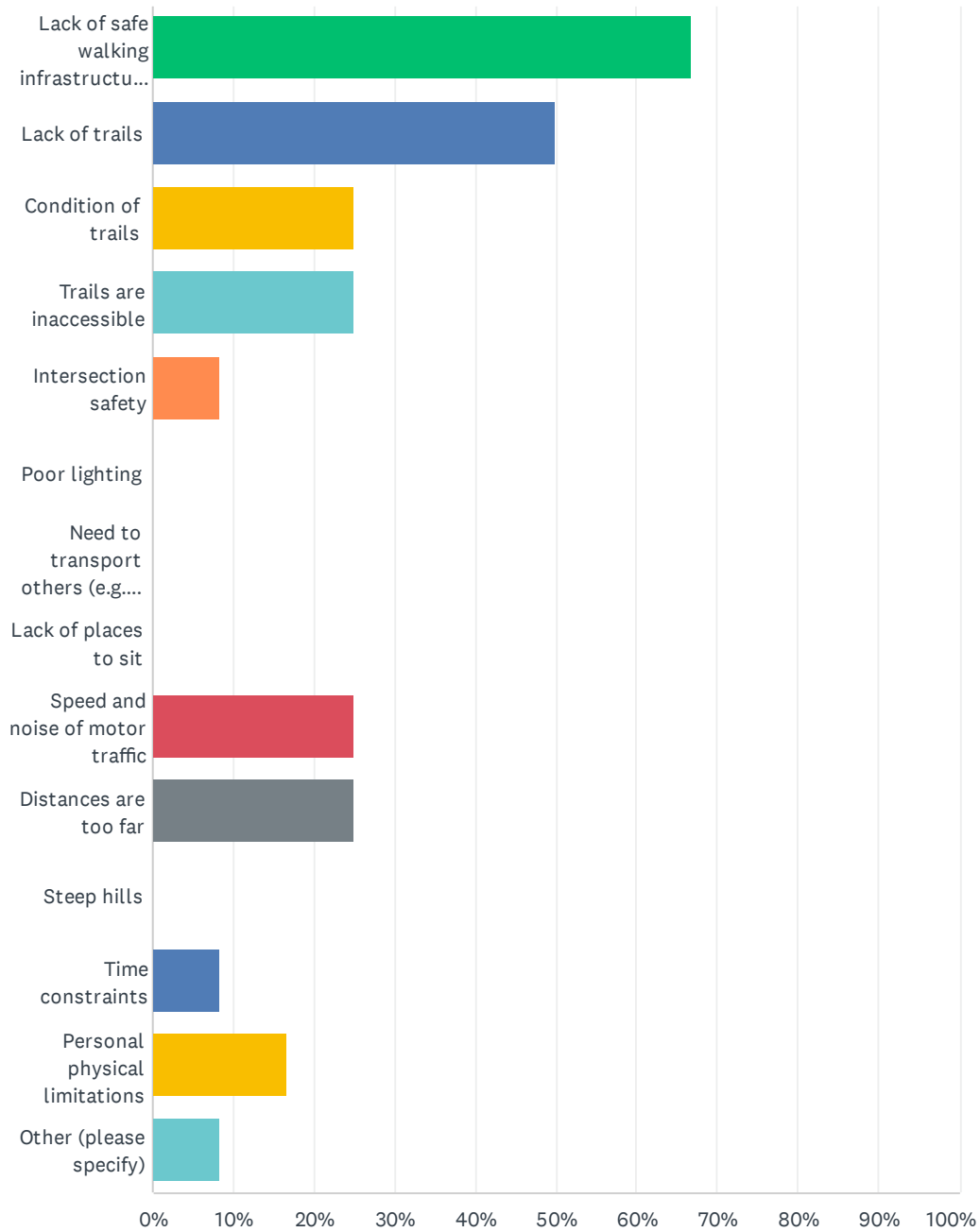
Answered: 11 Skipped: 3



ANSWER CHOICES	RESPONSES
Very safe	9.09% 1
Mostly safe	54.55% 6
No opinion	9.09% 1
Mostly unsafe	9.09% 1
Very unsafe	9.09% 1
I don't walk there	9.09% 1
TOTAL	11

Q16 What are your top three barriers to walking more often than you do in the NCRD? (select up to three)

Answered: 12 Skipped: 2

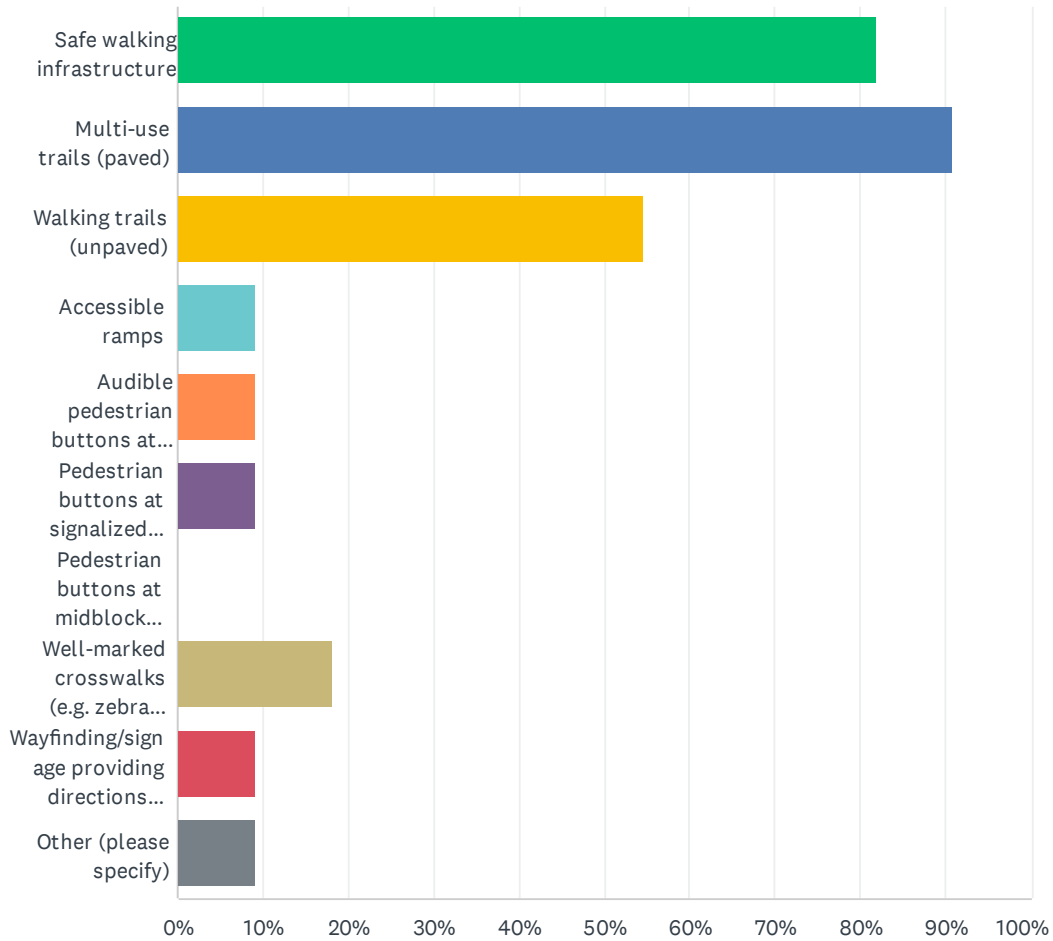


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ANSWER CHOICES	RESPONSES	
Lack of safe walking infrastructure (e.g., wide highway shoulders)	66.67%	8
Lack of trails	50.00%	6
Condition of trails	25.00%	3
Trails are inaccessible	25.00%	3
Intersection safety	8.33%	1
Poor lighting	0.00%	0
Need to transport others (e.g., aging parents, young children, people with mobility challenges)	0.00%	0
Lack of places to sit	0.00%	0
Speed and noise of motor traffic	25.00%	3
Distances are too far	25.00%	3
Steep hills	0.00%	0
Time constraints	8.33%	1
Personal physical limitations	16.67%	2
Other (please specify)	8.33%	1
Total Respondents: 12		

Q17 Which types of walking infrastructure would you like to see more of in the NCRD (check all that apply)?

Answered: 11 Skipped: 3

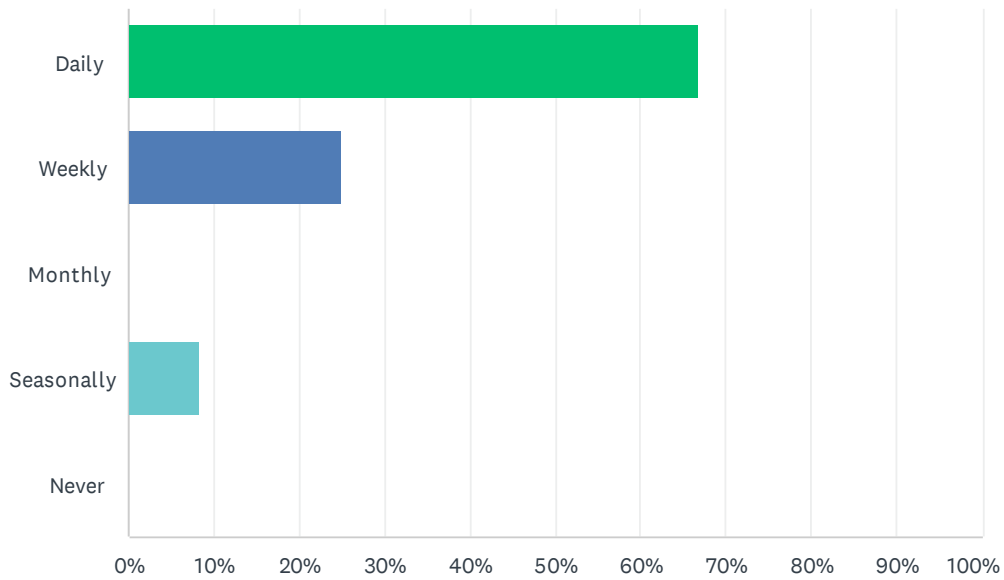


North Coast Regional District – Active Transportation Network Plan

ANSWER CHOICES	RESPONSES	
Safe walking infrastructure	81.82%	9
Multi-use trails (paved)	90.91%	10
Walking trails (unpaved)	54.55%	6
Accessible ramps	9.09%	1
Audible pedestrian buttons at signalized intersections	9.09%	1
Pedestrian buttons at signalized intersections	9.09%	1
Pedestrian buttons at midblock locations	0.00%	0
Well-marked crosswalks (e.g. zebra markings, raised higher than the road surface)	18.18%	2
Wayfinding/signage providing directions throughout town	9.09%	1
Other (please specify)	9.09%	1
Total Respondents: 11		

Q18 How often do you use trails or recreational areas in the NCRD?

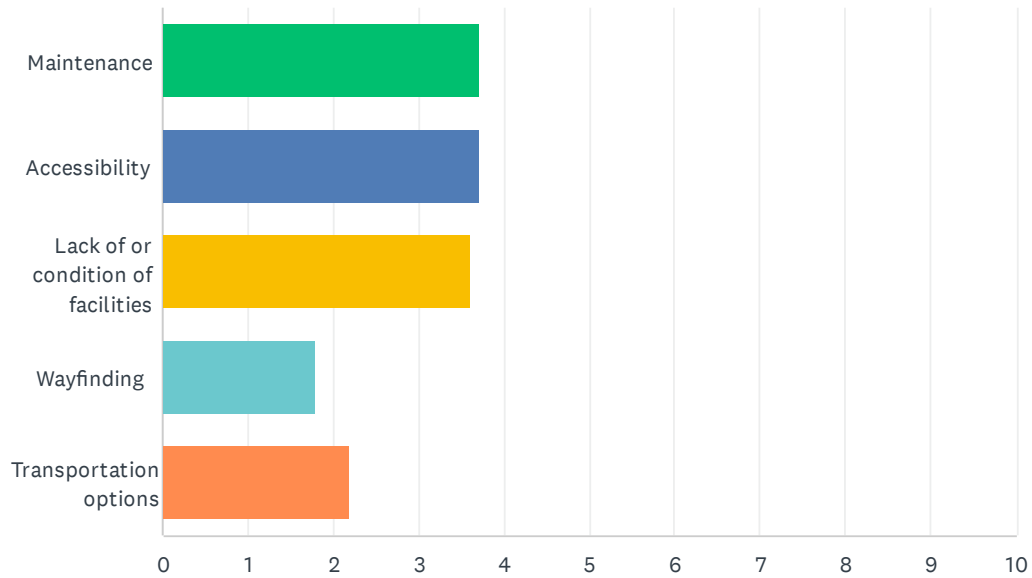
Answered: 12 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily	66.67%	8
Weekly	25.00%	3
Monthly	0.00%	0
Seasonally	8.33%	1
Never	0.00%	0
TOTAL		12

Q19 What are your main concerns or challenges with outdoor recreation and trail use in the NCRD? Please rank these in order from 1 (most concerning) to 5 (least concerning)

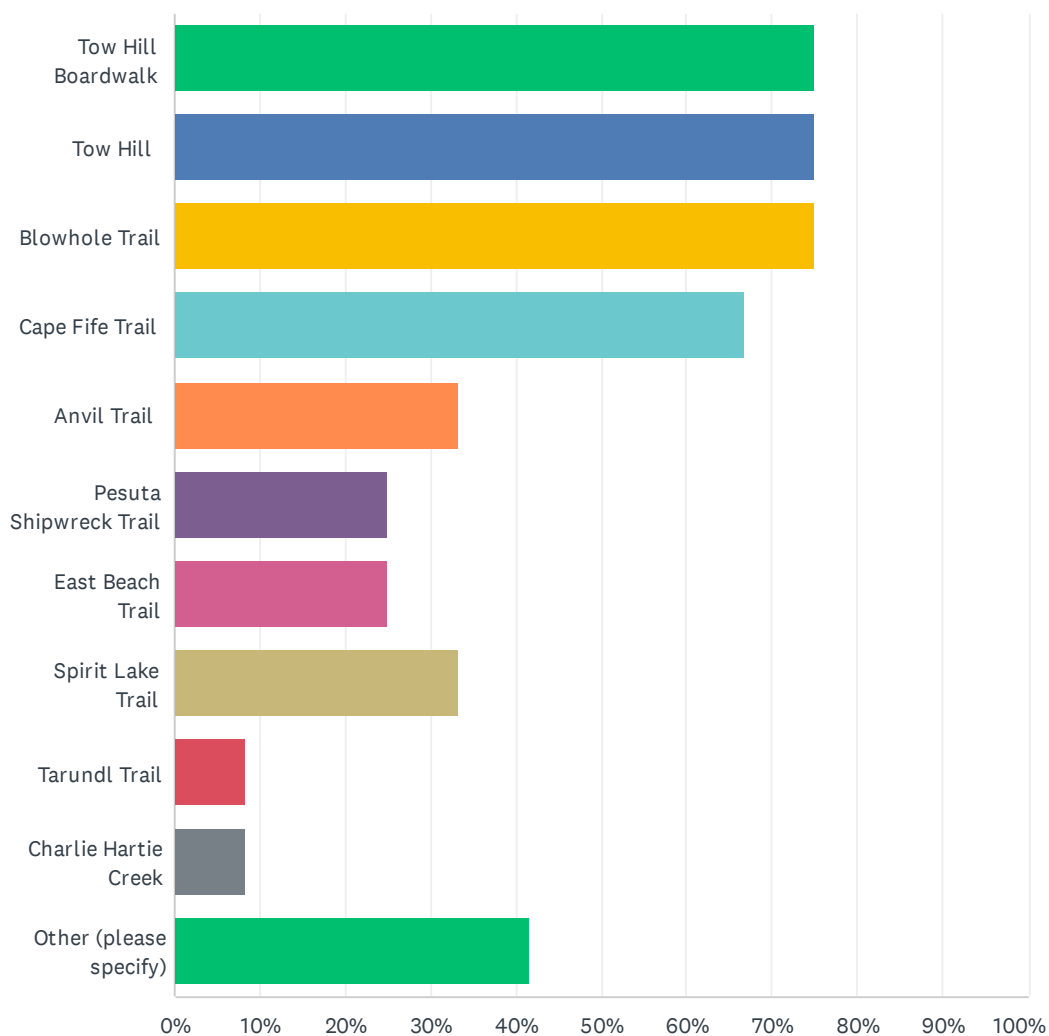
Answered: 10 Skipped: 4



	1	2	3	4	5	TOTAL	SCORE
Maintenance	40.00% 4	30.00% 3	10.00% 1	0.00% 0	20.00% 2	10	3.70
Accessibility	20.00% 2	50.00% 5	10.00% 1	20.00% 2	0.00% 0	10	3.70
Lack of or condition of facilities	40.00% 4	0.00% 0	40.00% 4	20.00% 2	0.00% 0	10	3.60
Wayfinding	0.00% 0	0.00% 0	10.00% 1	60.00% 6	30.00% 3	10	1.80
Transportation options	0.00% 0	20.00% 2	30.00% 3	0.00% 0	50.00% 5	10	2.20

Q20 Which trails do you typically use? (Select all that apply)

Answered: 12 Skipped: 2

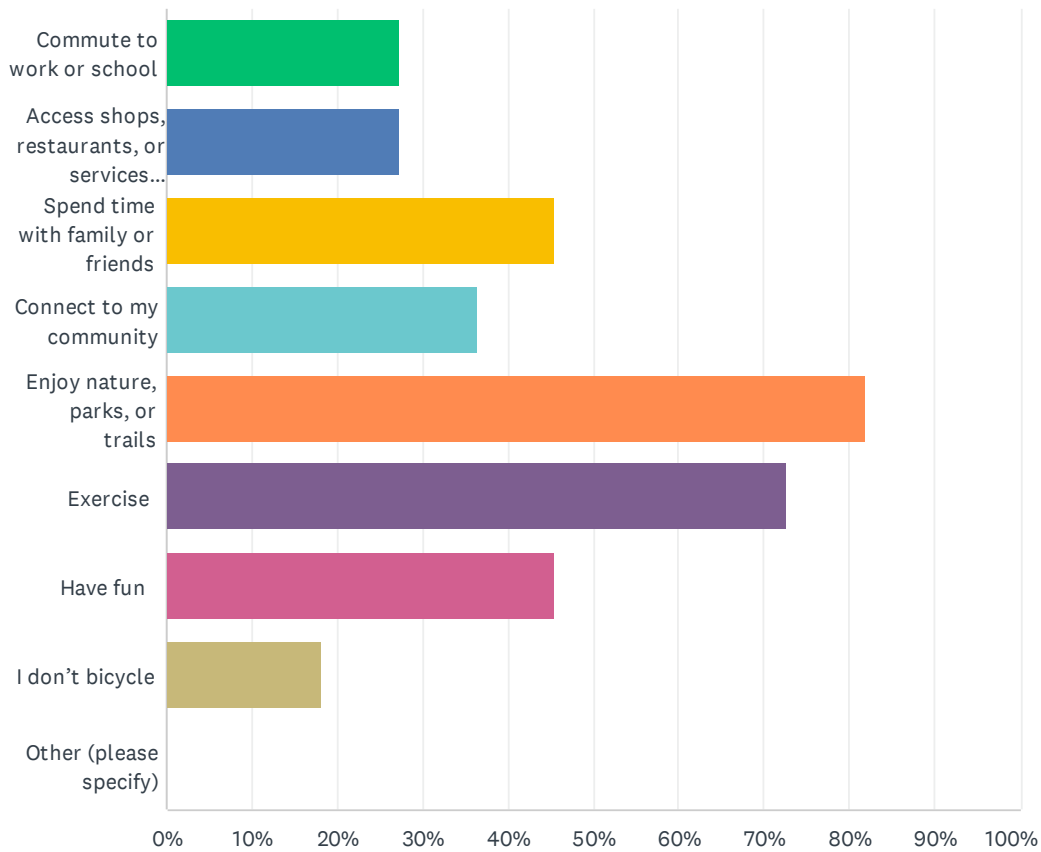


North Coast Regional District - Active Transportation Network Plan

ANSWER CHOICES	RESPONSES	
Tow Hill Boardwalk	75.00%	9
Tow Hill	75.00%	9
Blowhole Trail	75.00%	9
Cape Fife Trail	66.67%	8
Anvil Trail	33.33%	4
Pesuta Shipwreck Trail	25.00%	3
East Beach Trail	25.00%	3
Spirit Lake Trail	33.33%	4
Tarundl Trail	8.33%	1
Charlie Hartie Creek	8.33%	1
Other (please specify)	41.67%	5
Total Respondents: 12		

Q21 When I bike, it's to: (select all that apply)

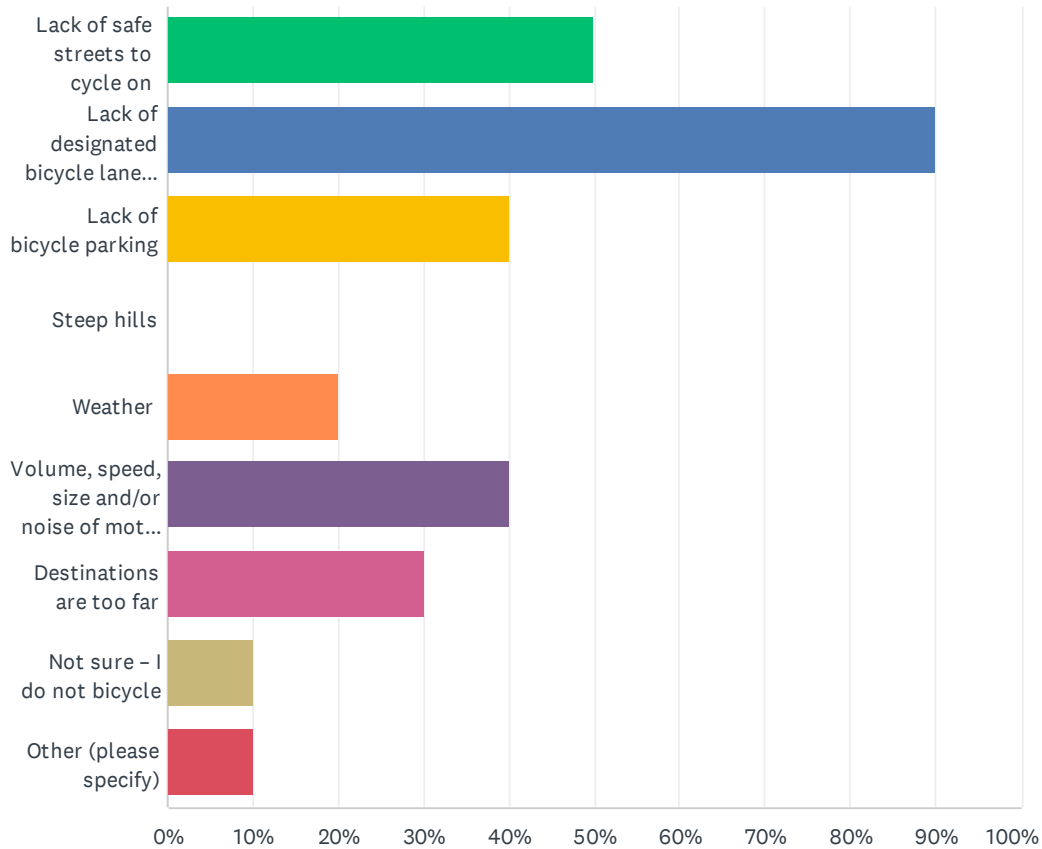
Answered: 11 Skipped: 3



ANSWER CHOICES	RESPONSES	
Commute to work or school	27.27%	3
Access shops, restaurants, or services (groceries, medical, banking, etc.)	27.27%	3
Spend time with family or friends	45.45%	5
Connect to my community	36.36%	4
Enjoy nature, parks, or trails	81.82%	9
Exercise	72.73%	8
Have fun	45.45%	5
I don't bicycle	18.18%	2
Other (please specify)	0.00%	0
Total Respondents: 11		

Q22 What are the main issues or challenges for biking in the NCRD (choose your top three)?

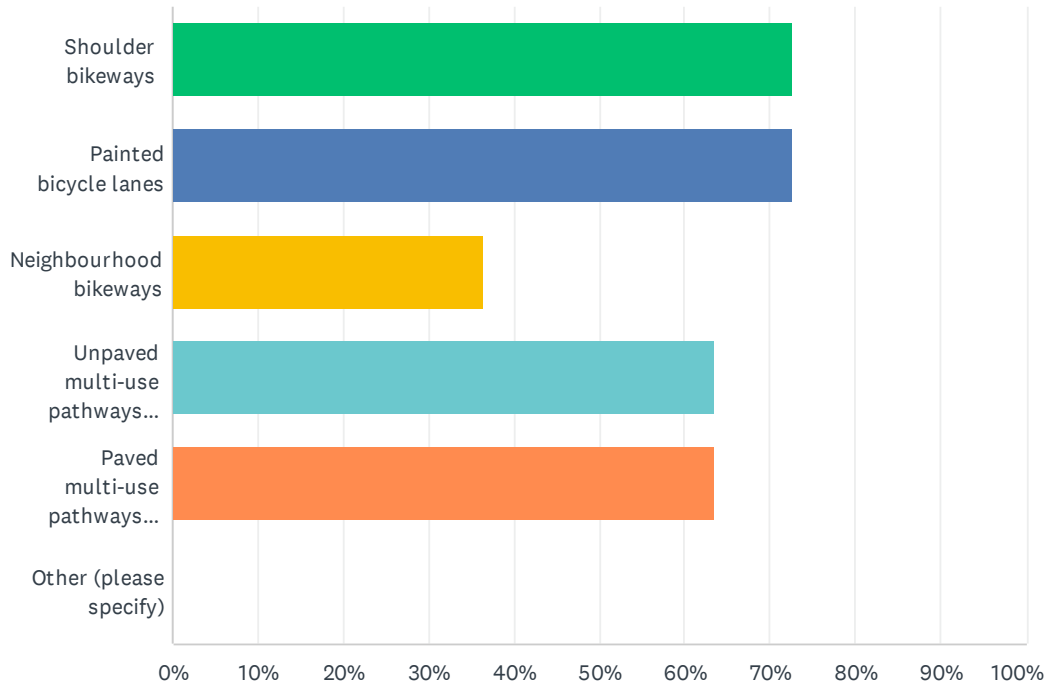
Answered: 10 Skipped: 4



ANSWER CHOICES	RESPONSES	
Lack of safe streets to cycle on	50.00%	5
Lack of designated bicycle lanes and bicycle routes	90.00%	9
Lack of bicycle parking	40.00%	4
Steep hills	0.00%	0
Weather	20.00%	2
Volume, speed, size and/or noise of motor vehicle traffic	40.00%	4
Destinations are too far	30.00%	3
Not sure – I do not bicycle	10.00%	1
Other (please specify)	10.00%	1
Total Respondents: 10		

Q23 Which types of bicycling infrastructure would you like to see in the NCRD?

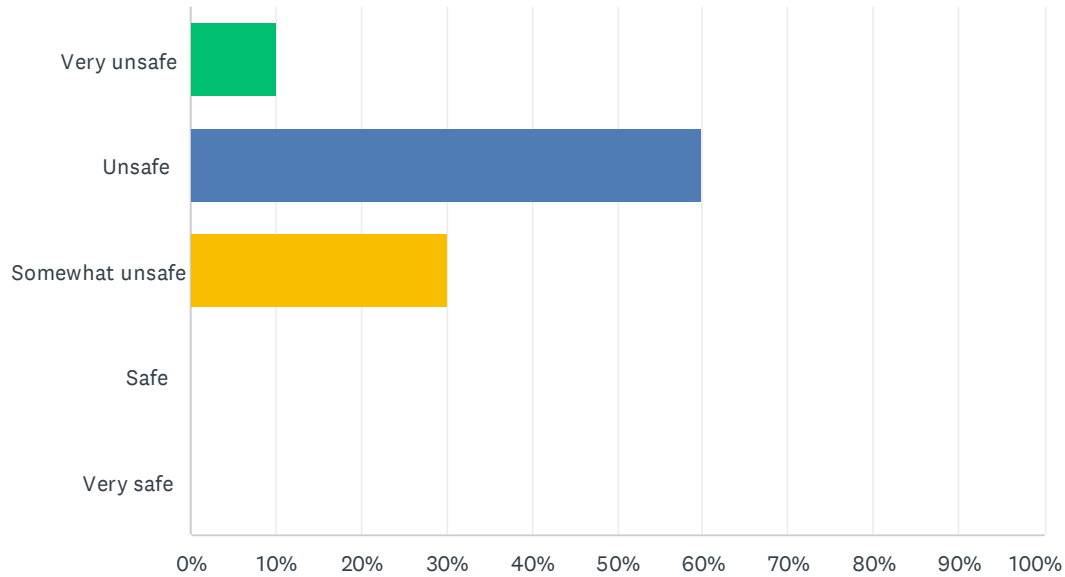
Answered: 11 Skipped: 3



ANSWER CHOICES	RESPONSES	
Shoulder bikeways	72.73%	8
Painted bicycle lanes	72.73%	8
Neighbourhood bikeways	36.36%	4
Unpaved multi-use pathways (gravel/dirt)	63.64%	7
Paved multi-use pathways (asphalt)	63.64%	7
Other (please specify)	0.00%	0
Total Respondents: 11		

Q24 How would you rate the safety of walking and cycling near Skidegate Landing?

Answered: 10 Skipped: 4



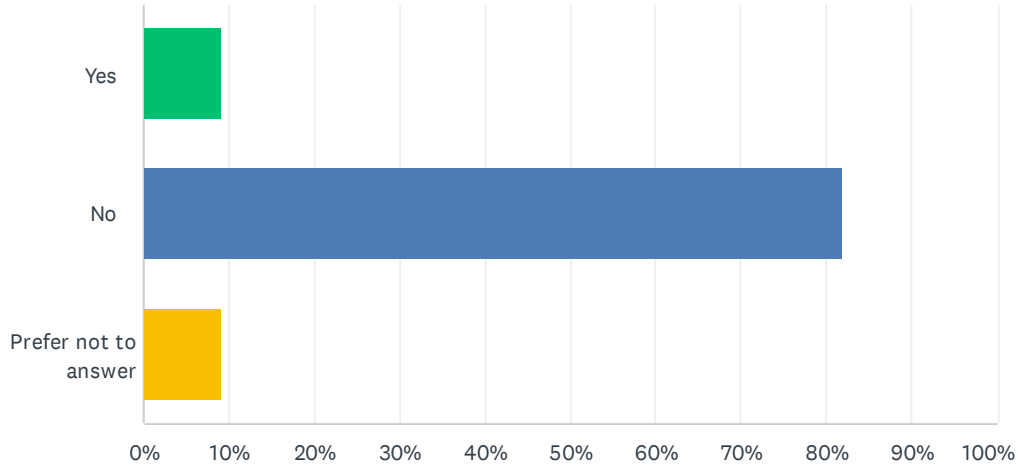
ANSWER CHOICES	RESPONSES	
Very unsafe	10.00%	1
Unsafe	60.00%	6
Somewhat unsafe	30.00%	3
Safe	0.00%	0
Very safe	0.00%	0
TOTAL		10

Q25 How would you improve the safety of walking and cycling near Skidegate Landing?

Answered: 8 Skipped: 6

Q26 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, or other factor?

Answered: 11 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	9.09%	1
No	81.82%	9
Prefer not to answer	9.09%	1
TOTAL		11

Q27 What are some examples of these transportation barriers or challenges?

Answered: 3 Skipped: 11

Q28 What could the Regional District do to address these transportation barriers or challenges?

Answered: 3 Skipped: 11