HIGHWAY 101

ALTERNATE ROUTE PLANNING STUDY

Engagement Summary Report

For the period of June 2021-August 2022

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

shíshálh NATION

MAY 2023

ACKNOWLEDGEMENT

The study team acknowledges that the study area lies within the shishalh Nation swiya (world, birthplace, lands, "Territory") and the territory of Squamish Nation.

This report was prepared by Lucent Quay Consulting Inc., on behalf of the Ministry of Transportation and Infrastructure and shishalh Nation. Lucent Quay is a Vancouver-based communications and engagement firm retained by the Ministry to support the engagement process and provide independent analysis of the engagement input.

Note that the input received reflects the interests and opinions of people who chose to participate in this engagement process, and does not necessarily reflect the views of the Ministry of Transportation and Infrastructure or shishalh Nation.

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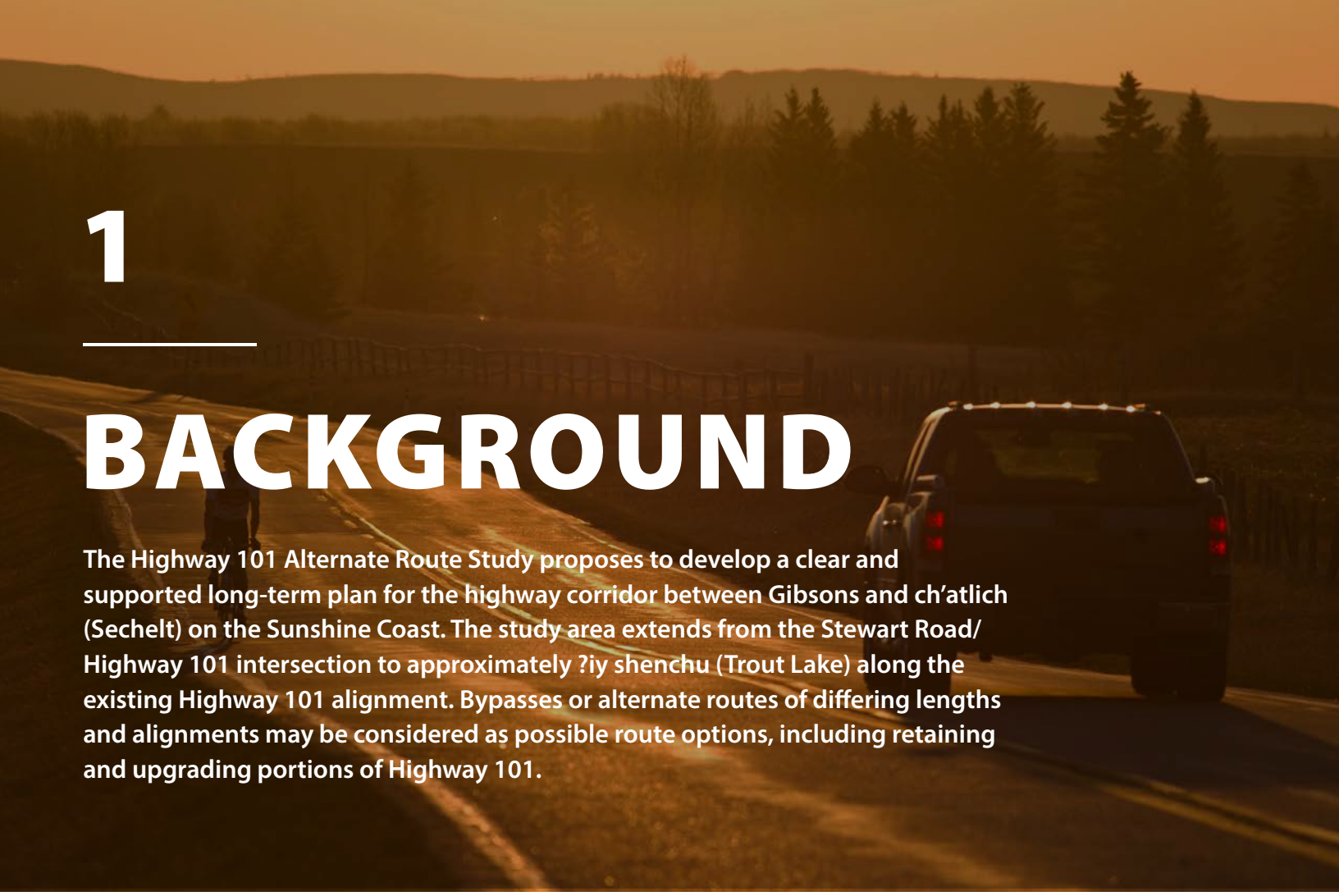

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BACKGROUND

The Highway 101 Alternate Route Study proposes to develop a clear and supported long-term plan for the highway corridor between Gibsons and ch'atlich (Sechelt) on the Sunshine Coast. The study area extends from the Stewart Road/ Highway 101 intersection to approximately ?iy shenchu (Trout Lake) along the existing Highway 101 alignment. Bypasses or alternate routes of differing lengths and alignments may be considered as possible route options, including retaining and upgrading portions of Highway 101.

As part of commitment to true, lasting reconciliation, co-operation and partnership based on the recognition and respect for shishalh Nation and Squamish Nation's Aboriginal rights and title, and implementation of the United Nations Declaration on the Rights of Indigenous People, the Ministry of Transportation and Infrastructure (the Ministry) has partnered with shishalh Nation to deliver the study, in collaboration with Squamish Nation. In 2019, BC adopted the Declaration on the Rights of Indigenous People's Act which includes the principle of seeking free, prior and informed consent.

The study draws upon previous studies, engagement with other First Nations with interests in the area, key stakeholders and the public. The resulting new and updated technical analysis identified and evaluated at a high level, potential long-term highway corridor route options that would ensure continued safe and reliable movement of people and goods. Following this public engagement, the study team will analyze the findings and conduct additional technical analysis and engagement with local government staff to develop a shortlist of options. The shortlist will then be evaluated using the Ministry's multiple account evaluation framework, with evaluation criteria tailored to reflect the local values, culture and geography of the Sunshine Coast. Additional analysis will include detailed costing and consideration of potential construction staging over time. The study team will then recommend a preferred solution and potential course of action to decision makers.

Highway 101 traffic volumes have grown approximately 20 per cent since 2017, primarily between Gibsons and Sechelt. As communities continue to grow, it is becoming increasingly important to protect the role and function of the highway for inter-regional and local travel, and to incorporate provincial plans for transit and active transportation, climate change resiliency and environmental protection. While there is no foreseeable need for a full, end-to-end bypass route, key locations could benefit from an alternate route to address growing congestion, reliability and safety challenges and to better accommodate active transportation needs.

About the Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (the Ministry) is the provincial government Ministry responsible for transport infrastructure and law in the Canadian province of B.C. The Ministry plans and improves transportation networks, builds new infrastructure, provides transportation services and implements transportation policies, to allow for the safe and efficient movement of people and goods. The Sunshine Coast highway network is part of the Ministry's Lower Mainland District within the South Coast Region. While the Ministry is not responsible for ferry service to/from the coast or local transit service, the Ministry collaborates with other BC government ministries, crown corporations and contracted operators (such as BC Transit and BC Ferries) and local/regional governments to operate Highway 101 and deliver related transportation services in the area.

About shishalh Nation

A large portion of the study area lies within shishalh Nation's swiya (birthplace, world, lands, "Territory"). In October 2018, shishalh Nation and the Province of British Columbia signed the shishalh-BC Foundation Agreement. The Foundation Agreement is a commitment to true, lasting reconciliation, co-operation and partnership, based on recognition and respect for shishalh Aboriginal rights and title and implementation of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP). In November 2019, British Columbia passed the Declaration on the Rights of Indigenous Peoples Act that commits in law to upholding the minimum human rights standards in the United Nations Declaration on the Rights of Indigenous Peoples including the principle of free, prior and informed consent.

The Foundation Agreement is a government-to-government agreement that commits both parties to a process to fundamentally transform the relationship between shishalh Nation and the Province of British Columbia. The Ministry is partnering with and working in collaboration with shishalh Nation to complete the study. This collaboration includes a shared decision-making process to identify long term route options and to develop an evaluation framework and supporting short and long term analysis.

About Squamish Nation

The remainder of the study area is located within Sḵwx̱wú7mesh Temíxw (Squamish Nation territory). Accordingly, Squamish Nation is a key collaborator in the study, providing input and review on the proposed evaluation framework developed by the Ministry and shishalh Nation.

2 EXECUTIVE SUMMARY

BACKGROUND SUMMARY

As part of commitment to true, lasting reconciliation, co-operation and partnership based on the recognition and respect for shishalh Nation and Squamish Nation's Aboriginal rights and title, and implementation of the United Nations Declaration on the Rights of Indigenous People, the Ministry of Transportation and Infrastructure (the Ministry) is partnering with shishalh Nation to deliver the Highway 101 Alternate Route Planning Study, in collaboration with Squamish Nation. The purpose of the study is to develop a clear and supported long-term plan for the Highway 101 corridor between Gibsons and Sechelt.

Highway 101 traffic volumes have grown approximately 20 per cent since 2017, primarily between Gibsons and Sechelt. As communities continue to grow, it is becoming increasingly important to protect the role and function of the highway for inter-regional and local travel, and to incorporate provincial plans for transit and active transportation, climate change resiliency and environmental protection. While there is no foreseeable need for a full, end-to-end bypass route, key locations could benefit from an alternate route to address growing congestion, reliability and safety challenges, and to better accommodate active transportation needs.

Community engagement to support study planning and analysis took place in two phases:

EARLY ENGAGEMENT

Early engagement with local governments and key stakeholders took place between June and September 2021. This phase of engagement assisted in identifying the problem definition, interests and concerns, potential route/improved highway options and proposed criteria for option evaluation. The study team used this input and feedback to develop and refine the technical program, results of which were used to define the subsequent public engagement process.

PUBLIC ENGAGEMENT

Public engagement with all interested and affected parties including local governments and the broader public took place online between June 16 and August 31, 2022. During this phase of engagement everyone was invited to learn more about the study and the draft alignment options, and to share their ideas on the options, evaluation methodology and preliminary findings to date. Feedback received will be considered to help refine the list of feasible options for further analysis and costing.

PUBLIC ENGAGEMENT SUMMARY

For simplicity of information sharing, the following information focuses on the public engagement period.

1,418 FEEDBACK FORMS COMPLETED

+

251 PEOPLE VIEWED THE INFORMATION SESSION VIDEO

+

53 PUBLICLY AVAILABLE POSTS ON FACEBOOK AND TWITTER (INCLUDES POSTS BY THE MINISTRY AND OTHERS)

7 PUBLIC ENQUIRIES RECEIVED THROUGH PHONE AND EMAIL

+

88 PEOPLE ATTENDED A PUBLIC INFORMATION SESSION

+

311 COMMENTS/ RESPONSES ADDED TO ABOVE-NOTED SOCIAL MEDIA POSTS

FEEDBACK FORM RESPONDENTS

98% LIVE ON THE SUNSHINE COAST

52% WORK/ATTEND SCHOOL IN SECHELT OR GIBSONS

82% USE HIGHWAY 101 TWO OR MORE DAYS EACH WEEK

83% TRAVEL HIGHWAY 101 IN A PRIVATE VEHICLE AS THE DRIVER (MOST FREQUENTLY)

SUMMARY OF FEEDBACK

The following summary incorporates feedback from all sources during the public engagement period, including stakeholder meetings, information sessions, feedback form submissions, social media comments, written enquiries and phone calls.

GENERAL FEEDBACK

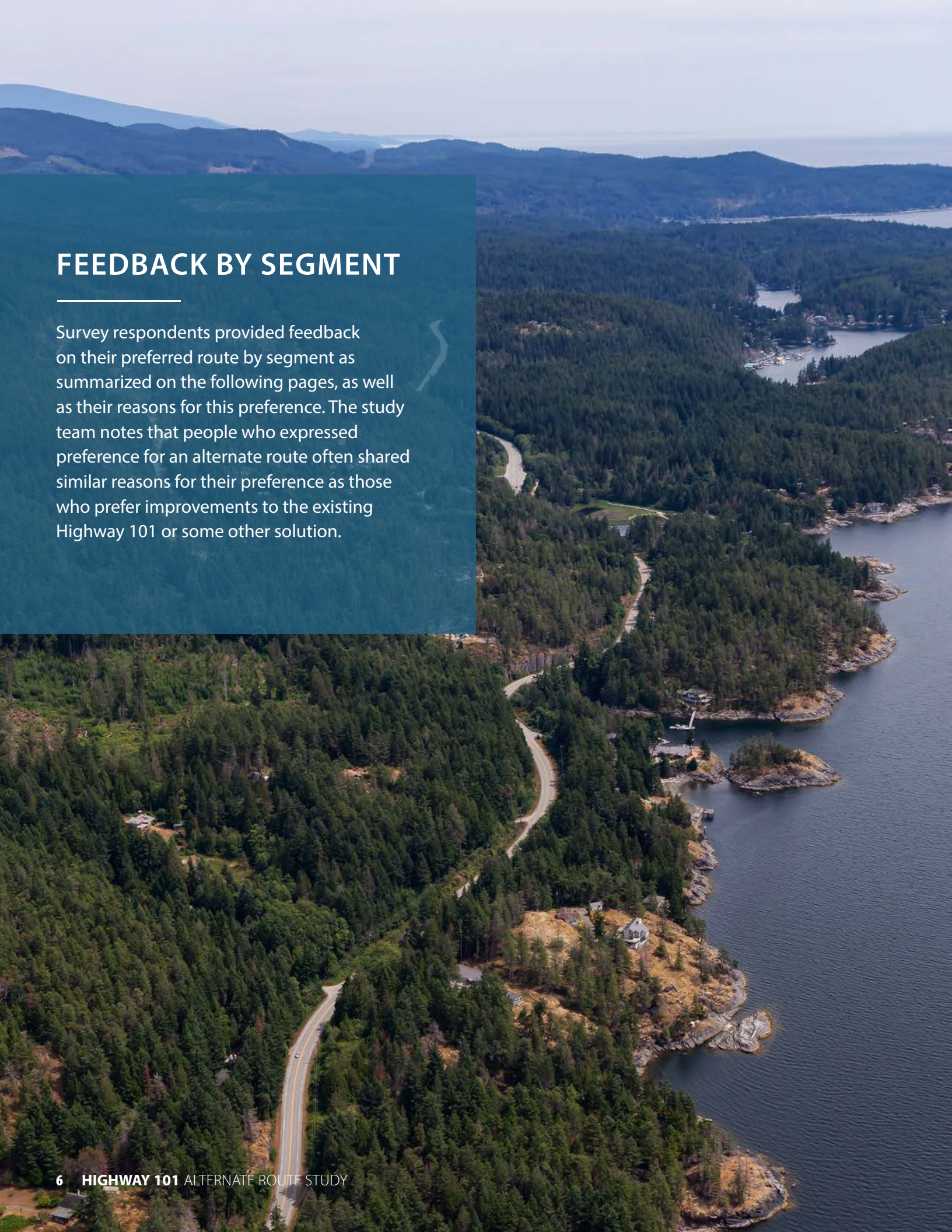
Participants provided a range of feedback about the existing Highway 101 corridor and the alternate route study, with the following key themes emerging:

- Traffic volumes, including commercial and ferry traffic surges, and lack of transit and active transportation options are key challenges on Highway 101 today
- Safety is a concern, particularly with respect to the number of marked and unmarked residential driveways and side roads along Highway 101, limited facilities for active transportation users, visibility/sight lines in key locations, limited highway road signs and delays for emergency response when Highway 101 is congested or temporarily closed
- There is keen interest in safer active transportation infrastructure as a means to incentivize shifts away from the private automobile, and to support improved health/quality of life
- People expect that the long-term solution will incorporate increased climate change resiliency on the Sunshine Coast, given rising sea levels, increased severe weather events, impact of potential roadway washouts and emerging disaster response/evacuation needs
- Environmental protection is top of mind for evaluation of options, including minimizing impacts and doing better than today, particularly with respect to wildlife, water quality and protection of aquifers in the study area
- There is broad-based recognition of the need for the study to specifically consider the Aboriginal rights (including title) and interests of shishalh Nation and Squamish Nation, given that the existing highway and some alternate route options transit through shishalh's swiya and Squamish Nation's territory
- People are concerned about potential resident and community impacts of all options, including those that would create a new route or those that would improve the existing Highway 101, as well as existing impacts arising from congestion and limited active transportation facilities
- People are interested in continued stakeholder and public engagement as the study progresses

While there were common themes about interests and concerns, as noted above, participants expressed differing opinions on the best long-term plan to address these needs, as outlined in the following summary of feedback by segment.

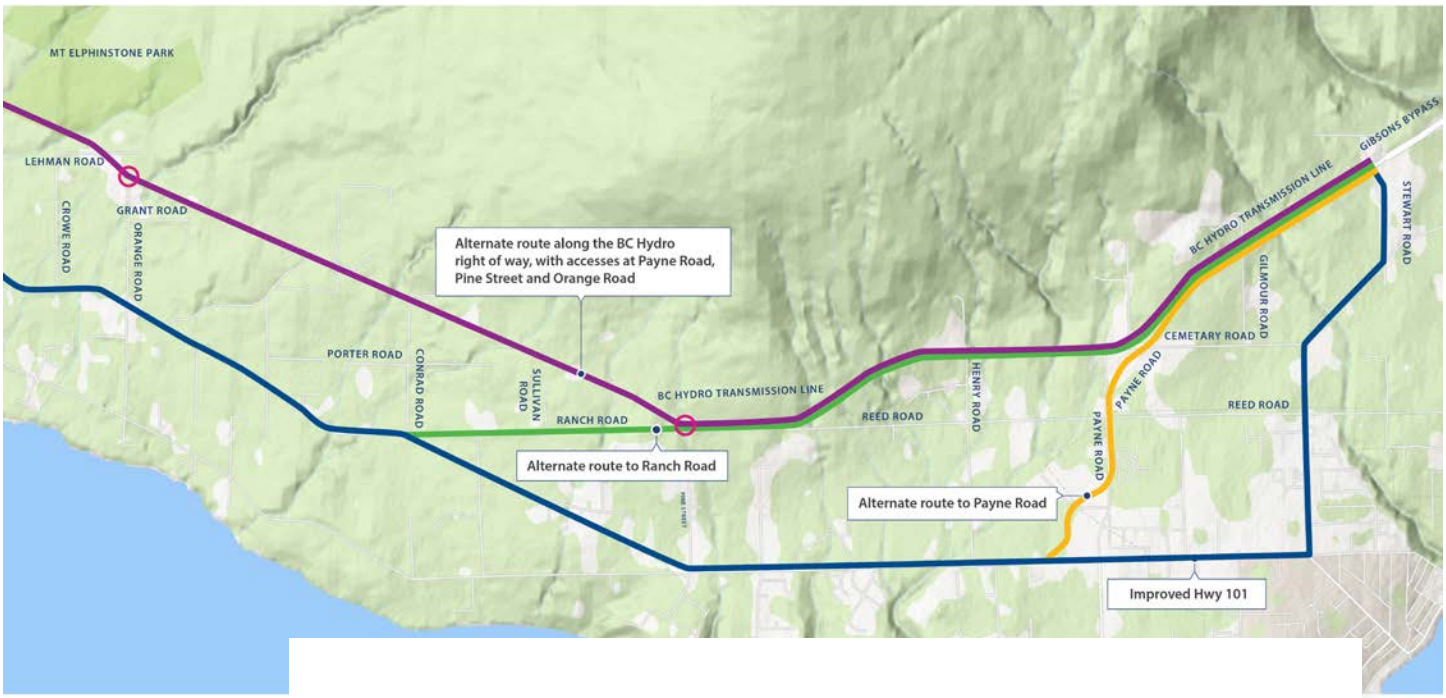
FEEDBACK BY SEGMENT

Survey respondents provided feedback on their preferred route by segment as summarized on the following pages, as well as their reasons for this preference. The study team notes that people who expressed preference for an alternate route often shared similar reasons for their preference as those who prefer improvements to the existing Highway 101 or some other solution.



GIBSONS OPTIONS (Stewart Road to Largo Road)

Based on the comments participants shared about their preferred selection, traffic flow and safety were the most common key factors that participants considered when selecting any of the three alternate route options as their preferred option, whereas the most common key consideration in preference for an improved Highway 101 was concern about the environment and potential residential impacts associated with constructing an alternate route.



LOCAL ACCESS TO ALIGNMENT

ROUTE OPTION

FULL ALTERNATE ROUTE ALONG THE BC HYDRO RIGHT-OF-WAY

IMPROVED HIGHWAY 101

ALTERNATE ROUTE TO RANCH ROAD

ALTERNATE ROUTE TO PAYNE ROAD

NO PREFERENCE

RELATIVE PREFERENCE →

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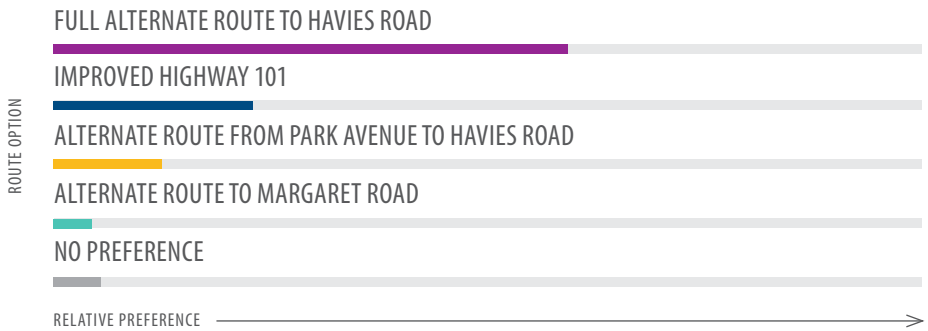
DAVIS BAY OPTIONS (Largo Road to Chelpi Avenue)

Based on the comments participants shared about their preferred selection, option preferences within this section of the corridor appear to have focused on different key factors as a primary reason. Safety, perceived impact to residents and thoughts about active transportation were considerations across all options. Factors such as traffic flow, emergency routing across Chapman Creek, having more travel options and moving ferry traffic and logging traffic away from local traffic were key considerations for alternate routes. Concerns for the environment were factors for an improved Highway 101.

LOCAL ACCESS TO ALIGNMENT



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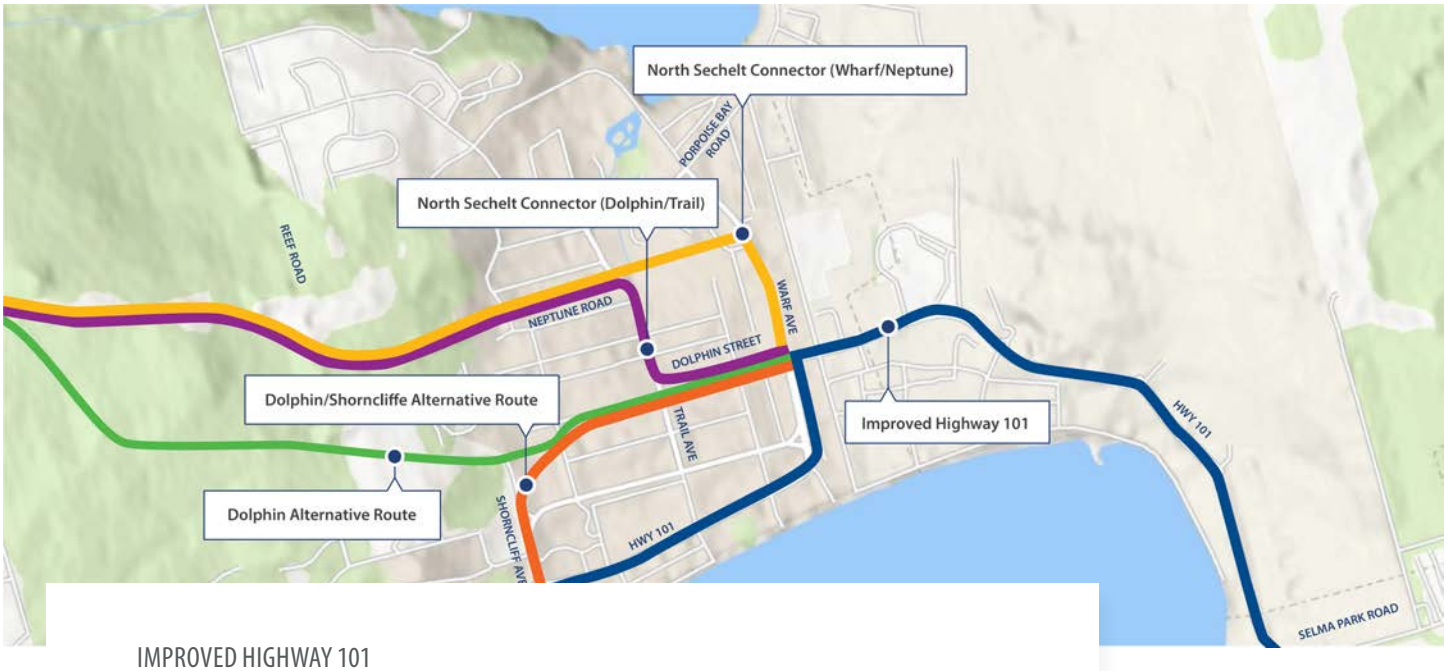
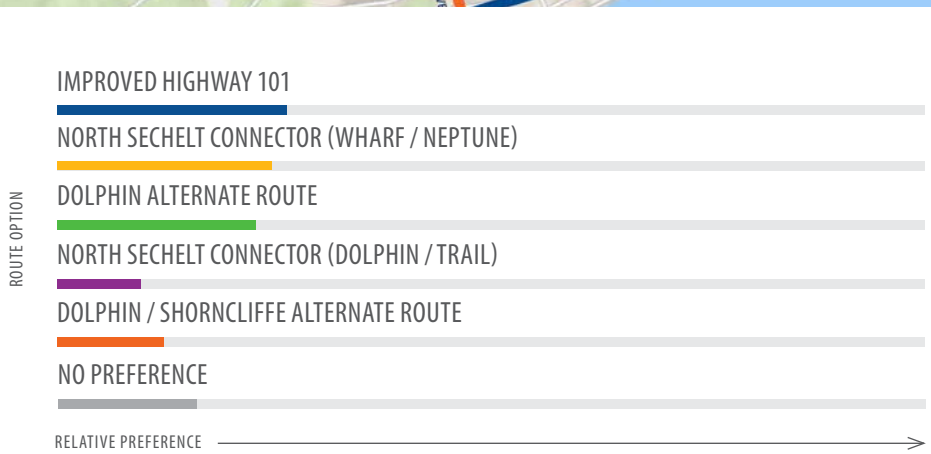
SECHELT OPTIONS (Chelpi Avenue to Shorncliffe Avenue)

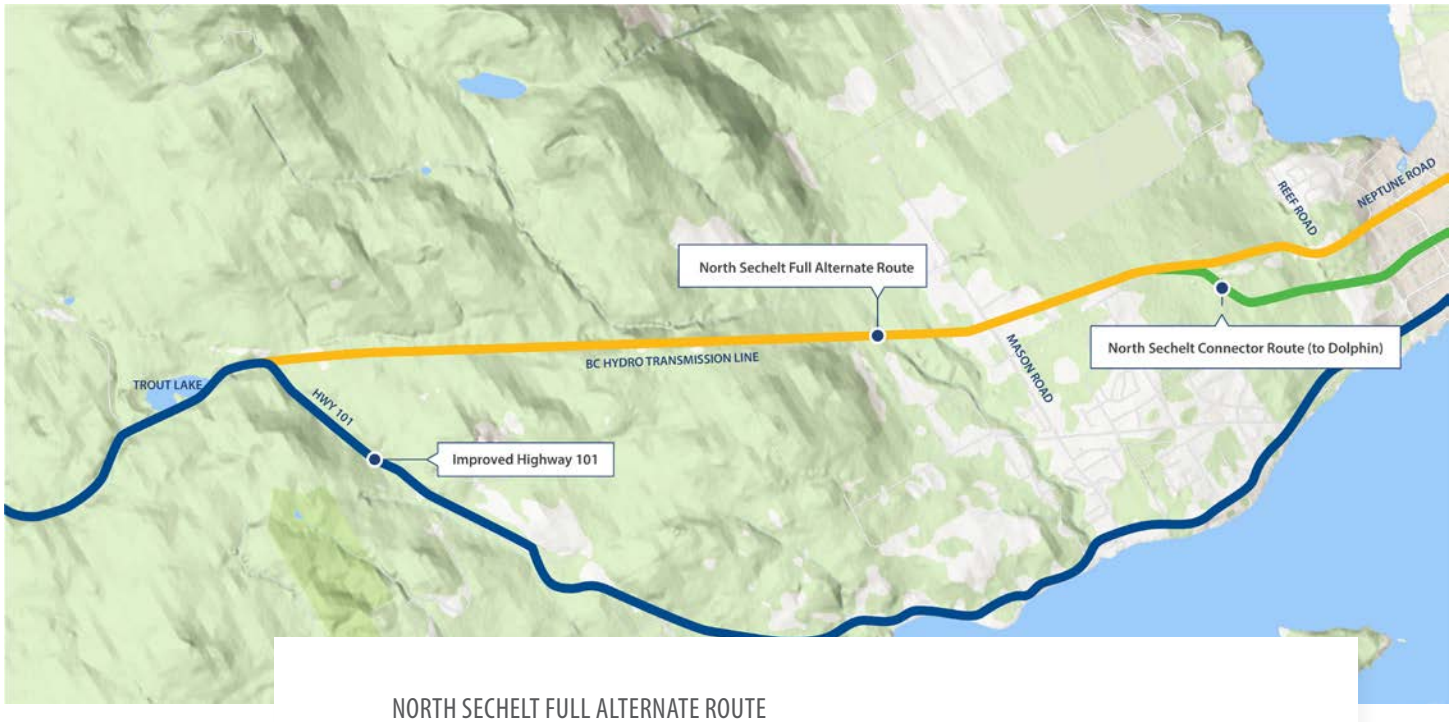
Based on the comments participants shared about their preferred selection, option preferences within this section of the corridor appear to have focused on traffic flow and impact to residents. Many people indicted their preferred option "made the most sense"; however, comments about why the option made the most sense varied.

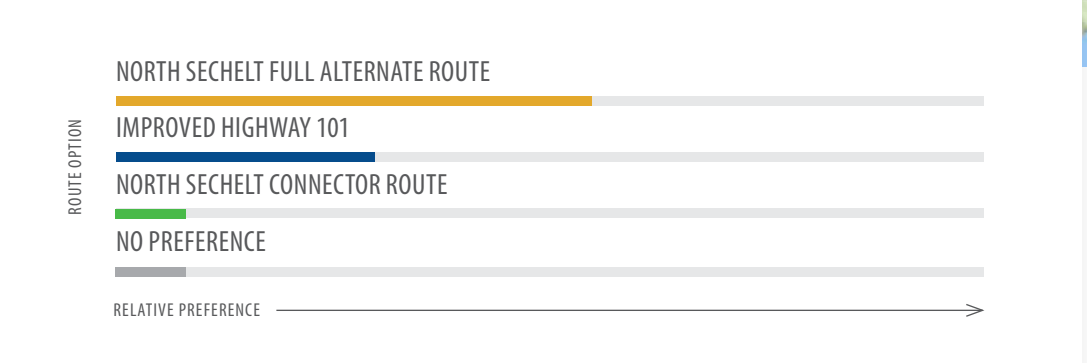




SCRD WEST OPTIONS (Shorncliffe Avenue to Trout Lake)

Based on the comments participants shared about their preferred selection, option preferences within this section of the corridor appear to have focused primarily on potential traffic flow improvements and perceived impact to residents, with some additional considerations by option.





3 ENGAGEMENT OVERVIEW

EARLY ENGAGEMENT
JUNE TO SEPTEMBER 2021

The study team conducted one-to-one interviews with local governments and key stakeholders between June and September 2021 to assist in understanding current challenges and expectations for the study, potentially related plans and initiatives, and preliminary thoughts on potential route alignments and evaluation criteria. A technical workshop with staff from other government agencies was also held in September 2021.

The noted stakeholders are ones that we were successful in establishing contact with via phone or email during early engagement. A full list of stakeholders the study team reached out to is included in the column to the right. The study team made at least three attempts to contact each organization. We recognize that the names and contact information for some agencies may have changed and that our early engagement took place during a period of COVID-19 restrictions and a severe forest fire season. This could be a reason for why some organizations did not participate during this phase. We also contacted these organizations at the start of our public engagement period, inviting them to participate.

Throughout this phase of engagement, the study team engaged with representatives from the following organizations:

- BC Ferries
- BC Ferries Community Advisory Committee
- BC Hydro
- BC Trucking Association
- District of Sechelt
- Gibsons Chamber of Commerce
- Gibsons District Fire Department
- Ministry of Forests, Lands, Natural Resource Operations and Rural Development (now Ministry of Forests)
- Ministry of Indigenous Relations and Reconciliation
- Ministry of Tourism
- Roberts Creek Volunteer Fire Department
- Sechelt District Chamber of Commerce
- Sechelt Volunteer Fire Department
- Sunshine Coast Economic Development Commission
- Sunshine Coast Highway Society
- Sunshine Coast Regional District
- Town of Gibsons

KEY STAKEHOLDER GROUPS INTERVIEWS

Telephone and/or email surveys were conducted June 29 to September 3, 2021 with representatives from the organizations noted on page 11 to support information gathering and research, and to assist in developing the problem definition statement. Approximately 10-12 questions were posed, including questions about perceived key challenges and opportunities, confirming understanding of past bypass route alternatives, input to the evaluation process, interest and availability to participate in the stakeholder workshop (primary stakeholders only), and additional comments or questions. Input collected was used to help finalize the agenda and discussion topics for the stakeholder planning workshop.

KEY THEMES

TRAFFIC VOLUMES ARE A KEY CHALLENGE WITH THE EXISTING HIGHWAY

SAFETY AND CLIMATE CHANGE ARE CONCERNS WITH THE CURRENT HIGHWAY, INCLUDING HIGHWAY WIDTH, TRAFFIC VOLUMES AND COMMERCIAL TRAFFIC

INTEREST IN ACTIVE TRANSPORTATION

SUGGESTIONS FOR SOLUTIONS TO THE CURRENT HIGHWAY CHALLENGES INCLUDE ADDING A BYPASS AND WIDENING THE EXISTING HIGHWAY

SUGGESTIONS TO ENGAGE WITH ADDITIONAL STAKEHOLDERS

ENSURE shíshálh NATION AND SQUAMISH NATION'S ABORIGINAL RIGHTS (INCLUDING TITLE) AND INTERESTS ARE MEANINGFULLY CONSIDERED

SUMMARY

DEFINING THE PROBLEM

Participants noted the main challenges associated with the current highway include traffic volumes and surges related to ferry traffic, highway width, safety, lack of cycling facilities, environmental impacts and climate change related risks (e.g., sea level rising).

Participants' suggestions to address some of these challenges included adding a bypass, widening the highway and improving active transportation.

BYPASS ROUTE ALTERNATIVES

Participants suggested the study team review and consider the following studies: *Sechelt Corridor Study* (2020), *Sunshine Coast Integrated Transportation Study* (2010), Reed Road Bypass, other general SCRD and Sechelt studies.

Participants recommended engagement with the following groups: Transportation Choices – Sunshine Coast (TraC), Sechelt Downtown Business Association, SCRD Transportation Committee, School District 46, Sunshine Coast Federation of Community Associations, Sunshine Coast Conservation Association, BC Transit, government agencies, emergency services and first responders *(The study team notes that the initial stakeholder list for early engagement included most of these groups, and was expanded to include all of them. Additionally, the study team subsequently met with TraC in advance of public engagement, and invited a wide range of non-governmental groups to participate in the public engagement process in 2022).*

EVALUATION PROCESS

Participants suggested the following key factors and criteria to be considered: access to emergency services, climate change and future sea levels, Indigenous people's interests, public transit, cycling facilities, land use, cost, travel times and safety.

RECONCILIATION

Participants' awareness of the shishalh/BC Foundation Agreement, the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and B.C.'s *Declaration of Rights of Indigenous Peoples Act* (DRIPA) was mixed, with a majority being unfamiliar with the Foundation Agreement details, but familiar and supportive of UNDRIP and DRIPA.

Most participants were interested in learning more about reconciliation as part of the study.

TECHNICAL WORKSHOP

A technical workshop with staff from government agencies was held September 9, 2021. The purpose of the workshop was to:

- Confirm the problem definition
- Present and discuss the draft evaluation framework and evaluation criteria, and seek consensus on a penultimate draft
- Discuss the draft list of options and confirm the shortlist of options to be evaluated
- Seek input including additional information, studies, etc. to support the analysis of options

A copy of the presentation is available in Appendix A.

SUMMARY DRAFT DEFINITION

Key results, by discussion topic are summarized below.

See Appendix A Technical Workshop Presentation (slides 10-11) for the draft definition shared with stakeholders.

How well does the draft definition reflect your organization's understanding of the problem?

- Overall, participants agreed that the draft definition reflects their organization's understanding of the problem and captures the challenges well (i.e., accurately describes congestion and that traffic conditions have gradually worsened over the years)
- Suggestions to consider all types of goods movements as they have different purposes. Specifically, types of commercial transportation can range from cube vans to B-trains and logging trucks
- Suggestions to consider road safety with both public and commercial vehicles as an important factor in the problem definition (e.g., stuck behind a garbage truck, behind residents or behind transportation trucks)
- Suggestions to identify the different types of traffic through the corridor (through traffic vs. local traffic)
- Suggestions to better define "proportional traffic" (highway through traffic, as compared with local traffic, including by purpose and mode)
- Suggestions to consider active transportation and build this directly into the design of any long-term solution
- Agreement on the following areas of concern: Burton Road to Lower Road, through Roberts Creek, at the Chapman Creek Bridge, Davis Bay and downtown Sechelt
- Suggestions to provide clarity on what is meant by "old ways of thinking"

In your opinion, is anything missing?

- Suggestions to incorporate safety with lane markings and for active transportation
- Suggestions to include within the analysis how the long-term solution will be maintained
- Suggestions to add that the highway is a key access to the Sunshine Coast back country
- Provide clarity on the type of land the routes will intersect (e.g., crown, private, Indigenous title)
- Consider incorporating the technical challenges and costs required for the project
- Comment that as route options become clearer, these organizations will be better positioned to determine if anything else is missing from the problem definition

Do you have any other recommendations?

- Consider BC Ferries' plans for a second ferry in the timeline of this project as it will affect traffic volumes (anticipated timeline for a second ferry is between 5 and 10 years)
- Address projected growth and traffic volume to 2050 *(the study team noted that the asset management assumption will account for a 50-year life span)*
- Suggestion to place greater emphasis on crossing Chapman Creek as it is a key requirement for east-west access – noted that if the existing Chapman Creek Bridge were affected (e.g., severe weather event, collapse, etc.) the Sunshine Coast would be cut-off from the rest of the coast, with severely limited hospital access and emergency response capability
- Consider effects of increased access to the backcountry if a new road is constructed along the BC Hydro right-of-way

EVALUATION FRAMEWORK

Does the draft reflect input from your organization to date?

- All stakeholders indicated they had completed only an initial review of evaluation framework and would review it in more detail; the study team offered to accept feedback at any time, to meet again with agencies at their request and to convene follow up meetings with specific organizations as planning continues
- Stakeholders indicated that it was unclear if all input previously received from their organization had been reflected in the draft framework and would incorporate this as part of their follow up review
- It was noted that the primary focus appears to be on potential effects once the long-term solution is complete (i.e., operational considerations) and not impacts of doing nothing until then, or impacts during construction
- Comments specific to the environment account:
  - Clearing the corridor and the impacts to timber supply do not appear to be reflected in the initial draft; timber can be isolated based on road networks and the impacts of forest deletion; accounting for forest inventory and uses of forest in particular areas should be considered *(subsequently added as part of refinements made in advance of public engagement)*
  - Specific questions about how GHG emissions will be calculated under various conditions and scenarios (e.g., slope, steep and altitude can affect determination of air quality results)
  - Drinking water is a primary concern for the area; effects of groundwater drilling activity and potential impacts from highway construction/ expansion should be specifically considered
- Comments specific to the economic development account:
  - Concern about any impact to high-quality economic timber resources
  - Consider the new areas of SCRD that could be open for development once the long-term solution is in place, and what related infrastructure would be required (e.g., drinking water and utilities) if a new route is constructed through SCRD's management area
  - Consider Sechelt's Wharf Avenue Improvement Project as it includes use of a shared section of Highway 101 which could impact some of the study assumptions or evaluation results
- Comments specific to reconciliation with shishalh and Squamish account:
  - Learn from past projects that have worked effectively with First Nations
  - Consider potential measures for the Province to financially recuperate some highway construction and operating costs through revenue sharing with these nations (depending on location and timber types)

In your opinion, is anything missing?

- Participants expressed interest in more details on the potential routes and areas once available
- Socio-community account:
  - Suggestions to include more than recreation
  - Consider access for emergency services, specifically for firefighters with growing wildfire seasons
- Reconciliation with shishalh and Squamish account:
  - Suggestions for more emphasis on how increased access will affect First Nations' ability to protect harvesting rights
  - Request for clarity around reconciliation initiatives

- Customer service account:
  - Suggestions to consider park and ride options and electric vehicle infrastructure such as electric vehicle charging stations
  - Suggestions to consider alternate purposes for an alternate route as compared with the existing Highway 101, for example: designate the new alternate route for electric vehicles only, maintain Highway 101 for public transportation and active transportation, etc.

What data/input are you willing to share to support analysis?

- General comments:
  - Overall agreement from participants to share data and reports
  - Willingness to share site-specific reports once preferred routes are established
- District of Sechelt suggested reviewing:
  - 2011 Community Plan
  - 2018 Sustainability Plan
  - Sechelt Transportation Master Plan currently in RFP stage with expected completion in 12 to 16 months *(the study team subsequently met with district staff in advance of public engagement, and a follow up meeting with the planning consultant was held in September 2022)*
  - Private development permit application and related District of Sechelt staff reports
- SCRD suggested reviewing:
  - Transit ridership for bus passengers (SCRD staff provides quarterly reports to the SCRD board)
  - Traffic studies
  - GIS mapping of utilities
  - Groundwater reports
  - SCRD Transit Action Plan
  - Master Transit Plan (2014), which is reviewed and refreshed every five years
- Ministry of Forests suggested the study team review forestry activity such as frequency and traffic volumes on forest service roads, BC Timber Sales' operating plan, SCCF forest management and operating plan, and shishalh modernized land use plan; also noted the following:
  - Traffic counter data is available for forest service roads (how much traffic at a junction at one time) and recreational sites and trails (utilization on these roads)
  - Routes near Chapman Creek watershed must be approached cautiously as it is a main water supply
  - Key factors to consider include effect on water quality and quantity related to increased use of the area, and potential increase in logging truck frequency

Questions/suggestions about the sources and measures?

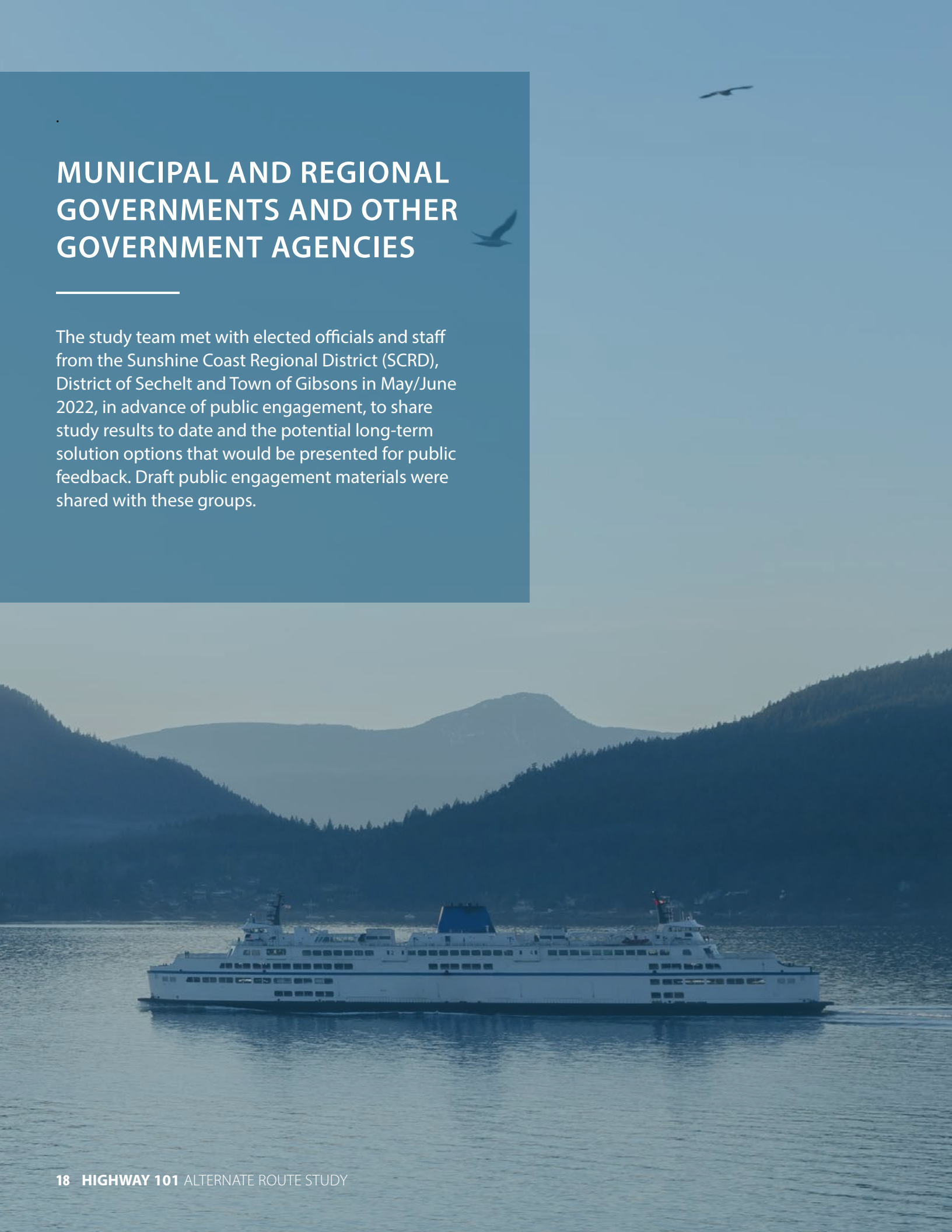
- Suggestions to engage with various departments within the stakeholder groups identified, because different departments bring a different lens towards project considerations

Thoughts on public engagement?

- Suggestions to engage with appropriate groups and subject matter experts, public engagement is very important to these communities
- Suggestions to use various methods of notification and engagement to reach audiences, including both digital and print options
- Suggestions for pop-ups at Seaside Centre, Trail Bay Mall, seniors' centres, recreation centres, libraries, famers markets, outdoor events

MUNICIPAL AND REGIONAL GOVERNMENTS AND OTHER GOVERNMENT AGENCIES

The study team met with elected officials and staff from the Sunshine Coast Regional District (SCRD), District of Sechelt and Town of Gibsons in May/June 2022, in advance of public engagement, to share study results to date and the potential long-term solution options that would be presented for public feedback. Draft public engagement materials were shared with these groups.



District of Sechelt

Meeting held May 26, 2022; follow up letter with Council comments received June 6, 2022:

- Declined to provide feedback on specific options in advance of public engagement due to limited opportunity to review study information
- Requested an opportunity to review and comment in greater detail once the next phase of study and technical analysis is completed

Sunshine Coast Regional District

Meeting held June 9, 2022; follow up letter with Board and staff comments received July 28, 2022:

- Regional and rural planning
  - Suggestion to collaborate on transportation planning
  - Support Foundation Agreement with shishalh Nation
  - Support reducing transportation demand and providing intelligent transportation systems
- Regional water
  - Proposed alignments are located within the "well recharge zones" that SCRD relies on for community drinking water
  - Suggest that impacts and mitigation be considered and explored further
- Solid waste management
  - Proposed alignments may reduce truck traffic on existing highway to/from solid waste disposal and recycling facilities and to/from Langdale Ferry Terminal
- Regional sustainability and parks
  - SCRD is developing a Community Climate Action Plan over the next 12 months – it will be important that any long-term solution contribute to reducing GHG emissions and enhancing resiliency to climate change
  - Suggested updates to the Ministry's Sunshine Coast Drainage Study and offered SCRD support as stormwater management is an area of concern
  - Suggested drainage to be considered in the study
  - Concerned with sea level rise and interested in collaborating with the study team to discuss mitigation tactics
  - Concerned with GHG emissions and suggested to consider transportation demand management within the options evaluation including associated construction and maintenance costs to measure GHG emissions
  - Concern with impacts on natural systems and other environment impacts
- Protective services
  - Opportunities for route redundancy, ease of access and travel times for emergency response
  - A new, straighter highway may lead to increased vehicle speeds and related accidents
- Economic development
  - Suggested to meet with Sunshine Coast Regional Economic Development Organization *(the study team attempted to connect with SCREDO as part of early engagement but was not successful in connecting until start of the public engagement period)*
- Transit
  - Support development of alternate routes: current highway closures have a significant impact on transit services, opportunities for express routes between Sechelt and Langdale, improve access to west Sechelt, consider impact on transit routes through Sechelt
  - Support highway improvements for transit (e.g., safety measures and bus pullout lanes) to increase transit use
  - Suggested to meet with BC Transit *(the study team contacted BC Transit as part of early engagement)*
- Active transportation
  - Concerned about pedestrian and cyclist safety
  - Suggested to incorporate a separated multi-use path within all options
  - Suggested that the design of active transportation facilities be done with a social equity lens

Town of Gibsons

Meeting held June 9, 2022

- Provided suggestions for links in the road network to improve local traffic:
  - Connect North Road and Payne Road
  - Connect Gibsons Way and Reed Road
- Expressed safety concerns at the following intersections:
  - Reed Road and North Road
  - Gibsons Way, School Road and North Road
  - Pratt Road and Gibsons Way
  - North Road and Kiwanis Way
- Support improved active transportation infrastructure
- Expressed concerns about the impacts of climate change
- Requested consideration of potential impacts on Gibsons' aquifers and water quality generally
- Noted that additional comments on alternate routes would be provided through staff

Vancouver Coastal Health

No meeting held; letter sent from the Medical Health Officer on July 28, 2022 as part of the public comment period

- Expressed concerns for pedestrian and cyclist safety at the following intersections:
  - North Road and Kiwanis Way
  - Gibsons Way, School Road and North Road
- Supports improvements to road safety and active transportation, prioritizing cyclists and pedestrians
- Suggested that study consider CleanBC initiatives and the Province's Active Transportation Design Guidelines *(both have been incorporated into planning to date and will be further explored as part of the multiple account evaluation)*
- Supports improvements to existing Highway 101
- Generally, does not support any full alternate route options out of concern that this could prioritize vehicle traffic and could have greater negative environmental impacts

PUBLIC ENGAGEMENT

JUNE TO AUGUST 2022

PURPOSE

Between June 16 and August 31, 2022, the study team invited the public to learn more about the Highway 101 Alternate Route Study, participate in the engagement process, and to provide input through an online feedback form.

The purpose of this phase of public engagement was to share draft alignment options, gather feedback on the options, evaluation methodology and preliminary findings to date, and to learn more on how the public uses Highway 101. Feedback received will be considered to help refine the list of feasible options for further analysis and costing.

ENGAGEMENT TOPICS

Engagement materials provided information about:

- Purpose, study context and schedule
- Travel demand, including current and forecast traffic
- Alignment options
- Evaluation methodology

There was also an opportunity to provide additional comments in the feedback form or by email.

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NOTIFICATION

The project team invited participation in engagement opportunities through a variety of methods, as noted below. Copies of notification materials are included in Appendix B.

STAKEHOLDER EMAILS

Emails sent to Mayors and Councils, First Nations and key community stakeholder groups.

June 16, 2022

WEBSITES

Launch of the engagement materials at gov.bc.ca/highway101.

Engagement announced at engage.gov.bc.ca/govtogetherbc/consultation/highway-101-alternate-route-planning-study/.

June 16, 2022


Notice of Open House

Highway 101 Alternate Route Planning Study

The Ministry of Transportation and Infrastructure, in partnership with shíshálh Nation, invite the public to attend a virtual open house for the Highway 101 Alternate Route Planning Study. The study aims to develop a clear and supported long-term plan for the highway corridor between Gibsons and Sechelt.

The purpose of the open house is to share information and receive feedback about the draft options and analysis to date. Feedback received will be considered in further shortlisting the options and identifying preferred long-term solutions later this year.

The virtual open house will run from June 15, 2022, to July 28, 2022, at gov.bc.ca/highway101, where you can:

- learn more about the study
- view the online engagement materials
- connect to attend one of two online information sessions
- complete an online survey.

Project staff will provide an overview presentation and respond to questions at two virtual information sessions via Zoom:

Thursday, June 23, 2022
6:00 p.m. to 7:30 p.m.

Wednesday, June 29, 2022
6:00 p.m. to 7:30 p.m.

For more information, please visit: gov.bc.ca/highway101

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PRINT ADVERTISEMENTS

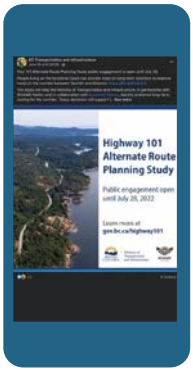
Advertisements ran in the Coast Reporter.

June 17, June 24 and August 12, 2022

BC GOV NEWS
INFORMATION BULLETIN

BC Gov News information bulletin announcing the launch of the open house news.gov.bc.ca/releases/2022TRAN0056-000956.

June 16, 2022



SOCIAL MEDIA

Organic social media posts during the engagement period, including notice of the extended period for public input through:

- Twitter @TranBC
- Twitter @govTogetherBC
- Facebook TranBC

June 16-August 31, 2022

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PARTICIPATION

There was a total of 2,138 different participant interactions during the public engagement, as summarized below.

1,418 FEEDBACK FORMS COMPLETED

+

251 PEOPLE VIEWED THE INFORMATION SESSION VIDEO

+

53 PUBLICLY AVAILABLE POSTS ON FACEBOOK AND TWITTER (INCLUDES POSTS BY THE MINISTRY AND OTHERS)

7 PUBLIC ENQUIRIES RECEIVED THROUGH PHONE AND EMAIL

+

88 PEOPLE ATTENDED A PUBLIC INFORMATION SESSION

+

311 COMMENTS/ RESPONSES ADDED TO ABOVE-NOTED SOCIAL MEDIA POSTS

Participants were primarily local residents who regularly use the Highway 101 corridor.

98% LIVE ON THE SUNSHINE COAST

52% WORK/ATTEND SCHOOL IN SECHELT OR GIBSONS

82% USE HIGHWAY 101 TWO OR MORE DAYS EACH WEEK

83% TRAVEL HIGHWAY 101 IN A PRIVATE VEHICLE AS THE DRIVER (MOST FREQUENTLY)

ENGAGEMENT ACTIVITIES

ONLINE MATERIALS

Public engagement materials were posted to the study webpage at gov.bc.ca/highway101 on June 16, 2022 and included:

- Overview map of alignment options
- Display boards
- Link to online feedback form
- Presentation video of the information session
- Questions and responses from the information sessions

The engagement website announced the engagement and provided a link to online feedback form: engage.gov.bc.ca/govtogetherbc/consultation/highway-101-alternate-route-planning-study.

Copies of online materials are included in Appendix C.

FEEDBACK FORM

An online feedback form was available throughout the public engagement period and asked participants to provide feedback on the draft alignment options and the evaluation framework. A copy of the feedback form is provided in Appendix C and a summary of the results is provided in section 4.

INFORMATION SESSION

Two online information sessions were held through Zoom and there were 88 attendees (some people attended both sessions). The study team provided an overview of the display boards and allowed the community to ask questions about the study. Attendees were encouraged to complete the feedback form.

Thursday, June 23, 2022
6:00 p.m. to 7:30 p.m.
49 attendees

+

Wednesday, June 29, 2022
6:00 p.m. to 7:30 p.m
39 attendees

A video of the presentation and written responses to questions asked in the information session are posted on the website.

4

PUBLIC ENGAGEMENT RESULTS

SUMMARY OF FEEDBACK FORMS

The online feedback form invited participants to provide input on the draft alignment options and evaluation methodology. The form was available from June 16 to August 31, 2022 and 1,418 completed survey responses were received.

The following pages summarize participant feedback. Verbatim comments have been compiled in a separate document and are available on request.

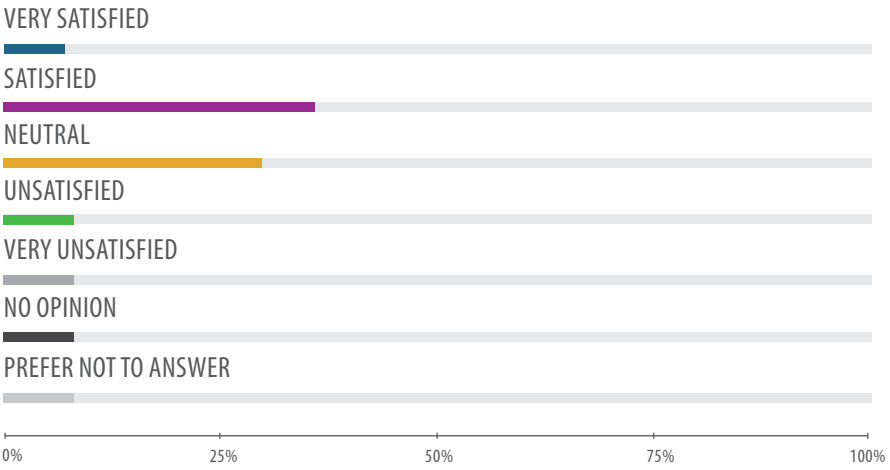
EVALUATION METHODOLOGY

Participants provided feedback on the methodology that will be used to evaluate the relative benefits of each of the potential options identified. The methodology is based on B.C.'s multiple account evaluation guidelines, with criteria that are tailored to reflect the local context of the Sunshine Coast.

Understanding more about what is important to people will help the study team identify key areas of analysis to hone in on. Combined with participants' comments on the alignment options, this information will also support the study team in considering option refinements to optimize leading options and support future shortlisting.

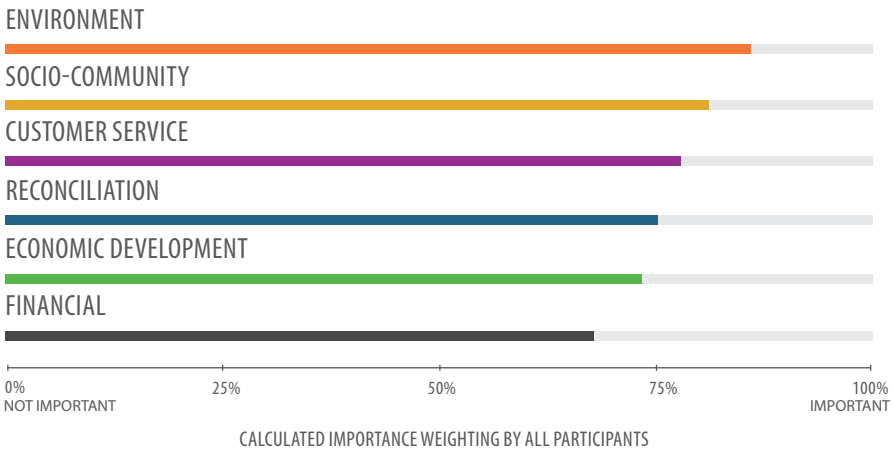
When asked about their satisfaction with the evaluation framework methodology, most participants indicated they were satisfied or had neutral feelings about it.

Having reviewed the evaluation methodology (how we will evaluate each option) on board 19 for the options outlined in the project display boards/presentation, how satisfied are you with the evaluation account categories being considered?



Participants identified the Environment and Socio-community accounts as the most important accounts to consider in the evaluation, followed by Reconciliation and Customer Service. Participants identified Economic Development and Financial as the least important accounts to consider in evaluating options.

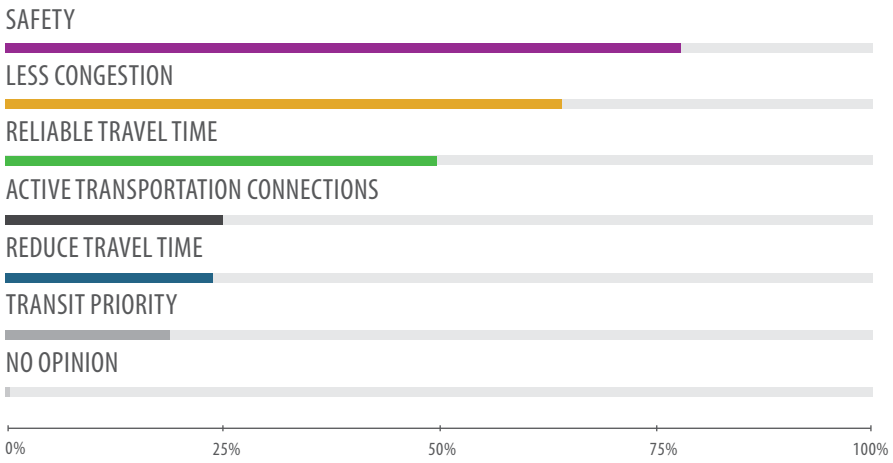
In your opinion, how important are each of the evaluation account categories?



CALCULATED IMPORTANCE WEIGHTING BY ALL PARTICIPANTS

Participants also shared their views on the importance of key criteria within the Customer Service account. "Safety" and "less congestion" received top scores. Comments about active transportation connections and travel time reduction feature prominently in people's preferences for specific alignment options, as discussed in the following section of this report.

Thinking about your current experience using the Highway 101 corridor, which customer service improvement is most important to you? Please select your top three.



The study team continues to refine the evaluation methodology, incorporating more detailed information about potential environmental effects, safety benefits and climate change in response to questions and feedback received during the public engagement process. Further engagement with provincial, regional and local government staff to support coordinated planning is also ongoing, including updated transportation, land use and economic development plans.

ALIGNMENT OPTION PREFERENCES

Participants were invited to select their preferred alignment options by area, based on the study findings to date, by segment and share their primary considerations in making their choice. The following subsections provide a snapshot of participants' preferences by option and key considerations. These insights will support the study team in identifying areas for further study and consideration in refining and shortlisting options.

It is noted that if travelling from end to end, some alignment combinations will not connect, and that the study team will consider public input along with additional technical analysis to further shortlist the options and ensure end-to-end connectivity.

GIBSONS OPTIONS
(Stewart Road to Largo Road)

1. Full alternate route along the BC Hydro right-of-way
2. Improved Highway 101
3. Alternate route to Ranch Road
4. Alternate route to Payne Road
5. No preference

DAVIS BAY OPTIONS
(Largo Road to Chelpi Avenue)

1. Full alternate route to Havies Road
2. Improved Highway 101
3. Alternate route from Park Avenue to Havies Road
4. Alternate route to Margaret Road
5. No preference

SECHELT OPTIONS
(Chelpi Avenue to Shorncliffe Avenue)

1. Improved Highway 101
2. North Sechelt Connector (Wharf / Neptune)
3. Dolphin alternate route
4. North Sechelt Connector (Dolphin / Trail)
5. Dolphin / Shorncliffe alternate route
6. No preference

SCRD WEST OPTIONS
(Shorncliffe Avenue to Trout Lake)

1. North Sechelt full alternate route
2. Improved Highway 101
3. North Sechelt connector route
4. No preference

GIBSONS OPTIONS (Stewart Road to Largo Road)

Based on the comments participants shared about their preferred selection, traffic flow and safety were the most common key factors that participants considered in selecting any of the three alternate route options as their preferred option. The most common key consideration for an improved Highway 101 was concern about the environment and potential residential impacts associated with constructing an alternate route. Key factors considered for each option are described below.

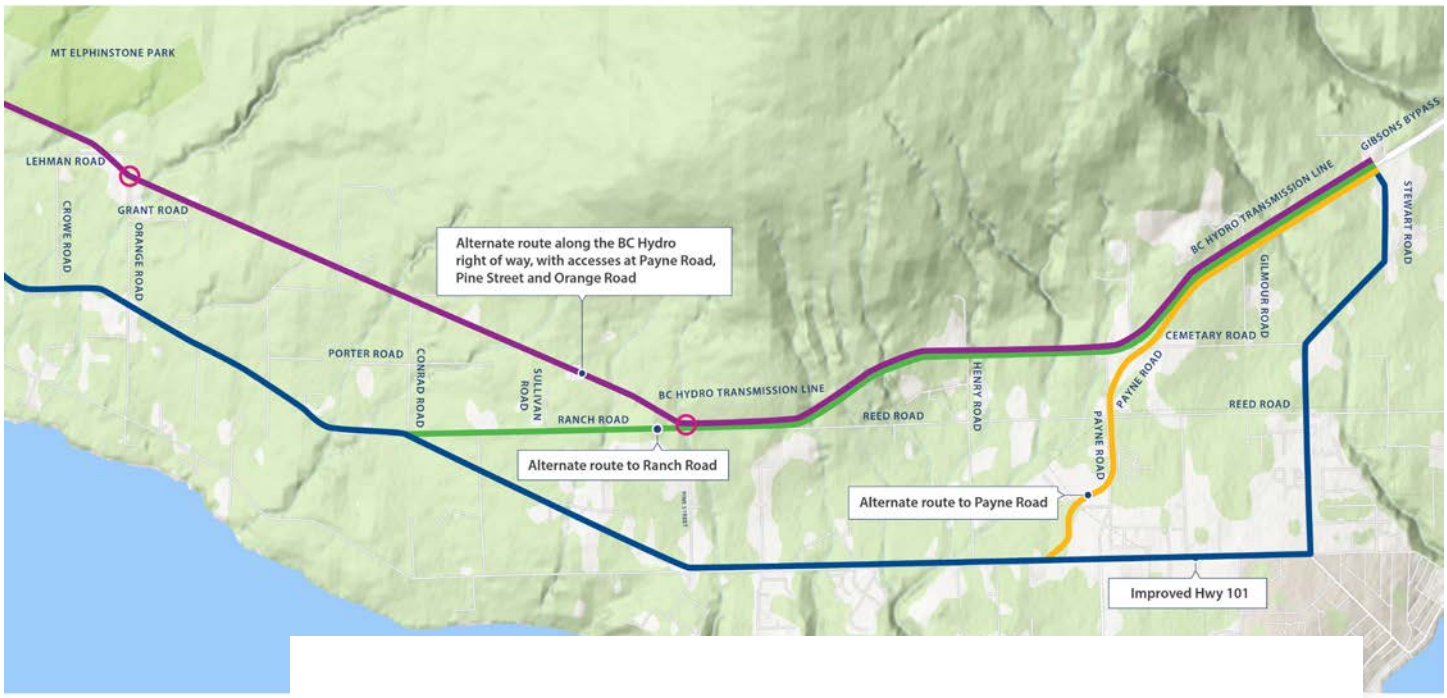
- A full alternate route along the BC Hydro right-of-way was seen as the safest option, by creating a straighter route for logging trucks, ferry traffic and other through traffic away from growing residential areas and leaving Highway 101 for cyclists and local traffic. Several participants commented that it would provide an important evacuation/emergency route around Gibsons, which they considered not feasible on the existing Highway 101.
- An alternate route to Ranch Road was seen as the most direct route for shifting traffic away from Gibsons, with less construction time and cost – one that would best balance these gains against environmental impacts.
- An alternate route to Payne Road was seen as the alternate route around Gibsons that would have fewer environmental impacts, and less impact to residents and agriculture.
- An improved Highway 101 was seen as a climate-responsible option that would avoid removing trees in forested and natural areas, and promote more responsible transportation choices, and be least disruptive to residents. Several participants suggested focusing on active transportation improvements instead, including as a separate non-motorized corridor, and on transit. Others suggested that adding passing lanes and turn lanes on Highway 101 is sufficient to accommodate future demand.

Participants who indicated no preference expressed a variety of reasons, including concern for the environment, or suggestions for other options. Some asked that the study team select the option that has the lowest impact to the environment and/or to residents.

Options ranked in order of relative preference are shown in the following graphic. A map showing the draft routing for each alignment option is included for context.

Detailed summary by option are available in Appendix D.

GIBSONS OPTIONS (Stewart Road to Largo Road)



LOCAL ACCESS TO ALIGNMENT

ROUTE OPTION

FULL ALTERNATE ROUTE ALONG THE BC HYDRO RIGHT-OF-WAY

IMPROVED HIGHWAY 101

ALTERNATE ROUTE TO RANCH ROAD

ALTERNATE ROUTE TO PAYNE ROAD

NO PREFERENCE

RELATIVE PREFERENCE →

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DAVIS BAY OPTIONS (Largo Road to Chelpi Avenue)

Based on the comments participants shared about their preferred selection, option preferences within this section of the corridor appear to have focused on different key factors as a primary reason. Safety, perceived impact to residents and thoughts about active transportation were considerations across all options. Factors like traffic flow, a second route across Chapman Creek, having more travel options, and moving ferry traffic and logging traffic away from local traffic were key considerations for alternate routes. Concerns for the environment were factors for an improved Highway 101. Key factors considered for each option are described below.

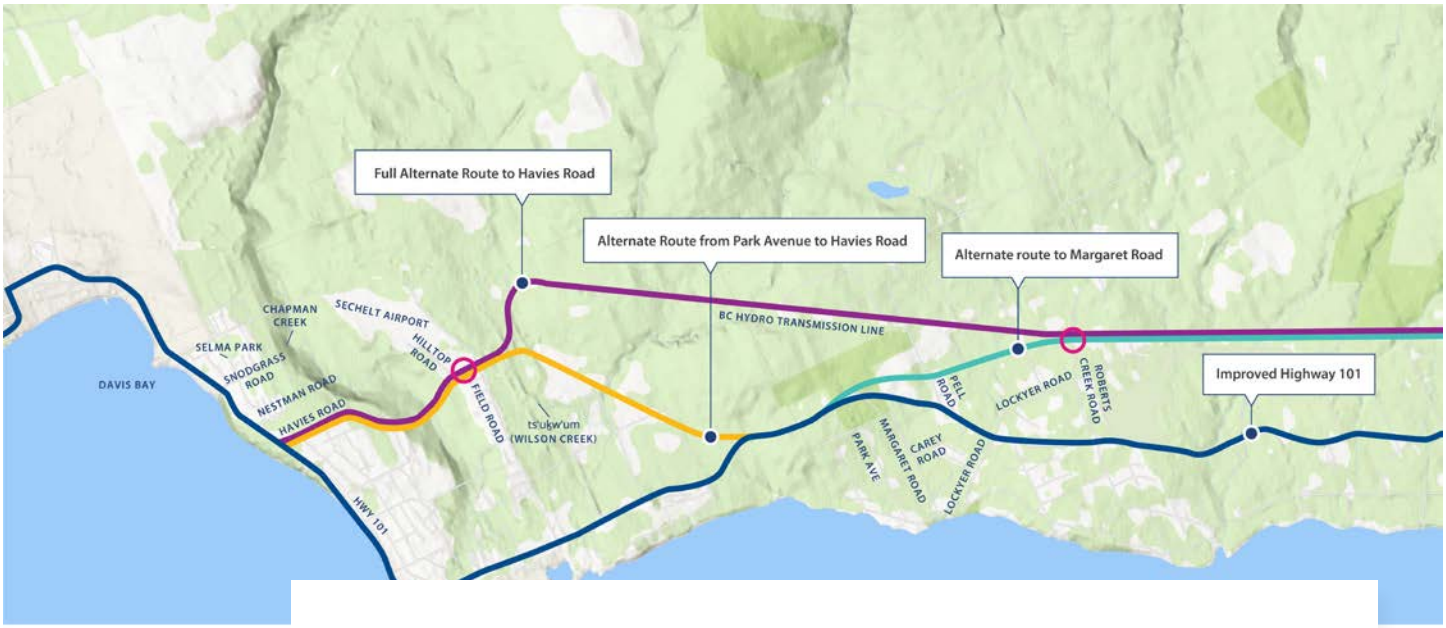
- A full alternate route to Havies Road was seen to offer the greatest traffic flow and safety benefits, and also would help prevent shortcutting through local neighbourhood roads. People also liked that it would provide a more direct route to the hospital in Sechelt.
- An alternate route from Park Road to Havies Road was seen as the shortest/straightest route, avoiding challenges with the existing Highway 101 along the Davis Bay waterfront, and doing so with fewer environmental impacts than other alternate routes. Some suggested that this route could be combined with the Margaret Road alternate route.
- An alternate route to Margaret Road was seen as the alternate route option that would have the least impact to residents while still offering traffic flow benefits.
- An improved Highway 101 was seen as the option that would have the least environmental and residential impacts, with specific emphasis on limited tree removal and impact to wildlife habitat.

Participants who indicated no preference cited a variety of reasons, including preference for an extended full alternate route to Sechelt, concern about any environmental impacts and concern about congestion along Havies Road. It is noted that having a bypass around Davis Bay and Selma Park was seen as an advantage, and a number of people specifically suggested other alternatives to achieve this.

Options ranked in order of relative preference are shown in the following graphic. A map showing the draft routing for each alignment option is included for context.

Detailed summary by option are available in Appendix D.

DAVIS BAY OPTIONS (Largo Road to Chelpi Avenue)



LOCAL ACCESS TO ALIGNMENT

ROUTE OPTION

FULL ALTERNATE ROUTE TO HAVIES ROAD

IMPROVED HIGHWAY 101

ALTERNATE ROUTE FROM PARK AVENUE TO HAVIES ROAD

ALTERNATE ROUTE TO MARGARET ROAD

NO PREFERENCE

RELATIVE PREFERENCE

BRITISH COLUMBIA Ministry of Transportation and Infrastructure
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SECHELT OPTIONS (Chelpi Avenue to Shorncliffe Avenue)

Based on the comments participants shared about their preferred selection, option preferences within this section of the corridor appear to have focused on traffic flow and impact to residents. Many people indicated their preferred option "made the most sense"; however, comments about why the option made the most sense varied. Key factors considered for each option are described below.

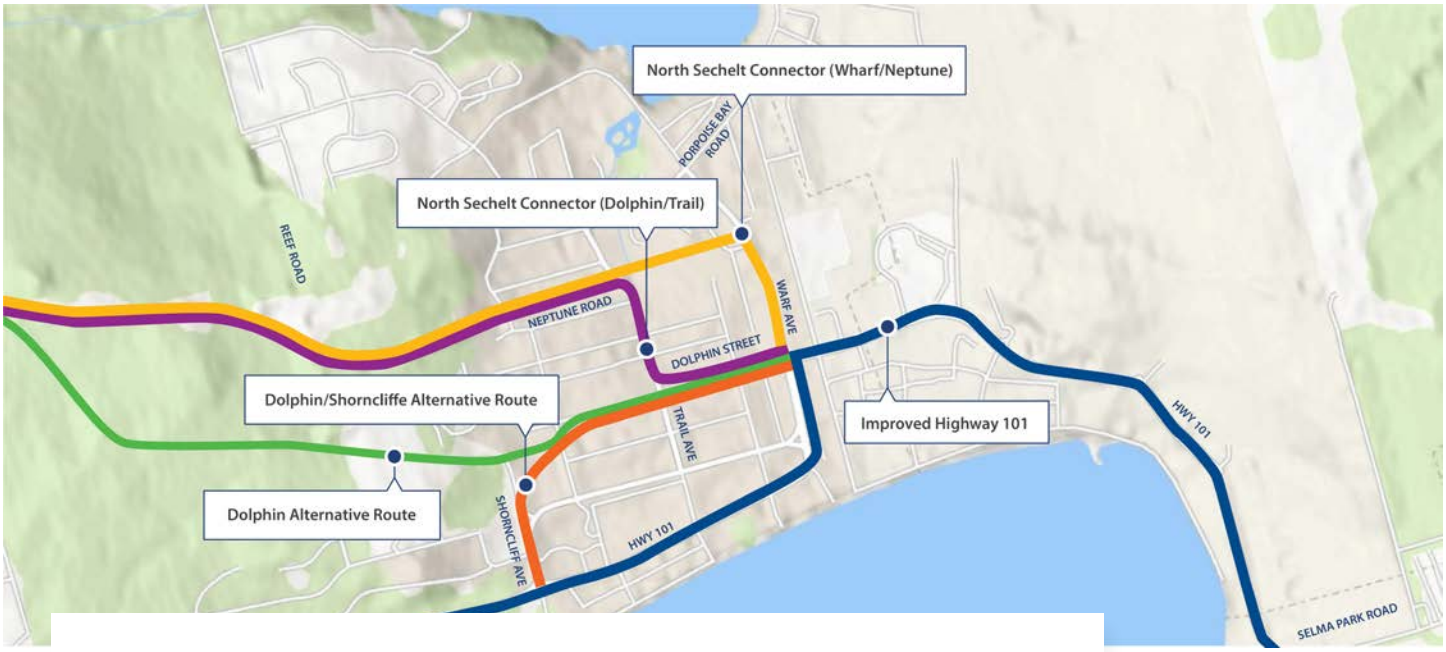
- The north Sechelt connector via Wharf/Neptune was seen as an option that would function most like a bypass, shifting through-traffic away from the pedestrian-busy city centre, minimizing impact to residents and allowing for continued economic growth within Sechelt.
- An improved Highway 101 was seen as the option that would minimize impact to residents and sensitive areas like schools and have the lowest environmental impact. Additionally, it was seen as a lower cost option that would serve forecast traffic demand without unnecessary changes.
- The Dolphin alternate route was seen as the shortest and most direct route without bypassing local businesses and would minimize impact to schools and residential neighbourhoods. It was also pointed out that this option would avoid high volume left- or right-turns at an already busy intersection.
- The north Sechelt connector via Dolphin/Trail was viewed as having similar benefits to the Wharf/Neptune connector, while keeping all traffic closer to the existing core.
- The Dolphin/Shorncliffe alternate route was seen as an efficient route with less disruption and being potentially safer because of having fewer turns.

Participants who indicated no preference primarily preferred a full bypass of Sechelt that would avoid any residential impact. Some cited no need for any improvements or a desire to focus only on active transportation.

Options ranked in order of relative preference are shown in the following graphic. A map showing the draft routing for each alignment option is included for context.

Detailed summary by option is available in Appendix D.

SECHELT OPTIONS (Chelpi Avenue to Shorncliffe Avenue)



ROUTE OPTION

- IMPROVED HIGHWAY 101
- NORTH SECHELT CONNECTOR (WHARF / NEPTUNE)
- DOLPHIN ALTERNATE ROUTE
- NORTH SECHELT CONNECTOR (DOLPHIN / TRAIL)
- DOLPHIN / SHORNCLIFFE ALTERNATE ROUTE
- NO PREFERENCE

RELATIVE PREFERENCE →

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SCRD WEST OPTIONS (Shorncliffe Avenue to Trout Lake)

Based on the comments participants shared about their preferred selection, option preferences within this section of the corridor appear to have focused primarily on potential traffic flow improvements and perceived impact to residents, with some additional considerations by option as noted below.

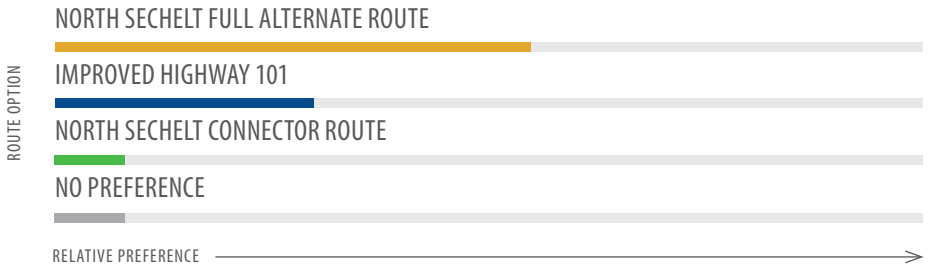
- A north Sechelt full alternate route was seen as offering the greatest potential safety benefits by eliminating traffic pinch points and separating commercial through-traffic from local traffic, having fewer turns and uncontrolled intersections, and creating space on the existing Highway 101 for cyclists and pedestrians. Respondents also mentioned that it would be more compatible with their preferred options to the east and provide the best overall long term solution to accommodate future growth.
- An improved Highway 101 was seen as having the least environmental impact and lower cost. Several participants suggested that funding in this section would be better focused on improvements to active transportation and transit given that overall traffic volumes are lower than in other sections.
- A north Sechelt connector route via Dolphin Street was seen to have similar benefits as the north Sechelt full alternate route, while creating a more direct (and quicker) route through downtown Sechelt with fewer environmental impacts.

Participants who indicated no preference primarily indicated no need for improvements at this time, or less knowledge of the improvements needed because they don't use this section frequently.

Options ranked in order of relative preference are shown in the following graphic. A map showing the draft routing for each alignment option is included for context.

Detailed summary by option is available in Appendix D.

SCRD WEST OPTIONS (Shorncliffe Avenue to Trout Lake)



Ministry of Transportation and Infrastructure

What additional information would you like to see if the study continues?

Comments were summarized by themes and in order of mentions on the following pages.
The question was optional for respondents. *Total responses: 658*

Safety *Mentions: 122*

- Safety is a priority regardless of the option chosen
- Concerned that the existing highway is dangerous
- Invest now in clearer painted lines, additional street lighting, reflectors for curvy sections, wider maintained shoulders
- Invest in a pedestrian overpass at Roberts Creek or Flume Road
- Focus on safety for all users including those with mobility restrictions, rather than carrying capacity and traffic volumes
- Provide more information on highway safety reports and how bypasses are addressing safety issues
- Removing most traffic from current highway would create a safer environment for residents
- High number of residential driveways accessing the existing Highway 101 and congestion at Selma Park creates unsafe conditions
- Introduce speed restrictions on certain sections of the route

Active transportation *Mentions: 121*

- Safer infrastructure would promote active transportation on these routes (e.g., wider shoulders, dedicated separated bike lanes)
- Dedicated active transportation corridor is needed on the Sunshine Coast
- Improved bike lanes and active transportation infrastructure should be developed regardless of the option chosen
- Shifting from private vehicles to active transportation should be encouraged, and promotion of tourists visiting via bicycle
- Provide a strategy to promote active transportation methods, greater emphasis on these modes of transportation
- Concept of new infrastructure outdated, focus should be on improving active transportation routes on current infrastructure
- Consider long-term alternate modes of transportation (autonomous vehicles, mass transit, electric vehicles)
- How alternate means of transportation (walking, bicycle, EV infrastructure) will be incorporated into any designs

Provide more options *Mentions: 88*

- Specific suggestions to avoid a route that goes through specific roads or areas (e.g., Roberts Creek, Selma Park, Sechelt, Davis Bay, Wood Creek Park, Havies Road)
- Provide other options for a full alternate highway
- Negotiate with local First Nations to find alternate routes
- A full alternate route will require more access points
- Consider and include additional areas in the study (Havies Road, Davis Bay, Powell River)

Impact to residents, land use *Mentions: 87*

- Consider the number of private driveways that are directly on the current highway
- Consider how properties will be affected by a new highway
- Direct traffic away from residential neighbourhoods, schools and bottle necks (Chapman Creek, Davis Bay, Sechelt)
- Consider the impact of a new highway on local businesses
- Alternate routes will contribute to a loss of community identity
- Building along the BC Hydro line will have least impact
- Disclose the number of private properties required for each option and proposed acquisition/compensation process
- Alternate routes provide significant benefits to residents currently residing near Highway 101 (reduced noise, improved air quality)
- Engage in honest and transparent discussions with residents and property owners who will potentially be directly impacted by the long-term solution

Environment, impact to wildlife, environmental hazards *Mentions: 81*

- Prioritize environment and avoid building new infrastructure
- Provide options that consider environmental impacts
- The area between Gibsons and Sechelt provides vital habitat
- Consider wildlife corridors that will be affected by routes
- Provide a full disclosure in report of the environmental impact for each route (including full lifecycle account of GHG emissions, agricultural land impact and impacts to wildlife, habitats and creeks)
- Fully understand and acknowledge ALR land impacts
- Provide wildlife crossings
- Benefits do not outweigh impacts to wildlife and habitats

Traffic flow *Mentions: 78*

- New highway is necessary to mitigate congestion on the current highway
- Current highway does not have capacity to be widened and will bottleneck in certain places (Selma Park to Davis Bay)
- Alternative routes are needed if there is an accident on the current highway
- Consider alternatives to creating access points and efficient traffic flow (e.g., roundabouts, restrictions to left turns during certain hours, passing lanes)
- Alternative routes should be dedicated to commercial traffic
- The region has seen a significant increase in traffic volumes in past several years
- Study and options presented will not fully address traffic flow issues

Start building/less study more action *Mentions: 66*

- Long-time issue, build the highway now
- Study is long overdue
- Study is not needed
- Study and potential resulting investments divert time and resources away from higher priority areas of concern on the Sunshine Coast
- Highway 101 is outdated and reflects past planning initiatives (built in the 1950s)
- Many studies have been completed over several years with no tangible results; time for action
- Further studies only delay the inevitable (a full bypass route)
- Do not waste time and resources on temporary solutions, build a long-term sustainable solution for the area

Cost *Mentions: 45*

- Provide cost projections and breakdowns for each option before deciding on the preferred solution
- The investment required for little benefit is not appealing
- Provide more information/details about costs and funding sources
- Construction as well as ongoing maintenance cost projections

Transit *Mentions: 39*

- Prioritize and develop better transit options to reduce private vehicle usage
- Light rail or other rapid transit on the Sunshine Coast could potentially be provided at lower cost

Build for the future *Mentions: 39*

- The existing highway cannot handle the growth of the Sunshine Coast
- Population is growing and the Sunshine Coast needs infrastructure to support this growth
- Consider seasonal traffic volume reports (summer vs. winter)
- Consider alternate modes of transportation for the coast to address capacity (e.g., train, less focus on cars, expansion of Sechelt airport)
- Consider expanding the scope of the report to accommodate potential growth in the area (plan for the next 100 years)
- Consider and accommodate the needs of aging population
- Consider climate change and its impacts into the design (landslides, water availability)
- Demographics in the area are changing – younger people are moving in and seeking long-term solutions that incorporate alternate modes of transportation

Study data *Mentions: 37*

- Update the forecast vehicle data along highway (2018 data presented in the engagement materials is no longer relevant)
- Update accident reports to reflect recent significant incidents and related impacts
- Consider traffic volumes in high and shoulder seasons
- Consider a more comprehensive study (not just a highway engineering study) to meet the region's needs (e.g., ferry access issues, local transportation)
- Conduct a more comprehensive safety analysis, which considers unsafe intersections
- Provide data on average road speed of vehicles
- Provide more information on why other routes were dismissed

Emergency route *Mentions: 32*

- Alternate route needed in the event of an evacuation, environmental disasters
- New highway will shorten emergency response time
- Incorporate emergency response lane into current highway
- Address existing safety issues near Selma Park (risk of landslide, washout, fire)

Timeline *Mentions: 31*

- Provide timelines for each option and when to expect work to begin

Build a bridge *Mentions: 25*

- Prefer a direct route to Lower Mainland (Squamish, Langdale)
- Ferry service is unreliable

Engagement results *Mentions: 22*

- Provide survey results when complete; include the breakdown of preference by route
- Publish online open house questions and answers *(available online)*
- Deliver results of survey directly to homes on the corridor
- Provide more transparency with reporting and decision-making
- Demonstrate how this survey and other engagements will progress the project and result in action

Subsequent engagement *Mentions: 18*

- Continue engagement/maintain regular dialogue with community and stakeholders
- Conduct additional consultation on design (not just route selection)
- Apply better advertisement and communication techniques for future engagements
- Share how local First Nations are being consulted and their feedback about the project

Travel times *Mentions: 15*

- Travellers experience lengthy travel times on the existing highway
- Create reliable and predictable travel times
- Provide multiple route options to create more efficient traffic patterns

Accessibility *Mentions: 13*

- Consider accessibility options along each route
- Consider access to hospital, ferries, public transportation and airport
- Consider access to recreation areas like hiking, biking and snowshoeing
- Various recommendations for specific locations (Reed, Henry Roads, Davis Road, Selma Park)
- Alternate route will improve connectivity to other locations along Sunshine Coast
- Be more specific on how communities will access the new infrastructure (local access points)

Ongoing planning *Mentions: 11*

- Plan for community growth
- Continue the study, new bypass is needed
- Do not pause the study, this infrastructure is needed
- Study should consider an alternate route from Davis Bay to Sechelt

Provide regular updates *Mentions: 4*

- Provide updates as the study continues

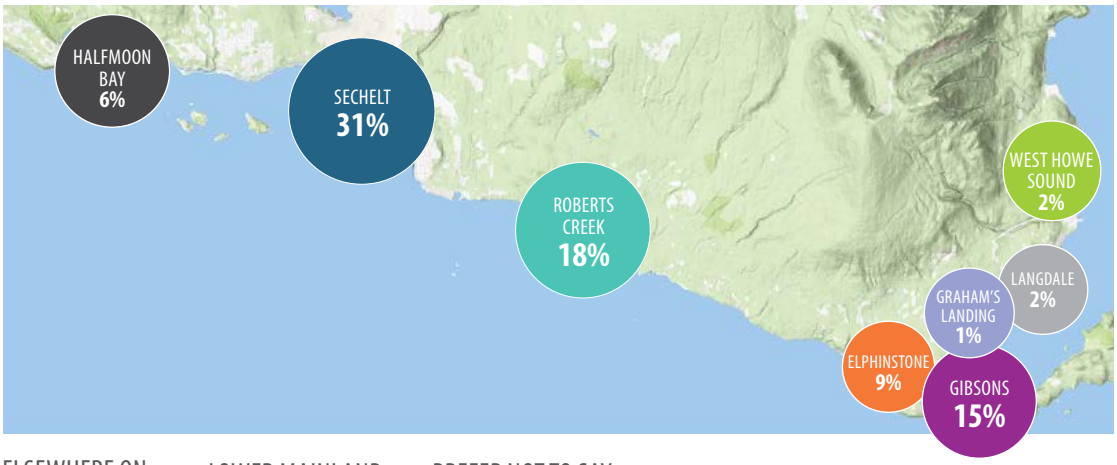
Other *Mentions: 34*

- Consider shishalh and Squamish nations' interests
- Concerns about linkage to BC Ferries plans and current service issues; questions about whether the study team has met with BC Ferries
- Develop a plan for ongoing maintenance of the new routes (e.g., snow plowing)
- Will tolls be implemented to help pay for new infrastructure?
- Consult with more stakeholders
- Make immediate maintenance improvements on Highway 101 (fill pavement cracks and depressions)
- Improvements will encourage economic development opportunities for communities
- Additional law enforcement will be required along current route (catch speeders)

ABOUT THE RESPONDENT

Please check all that apply.

Where do you live?

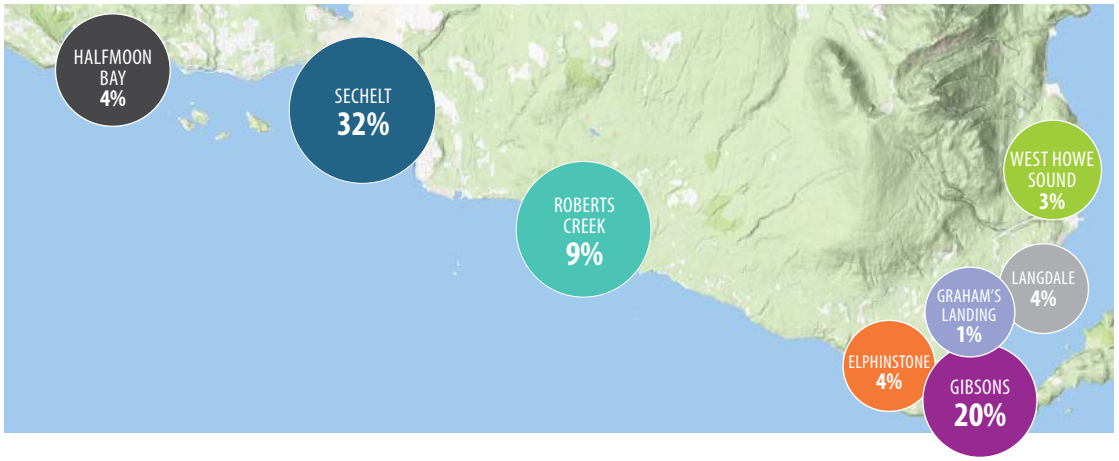


ELSEWHERE ON SUNSHINE COAST **14%**

LOWER MAINLAND **4%**

PREFER NOT TO SAY **2%**

Where do you work/attend school?



ELSEWHERE ON SUNSHINE COAST **16%**

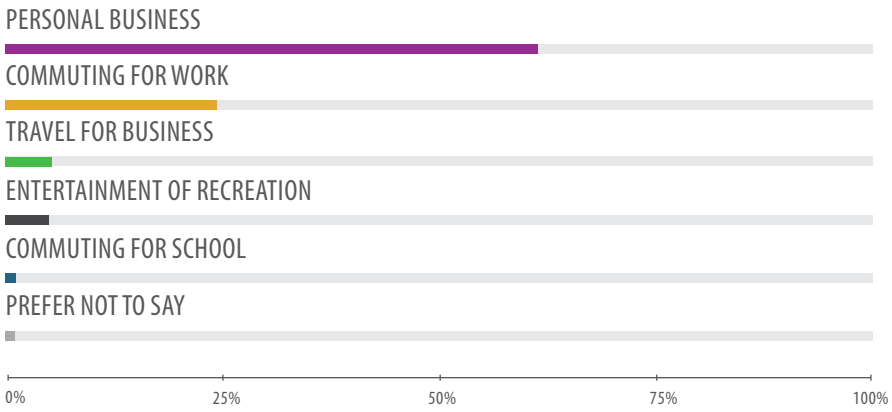
LOWER MAINLAND **12%**

PREFER NOT TO SAY **16%**

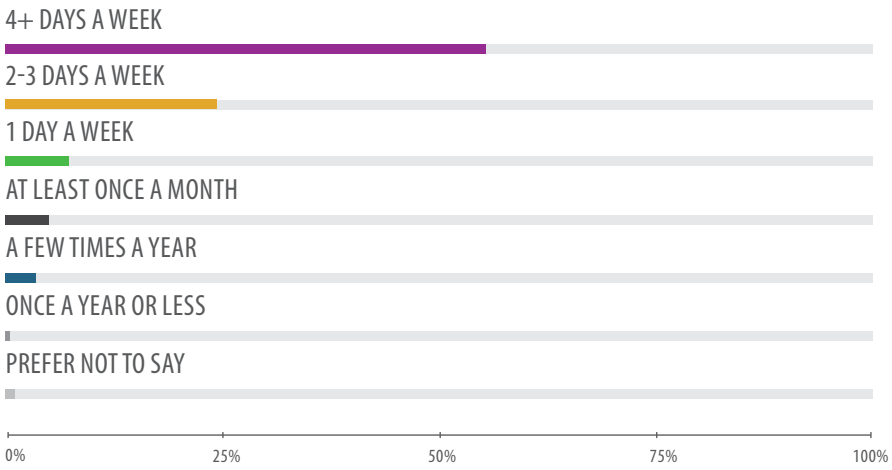
ABOUT THE RESPONDENT

Please check all that apply.

What is the main reason you use Highway 101?



On average, how frequently do you travel Highway 101?



ABOUT THE RESPONDENT

Please check all that apply.

When travelling Highway 101, how do you most frequently travel? (please check only one)

83%
PRIVATE VEHICLE AS DRIVER

3%
PRIVATE VEHICLE AS PASSENGER

2%
OTHER COMMERCIAL VEHICLE

2%
CYCLE

2%
TRANSIT

0.5%
COMMERCIAL VEHICLE OVER 5,500KG

7%
COMBINATION OF ALL OPTIONS

0.4%
PREFER NOT TO SAY

How did you learn about this study?

45%
MEDIA / SOCIAL MEDIA

25%
FRIEND / NEIGHBOUR / WORD OF MOUTH

15%
NEWSPAPER ADVERTISEMENTS

4%
ONLINE ADVERTISEMENTS

3%
GOVERNMENT OF B.C. WEBSITE

6%
OTHER

2%
PREFER NOT TO SAY

SUMMARY OF INFORMATION SESSIONS

Two online information sessions were held on June 23 and 29, 2022
and a total of 88 attendees participated across the two sessions (some people attended both).

Over the two information sessions, there were 189 questions, comments or suggestions and the study team responded to many during each of the sessions. Following the two information sessions, the study team prepared written responses to each of the questions asked. These are available on the study website.

For completeness of this report, key questions, comments and suggestions have been summarized by theme in order of mention on the follow pages.

Engagement *Mentions: 54*

- General questions and requests about the information sessions, including the number of attendees and if a recording would be made available after the session
- Questions about the role of local governments and community stakeholders, who the study team met with, how they were contacted and what feedback was provided
- Requests for greater transparency of analysis to date
- Request for more engagement with residents and community stakeholder groups, including additional meetings during the engagement period
- Questions about shishalh Nation's involvement and if shishalh has a preferred route
- Questions about the online survey and request to rank preferred routes
- Concerns about the study team's use of the term "lines on a map" when responding to questions about the level of detail in the analysis to date *(during the information session, the senior Ministry representative apologized for using the term and advised that the intent was to be transparent and to share with the public what is being considered in this high-level study. She thanked the commenter for raising their concerns and advised that the team would be more mindful going forward)*

Study data *Mentions: 43*

- Clarification questions about terminology used including corridor, alignment, highway, urban areas
- Technical questions including width of right-of-way, how forecast traffic was determined
- Suggestions for routes including from airport to behind Tsain-Ko Centre, BC Hydro lines land, through the gravel pit, behind the hospital
- Suggestion that the study team may not know the area well enough because not all of them live in the area
- Request for more information on the route options that had not moved forward/were considered not viable
- Questions about the sources for data used in the study including safety data of current highway, environmental studies
- Request to re-evaluate use of passing lanes and left-turn lanes

Impact to residents, land use *Mentions: 36*

- Concern that a highway through Roberts Creek will severely impact the community
- Concern some proposed routes go through residential areas
- Request to consider all communities in the area including Roberts Creek, Selma Park

Environment, impact to wildlife, environmental hazards *Mentions: 24*

- Concern about impacts of climate change and severe weather events, and if these had been studies as part of the analysis
- Concern about wildlife that could be displaced by a new highway
- Concern safety issues from previous flooding along Highway 101
- Concern that building a new highway would not support the Province's goal to reduce greenhouse gas emissions
- General concern with the potential environmental impacts of the proposed routes

Traffic flow *Mentions: 14*

- Are there are any planned improvements to Chapman Creek bridge?
- Concerns with intersections at the highway and Wharf Street in Sechelt, Davis Bay, alternate route at Havies Road
- Focus on the needs of Sunshine Coast residents
- Request for specific road configuration from Havies Road to downtown Sechelt

Active transportation *Mentions: 12*

- What is the Ministry's commitment to developing active transportation infrastructure on Highway 101?
- Consider active transportation on different alignments, to not exclude viable route options
- Concern that four-lane route through Roberts Creek will eliminate active transportation options
- Meet *BC Active Transportation Design Guide* standards
- Evaluate the effectiveness of bike lanes and costs
- Provide more information on options to meet CleanBC modal shift targets
- Consider pedestrian bridges

Safety *Mentions: 11*

- Look at other options to passing lanes
- Concern with current bus stop and crossing infrastructure
- Selma Park is an extremely dangerous area and does not appear to have been addressed in any of the route options
- Provide safety information regarding benefits of a separated pathway for cyclists and pedestrians

Selma Park congestion *Mentions: 10*

- Concern that Selma Park challenges are not addressed in any of the options
- Provide additional information on road configuration through Selma Park

Transit *Mentions: 8*

- Invest more in transit, including light rail
- Provide more transit service on existing routes

Cost projections *Mentions: 7*

- What is the cost to date of this study?
- What costs are being assumed for operations and maintenance of new highway
- How will a new route be funded?

Travel times *Mentions: 3*

- Provide information on benefits of local travel times of a new highway
- Travel time savings associated with alternate routes do not justify the associated negative impacts

Process and timeline *Mentions: 3*

- Provide more information about the study process including timing for a decision and future construction

Emergency route *Mentions: 1*

- Prioritize emergency access to the hospital
- Utilize alternate routes for emergency vehicles

Other *Mentions: 5*

- Consider a route through the "gravel pit"
- Questions about Orange/Joe Road work in progress

SUMMARY OF SOCIAL MEDIA COMMENTS

The Ministry posted notices about the engagement on Twitter and Facebook throughout the engagement period. Social media comments related to these posts were tracked during the engagement period, as summarized below. The summary below reflects only posts responses provided by the Ministry and any related comments. Original posts made separately by private groups are not captured here.

Safety *Mentions: 59*

- Building a new highway will improve safety
- Building a new highway will not improve safety
- Make current highway safer for cyclists, pedestrians and vehicles (repaint lines with reflective paint)
- Preventable fatalities have occurred due to speeding, design of highway, access to emergency services
- Conversations and comments encouraging vehicle users to exercise safer measures (e.g., slow down, drive less)
- Whole community expresses genuine empathy for those impacted by accidents

Traffic flow *Mentions: 41*

- Highway 101 cannot handle current traffic volumes
- Current traffic volumes do not warrant a new highway
- Ferry traffic is an issue
- Various opinions regarding appropriate speed limits – lower current speed limits (from 80 km/hr to 60 km/hr), slow moving vehicles cause congestion
- Suggestion that the section through Selma Park is badly designed and will not alleviate congestion

Cost *Mentions: 31*

- Too much money is being spent on studies
- Moving forward with this project could lead to an increase in resident taxes
- Inquiries on how much each option will cost and how it will be funded
- Consider tolls to pay for new infrastructure
- Consider alternative options and the investment required (bridges, tunnels) vs. inconsistent ferry service

General support for a bypass *Mentions: 31*

- General support for a new highway/bypass, safety and traffic flow issues
- New bypass is inevitable and has to be done
- Avoids construction impacts on existing communities

Environment, impact to wildlife, environmental hazards *Mentions: 26*

- Concerns that there will be severe impacts to environment and wildlife corridors associated with the development of a new highway
- Environmental impact of the new highway is not worth the cost
- Expectation of a comprehensive environmental assessment process
- Specific concern for Roberts Creek
- Opposition to a bypass due the impact to trees and forests specifically, and support for a bypass (in response to these comments)
- Concerns about rising sea levels in Davis Bay and how the highway will be affected
- Impact of climate change making road infrastructure vulnerable

Public engagement *Mentions: 25*

- Concern that resident voices are not being heard
- Information sessions did not allow for discussion, only presented route options, with request to complete the online survey
- Concerns that the public engagement is not genuine
- Question if in-person engagement will take place

Engagement notifications *Mentions: 25*

- Notifications about the engagement period and notice of extension (includes posts by the Ministry and others)

Impact to residents, land use *Mentions: 24*

- Concerns that a new highway will increase real estate values and negatively impact the community
- New routes would allow for new property development
- Concerns of increased highway noise
- Concerns of increased disruption to existing residents and wildlife habitats
- Concern that new infrastructure would open up new areas for development
- Concerns about private property acquisition

Other route suggestions *Mentions: 21*

- Desire for a direct route to be built to Squamish
- Consider a tunnel or bridge

Ferry issues *Mentions: 19*

- Improve ferry services before developing a new highway
- Implement other measures to reduce ferry lines (lower speed limit, more traffic lights)
- Increase ferry frequency (every hour)
- Comments that ferry service is the issue, not the highway infrastructure

Active transportation *Mentions: 17*

- A new highway would support better active transportation infrastructure
- Need a separated active transportation corridor
- Active transportation should not be prioritized on a highway

General opposition to a bypass *Mentions: 15*

- General disagreement with the development of a new highway/bypass
- Disbelief that anything will happen unless there is a major disaster in the area
- Geographic challenges (water on each side) are too challenging to overcome and result in a solution

Study data *Mentions: 15*

- Inquiries about previous studies that have been completed on this topic

Start building/ less study more action *Mentions: 13*

- Frustration with the number of studies and lack of action
- Need for a new bypass is pressing, and should be completed as soon as possible

Build for the future *Mentions: 13*

- Need to plan for the future
- Economic benefits of building new infrastructure
- Infrastructure is needed to support growing population on the Sunshine Coast
- Current highway will not be able to handle future traffic volumes
- Need to make the area more accessible and affordable (affordable housing)

Travel times *Mentions: 8*

- Frustration with travel times and slow drivers on Highway 101 today
- Travel time saved is not the primary benefit of the new highway

Transit *Mentions: 6*

- Desire to improve bus services on the Sunshine Coast
- Inquiries about the potential for rapid transit infrastructure

Emergency route *Mentions: 5*

- Alternate evacuation route is necessary in the event of an emergency
- Need an alternate route to increase safety and emergencies

Land use *Mentions: 3*

- New routes would allow for new property development

There were also 41 comments that were unrelated to the study, which are not listed here.

SUMMARY OF WRITTEN ENQUIRIES AND PHONE CALLS

Between June 23 and August 31, 2022, the study team received seven enquiries by phone and email. Enquiries included the following general themes.

Safety *Mentions: 4*

- Concern about pedestrian safety at transit stops
- Concern about vehicle and pedestrian safety of those who live on the existing highway
- Concerns about the lack of planned improvements for Selma Park
- Support for a new alternate route for safety and to act as an evacuation route
- Support for improving the current highway with safety measures

Public engagement *Mentions: 3*

- Questions about the status of responses to the questions asked during the information sessions
- Interest in meeting with the study team

Current work *Mentions: 2*

- Questions about current work at Orange Road/Joe Road
- Inquiries related to survey work

Impact to wildlife *Mentions: 1*

- Concern that wildlife crossing issues are not being addressed

More travel options *Mentions: 1*

- Support alternate route between Wilson Creek and Selma Park

Photo: Roberts Creek by James Stewart

5

CONSIDERATION OF FEEDBACK

Traffic volumes, including commercial and ferry traffic are a key challenge with the existing highway

Study team response: Current and forecast ferry and transit volumes have been considered in the analysis to date. Through additional engagement with BC Ferries, BC Transit and local governments, we continue to refine the traffic forecasts, including additional sensitivity analysis.

Based on confirmation of recent growth (including 2022 volumes) the study team does not anticipate an upward shift in forecast vehicle volumes; however, additional analysis of potential reductions in vehicle volumes due to continued implementation of climate objectives designed to increase active transportation and reduce reliance on the private automobile may yield important consideration of the relative cost/benefit of alternate routes.

Safety is a concern with the current highway

Study team response: The Ministry maintains Highway 101 to provide safe passage for highway users. We encourage people to let us know about any immediate safety concerns so that the Ministry can evaluate and address these concerns as part of our regular maintenance program. The study team recognizes that active transportation facilities on Highway 101 today are limited, and plans for improvements in this area are a fundamental part of the options analysis.

Resident and community impact is a key concern

Study team response: Community impacts, including planned land use, are a key part of the evaluation process. The engagement process has provided an opportunity to consider and incorporate additional evaluation criteria. A detailed review of feedback is underway, and the study team will share more detailed information on the refined evaluation framework once complete.

Climate change is a concern with the current highway

Study team response: Part of planning, including during future design stages, would be to ensure that any improvements will incorporate Ministry guidelines of the protection of the environment and climate change. More information will be available as part of the refined evaluation framework.

Environmental and wildlife impact is a concern

Study team response: Considering environmental and wildlife impacts is a key part of the evaluation process. The engagement process has provided an opportunity to consider and incorporate additional evaluation criteria. A detailed review of feedback is underway, and the study team will share more detailed information on the refined evaluation framework once complete.

Interest in safer/better/more active transportation infrastructure

Study team response: The study team recognizes that that active transportation facilities on Highway 101 today are limited and plans for improvements in this area are a fundamental part of the options analysis.

The engagement process has provided an opportunity to consider and incorporate additional evaluation criteria. A detailed review of feedback is underway, and the study team will share more detailed information on the refined evaluation framework once complete.

Consider the interests of shishalh Nation

Study team response: This is inherent in the study design, as shishalh is a partner in the study.

Continue stakeholder and public engagement as the study progresses

Study team response: Study updates will be shared on the website as planning continues, and meetings with key stakeholders may be scheduled as needed to support ongoing analysis.

Consider congestion and safety at Selma Park

Study team response: Options using Selma Park Road were considered but grades were a significant challenge, particularly for trucks and active transportation. Havies Road provides better grade and connection.

This planning study will identify a long-term solution as this area of the Sunshine Coast continues to grow.

In the meantime, based on the proposed developments in this area, the Ministry anticipates that this community will see increased use of alternative forms of transportation to help reduce local vehicle demand.

In addition, the Ministry is reviewing improvements along the existing Highway 101, such as passing lanes, turning lanes and intersection improvements at specific locations. These were identified in the 2020 study.

This combined with improved intersections, passing lanes and turning lanes where appropriate, and active transportation upgrades on Highway 101 will ensure that the highway continues to serve all demand.

Prioritize better transit

Study team response: The study team will continue to work with BC Transit and SCRD staff to understand and incorporate future transit plans.

Consider other options, particularly an alternate route between Havies Road and downtown Sechelt

Study team response: The study team remains open to considering all feasible options, including refinements to existing options that have been suggested as part of the engagement process. This work is underway.

6

STUDY NEXT STEPS

The study team will review all feedback and consider it in refining the list of feasible options for further analysis and costing. Additional technical analysis, environmental, archaeological, and cultural assessments will be conducted to further shortlist the options in consideration of input received, conduct additional technical analysis as appropriate and complete the multiple account evaluation. This phase will include dialogue with local government staff.

Based on the results of the multiple account evaluation, the Ministry, shishalh Nation and Squamish Nation will recommend a preferred long-term solution, with further input from local government as appropriate. A decision on a preferred long-term routing for the corridor will follow (timing to be confirmed).

The Ministry will continue to partner with shishalh Nation, collaborate with Squamish Nation, and to engage with local and regional governments as planning continues to ensure that local new and emerging government plans are considered and reflected in the analysis and to support further shortlisting. Study updates will be shared on the website as planning continues.

Photo: Mermaid Cove by Jerry Meaden

APPENDIX A
TECHNICAL WORKSHOP PRESENTATION

Highway 101
Alternate Route Planning Study

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

shíshálh NATION

Ministry of Transportation and Infrastructure

shíshálh NATION

Hwy 101 Alternate Route Study

Technical Stakeholder Workshop #1

9 September 2021

Welcome and thank you for being here

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Study vision:

***A clear and supported long-term plan for the Highway corridor between Gibsons and Sechelt**, from the Stewart Road/Hwy 101 intersection to approximately Trout Lake.*

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Purpose

- Identify and evaluate corridor options that will ensure continued safe and reliable movement of people and goods
- Support Foundation Agreement and Land Transfer Agreement implementation
- Help achieve consistency with the standards of Reconciliation
- Clarify status of the TFSA lands to facilitate lands transfer by October 2023
- Seek input from other First Nations, identified agencies and key stakeholders to develop the evaluation framework *(purpose of today's session)*
- Conduct a preliminary evaluation of the shortlisted options
- Seek feedback from other First Nations, affected agencies and key stakeholders, and then from the public on the draft evaluation results
- Consider input received along with technical information to decide on a preferred corridor option

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Principles

- Cooperate with shishalh Nation
- Minimize impacts on shishalh Nation
- Follow the policies, specifications, standards and guidelines of the Province's *Integrated Transportation Development Strategy*

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Objectives

- Establish a defensible and supported evaluation framework
- Identify, understand, respect and address shishalh's rights, interests, and concerns
- Incorporate shishalh knowledge and values in the process
- Create opportunities for informed input and feedback
- Ensure all options include appropriate active transportation and transit facilities
- Comprehensively evaluate the options
- Develop information and options that can be used in decision-making pursuant to the Foundation Agreement
- Eliminate historic options that are no longer considered viable

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Study Process and Engagement

Goals:

- Build awareness, understanding and support for the options and the analysis
- Obtain community support for a preferred solution

Objectives:

- Clearly communicate the purpose, options, how they were developed and analyzed, and the positive and negative impacts of each shortlisted option
- Keep people informed about study progress and final decisions
- Understand how people use the corridor, and the challenges they experience
- Understand the current opportunities and constraints
- Create opportunities for informed input and feedback
- Demonstrate that the Ministry and shishalh are listening and appropriately incorporating feedback
- Communicate how the study is helping to implement the Foundation Agreement

Study Process and Engagement

- Telephone surveys with stakeholder agencies and groups
- Stakeholder planning workshop #1 with stakeholders to confirm evaluation framework and criteria
- Study webpage and email database
- Stakeholder information meetings to follow up on the technical workshop
- Stakeholder planning workshop #2 with stakeholders to review draft analysis and engagement materials
- Community open houses in Sechelt and Gibsons and online survey
- Complete technical and financial analysis; incorporate public input, additional meetings as appropriate
- Release recommendation

Work to date

shishalh and the Ministry have worked cooperatively to:

- Establish terms of reference and partnership
- Review past studies and reports for potential alignments and alternative routes
- Develop additional conceptual options not looked at in previous studies and reports; especially with respect to mitigating or avoiding impacts to shishalh lands
- Complete stakeholder interviews
- Develop planning and design criteria
- Draft evaluation framework
- Analyze travel demand along the Hwy 101 corridor between Gibsons and Sechelt for the horizon year 2050 *(underway)*
- Develop high level feasibility and environmental constraint mapping *(underway)*

Draft Problem definition

- Highway role and function
- Current challenges, causes and impacts
- Known limitations and opportunities to support resolution
- Agencies and people affected
- Timeline for final decision

Draft Problem Definition (part 1)

- Highway 101 is a vital route for regional goods movement and local connectivity.
- The combination of narrow road widths, limited shoulders, active driveways limited visibility, speeding in passing lanes and open stretches, and faded lane markings (in some areas) create safety challenges and limit transit and active transportation options. Similarly, numerous unmarked intersections are a challenge for pedestrians wishing to cross the highway.
- Key known pinch points, including Burton Road to Lower Road, through Roberts Creek (due to driveways and uncontrolled intersections), at the Chapman Creek Bridge, Davis Bay section (due to Sea Level Rise), and downtown Sechelt.
- Stakeholders have expressed concerns about congestion, safety, reliability and emergency response, and related impacts on community well being and business viability.

Draft Problem Definition (part 2)

- In some areas, there are limited or no existing bypass options when an incident blocks the highway, while significant geographic and land tenure limit highway expansion and/or construction of alternate routes. Additionally, environmental and cultural protection, sustainability, and impact to existing and planned economic development are increasingly important, and concerns that alternate routes would have unintended negative consequences on these values.
- In addressing the problem, there is a perception of lack of coordination on a long-term plan, and concern that agencies are relying on "old ways of thinking". While there is consensus on the need to define a long-term solution for the corridor, to date, there is no consensus on the need for or best location for an alternate route, or the continued role and function of the existing route.
- Through the B.C./shishalh Foundation Agreement, these two parties have committed to cooperate on a study to develop potential options for improvements to accessibility. The results of this study are integral to certain commitments in this agreement within the timelines established.

Discussion Questions

1. How well does the draft definition reflect your organization's understanding of the problem?
2. In your opinion, is anything missing?
3. Any other recommendations?

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Evaluation Framework

- Based on the Multiple Account Evaluation decision making tool
- Standard accounts tailored to the context of this area
- Draft jointly developed by the Ministry and shishalh Nation based on mandate, experience, and stakeholder input to date
- No weighting assigned
- Circulated in advance to facilitate today's discussion
- Final framework will be used to evaluate the agreed upon shortlisted options
- Final decision related to the highway corridor will be made by the Province, shishalh Nation, and Squamish Nation in relation to their respective rights and title

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Discussion Questions

1. Does the draft reflect input from your organization to date?
2. In your opinion, is anything missing?
3. What data/input are you willing to share to support analysis?
4. Questions/suggestions about the sources and measures?
5. Thoughts on public engagement?

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Next Steps

Action	Timing	Agency
Discussion recap and actions	Today	All
Circulate summary notes	23 Sep	Project team
Additional feedback	30 Sep	Key stakeholders
Confirm potential alignments and conduct initial evaluation	Oct-Nov	Project team
Workshop #2	Mid-Nov (TBC)	Key stakeholders
Additional analysis and meetings	As required	Project team
Public engagement	Late Nov	Project team

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Thank You

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APPENDIX B
NOTIFICATION MATERIALS

Highway 101
Alternate Route Planning Study

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

shíshálh NATION

INFORMATION BULLETIN

BRITISH COLUMBIA

INFORMATION BULLETIN

For Immediate Release
2022TRAN0056-000956
June 16, 2022

Ministry of Transportation and Infrastructure

Long-term Highway 101 planning open to public feedback

SECHELT – People living on the Sunshine Coast can provide input on long-term solutions to improve travel on the Highway 101 corridor between Sechelt and Gibsons, with public consultation underway on the Highway 101 Alternate Route Planning Study.

The study will help the Ministry of Transportation and Infrastructure, in partnership with shishalh Nation and in collaboration with Squamish Nation, identify preferred long-term routing for the corridor. These decisions will then support local and regional governments in future land-use planning and support ministry highway infrastructure investment planning over the next 20 to 50 years.

Daily vehicle volumes on the highway have increased approximately 20% in the past five years, primarily between Sechelt and Gibsons. Highway 101 also has wide seasonal variations and short bursts of congestion associated with ferry traffic.

While there is no foreseeable need for a full, end-to-end bypass route based on demand alone, key locations could benefit from alternate routing and other changes that could address congestion, reliability and safety challenges.

People are invited to attend the virtual open house, which runs from June 16 to July 28, 2022, and connect to one of two virtual information sessions on June 23 or June 29. To view the online engagement materials and complete an online survey, visit: www.gov.bc.ca/Highway101

Feedback received will be considered in shortlisting the options, with the preferred long-term solution identified by early 2023.

Learn More:

To learn more, visit: www.gov.bc.ca/Highway101

Contact:

Ministry of Transportation and Infrastructure
Media Relations
250 356-8241

Connect with the Province of B.C. at: news.gov.bc.ca/connect

NEWSPAPER AD – NOTICE OF OPEN HOUSE

Notice of Open House

Highway 101 Alternate Route Planning Study

The Ministry of Transportation and Infrastructure, in partnership with shishalh Nation, invite the public to attend a virtual open house for the Highway 101 Alternate Route Planning Study. The study aims to develop a clear and supported long-term plan for the highway corridor between Gibsons and Sechelt.

The purpose of the open house is to share information and receive feedback about the draft options and analysis to date. Feedback received will be considered in further shortlisting the options and identifying preferred long-term solutions later this year.

The virtual open house will run from June 16, 2022, to July 28, 2022, at gov.bc.ca/highway101, where you can:

- learn more about the study
- view the online engagement materials
- connect to attend one of two online information sessions
- complete an online survey.

Project staff will provide an overview presentation and respond to questions at two virtual information sessions via Zoom:

Thursday, June 23, 2022
6:00 p.m. to 7:30 p.m.

Wednesday, June 29, 2022
6:00 p.m. to 7:30 p.m.

For more information, please visit:
gov.bc.ca/highway101

BRITISH COLUMBIA

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NEWSPAPER AD – NOTICE OF OPEN HOUSE EXTENSION

Notice of Open House

Highway 101 Alternate Route Planning Study

The Ministry of Transportation and Infrastructure, in partnership with shíshálh Nation, invite the public to attend a virtual open house for the Highway 101 Alternate Route Planning Study. The study aims to develop a clear and supported long-term plan for the highway corridor between Gibsons and Sechelt.

The purpose of the open house is to share information and receive feedback about the draft options and analysis to date. Feedback received will be considered in further shortlisting the options and identifying preferred long-term solutions later this year.

The virtual open house has been extended to August 31, 2022, at gov.bc.ca/highway101, where you can:

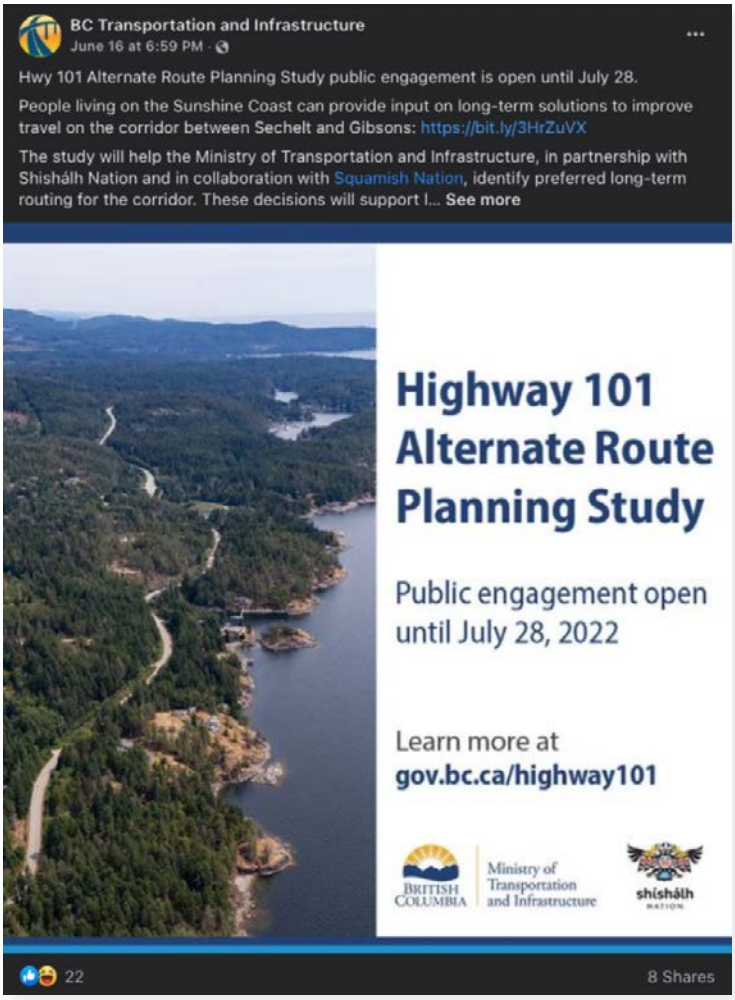
- learn more about the study
- view the online engagement materials
- view the presentation from the previous June 2022 information sessions
- complete an online survey.

For more information, please visit:
gov.bc.ca/highway101

BRITISH COLUMBIA

shíshálh NATION

SAMPLE SOCIAL MEDIA POSTS



APPENDIX C
ENGAGEMENT MATERIALS

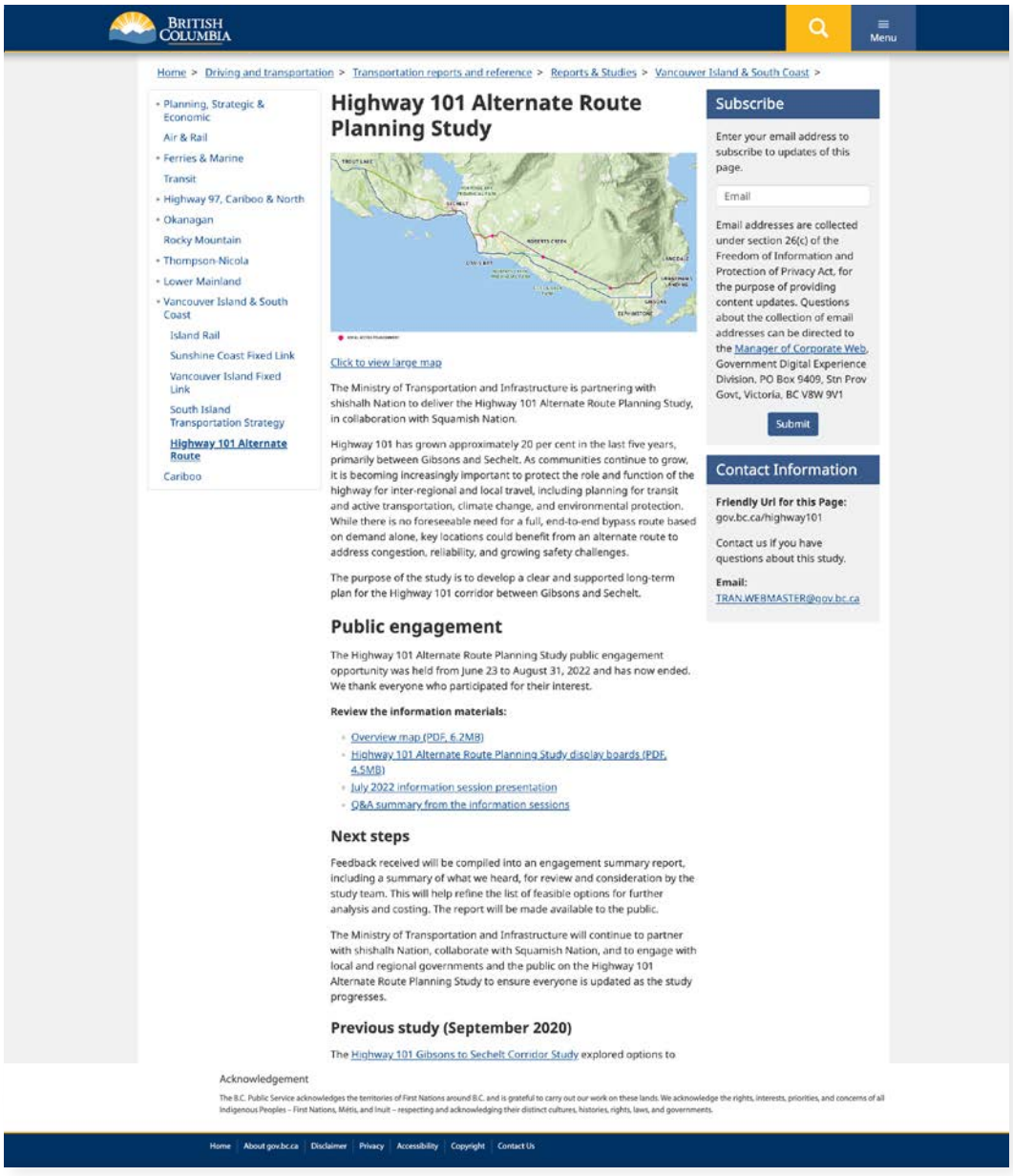
Highway 101
Alternate Route Planning Study

BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

shíshálh NATION

PROJECT WEBPAGE

gov.bc.ca/highway101



BRITISH COLUMBIA

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- Okanagan
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- Thompson-Nicola
- Lower Mainland
- Vancouver Island & South Coast
  - Island Rail
  - Sunshine Coast Fixed Link
  - Vancouver Island Fixed Link
  - South Island Transportation Strategy
  - **Highway 101 Alternate Route**
  - Cariboo

Highway 101 Alternate Route Planning Study

Click to view large map

The Ministry of Transportation and Infrastructure is partnering with shíshálh Nation to deliver the Highway 101 Alternate Route Planning Study, in collaboration with Squamish Nation.

Highway 101 has grown approximately 20 per cent in the last five years, primarily between Gibsons and Sechelt. As communities continue to grow, it is becoming increasingly important to protect the role and function of the highway for inter-regional and local travel, including planning for transit and active transportation, climate change, and environmental protection. While there is no foreseeable need for a full, end-to-end bypass route based on demand alone, key locations could benefit from an alternate route to address congestion, reliability, and growing safety challenges.

The purpose of the study is to develop a clear and supported long-term plan for the Highway 101 corridor between Gibsons and Sechelt.

Public engagement

The Highway 101 Alternate Route Planning Study public engagement opportunity was held from June 23 to August 31, 2022 and has now ended. We thank everyone who participated for their interest.

Review the information materials:

- Overview map (PDF, 6.2MB)
- Highway 101 Alternate Route Planning Study display boards (PDF, 4.5MB)
- July 2022 information session presentation
- Q&A summary from the information sessions

Next steps

Feedback received will be compiled into an engagement summary report, including a summary of what we heard, for review and consideration by the study team. This will help refine the list of feasible options for further analysis and costing. The report will be made available to the public.

The Ministry of Transportation and Infrastructure will continue to partner with shíshálh Nation, collaborate with Squamish Nation, and to engage with local and regional governments and the public on the Highway 101 Alternate Route Planning Study to ensure everyone is updated as the study progresses.

Previous study (September 2020)

The Highway 101 Gibsons to Sechelt Corridor Study explored options to

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Submit

Contact Information

Friendly Url for this Page:
gov.bc.ca/highway101

Contact us if you have questions about this study.

Email:
TRAN.WEBMASTER@gov.bc.ca

Acknowledgement

The B.C. Public Service acknowledges the territories of First Nations around B.C. and is grateful to carry out our work on these lands. We acknowledge the rights, interests, priorities, and concerns of all Indigenous Peoples – First Nations, Métis, and Inuit – respecting and acknowledging their distinct cultures, histories, rights, laws, and governments.

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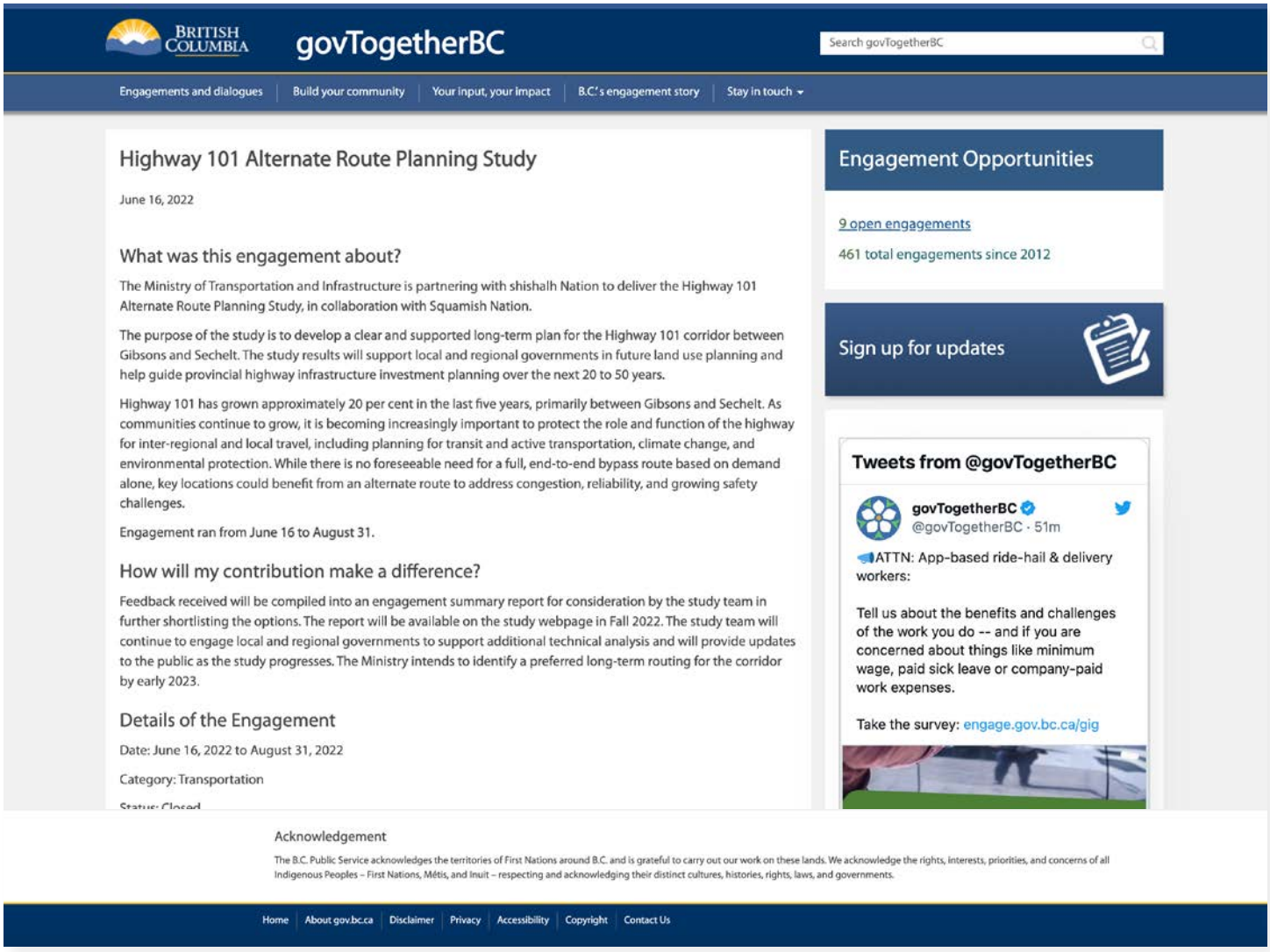
ENGAGEMENT WEBPAGE

engage.gov.bc.ca/govtogetherbc/consultation/highway-101-alternate-route-planning-study



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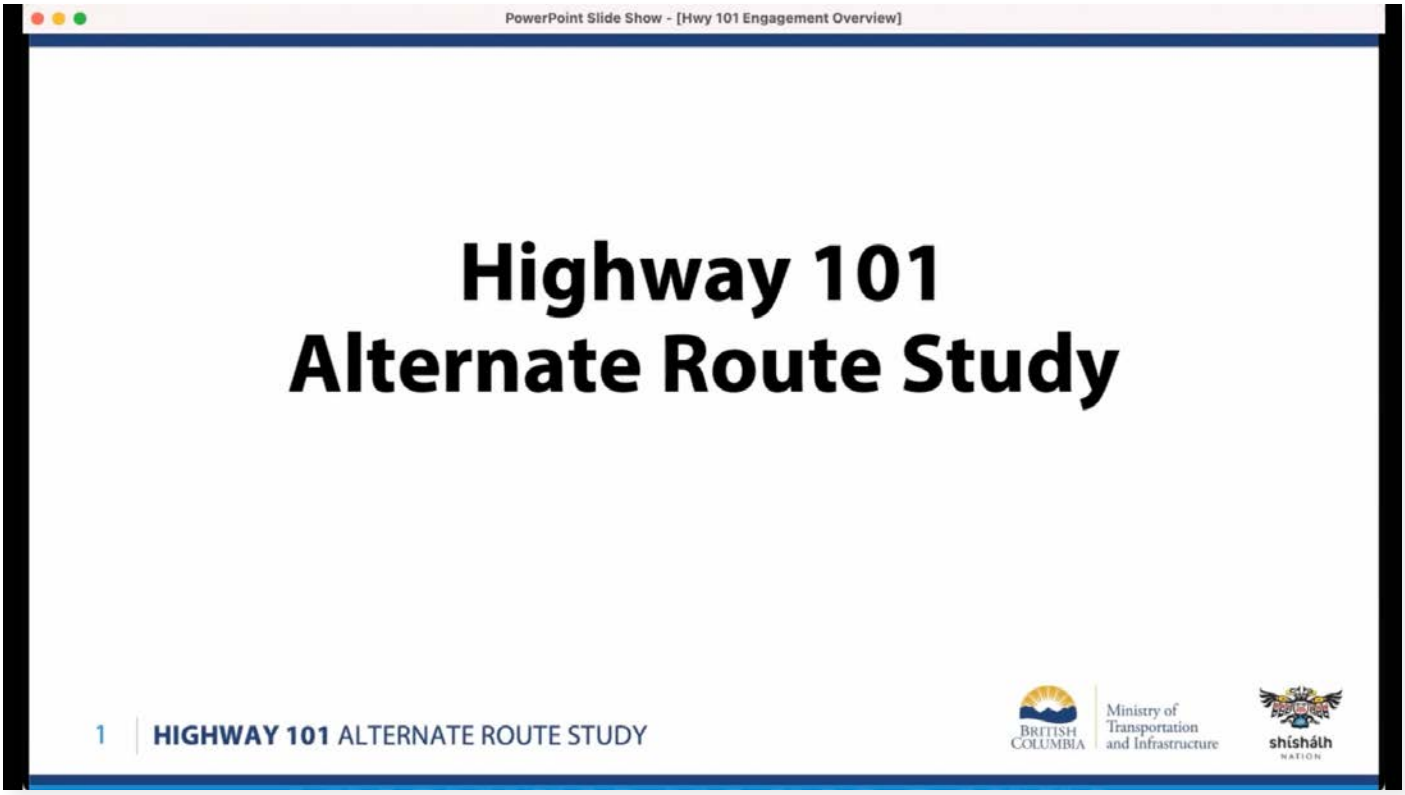
PRESENTATION VIDEO

youtube.com/watch?v=yWkjtOXKwpo



DISPLAY BOARDS

Highway 101 Alternate Route Study

Community Engagement

Thank you for participating in this Highway 101 Alternate Route Study virtual open house. The study aims to develop a clear and supported long-term plan for the Highway corridor between Gibsons and Sechelt.

This open house will:

- **Share information** about the option development process, how your input will be considered, and next steps for the study
- **Seek feedback** on draft options, the evaluation framework and preliminary findings to date
- **Invite input** to help shortlist options for additional review

We welcome your input. Please respond by July 28, 2022:

Online at: www.gov.bc.ca/highway101

By email: TRAN.WCBMASTER@gov.bc.ca

By mail: Suite 310 – 1500 Woolridge Street
Coquitlam, BC V3K 0B8

01 **HIGHWAY 101** ALTERNATE ROUTE STUDY

Study Context and Considerations

Our vision for this study is to develop a clear and supported long-term plan for the Highway 101 corridor between Gibsons and Sechelt.

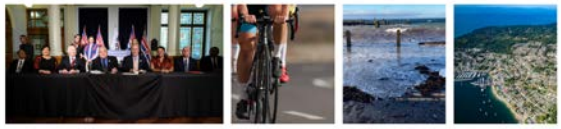
Completed in 1962, Highway 101 is a vital route for regional goods movement and local connectivity. As Sunshine Coast communities have continued to grow, calls for improvements on an alternate route have also grown. Several studies have been completed, but none to date have identified a complete long-term solution.

Key objectives for this study are to:

- Develop and apply a supported evaluation framework for analysis to identify a preferred long term-solution
- Advance reconciliation with shishalh and Squamish
- Eliminate historic options that are no longer viable

Key considerations include:

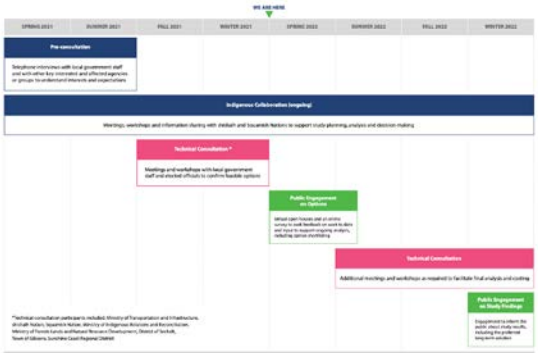
- Current and future plans for transit and active transportation facilities
- Climate change
- Forecast demand through to 2050
- Local land use decisions



02 **HIGHWAY 101** ALTERNATE ROUTE STUDY

Consultation and Decision Making Process

The Ministry of Transportation and Infrastructure is partnering with shishalh Nation to deliver the study. Our consultation process includes:



03 **HIGHWAY 101** ALTERNATE ROUTE STUDY

Historical Context

Several key studies of potential solutions to address Highway 101 challenges have been completed over the past 30 years. The following timeline highlights key studies and milestone events that have been considered for this study.

2005
Building on preliminary analysis completed in the 1990s, the Gibsons Bypass Extension Planning & Design Study identifies BC Hydro right-of-way from Stewart Road to Cemetery Road with new connection to Highway 101 via Payne Road or Henry Road

2009
District of Sechelt Transportation Master Plan forecasts traffic demand to 2026 identifies a bypass route generally along the BC Hydro right-of-way with connections at Field Road and 911a Way east of Sechelt and at Tyler Road west of Sechelt; this route transects shishalh lands

2018
Landmark shishalh Nation-British Columbia Foundation Agreement creates a new government-to-government relationship with shared decision-making for lands and resource development within shishalh's swiya

2019
Declaration on the Rights of Indigenous Peoples Act advancing reconciliation in B.C.

2020
Highway 101 Gibsons to Sechelt Corridor Study forecasts traffic demand to 2035 confirms 2005 study findings with Payne Road as the preferred route; also identifies intersection improvements on Highway 101

Ministry mandate to implement Integrated Transportation and Development Strategy ensuring greater alignment between transportation and land use planning

04 **HIGHWAY 101** ALTERNATE ROUTE STUDY

Current Travel Demand

The study explored current travel demand and traffic patterns to better understand current use of the Highway 101 corridor.

Key findings are:

- Increased growth in vehicle traffic (17.8%) between Gibsons and Sechelt (2014-2019), but limited growth on other sections of the highway.
- Almost 83% of afternoon trips on Highway 101 are local trips (originating and ending between Gibsons and Halfmoon Bay). Most of these are between Gibsons and Sechelt.
- Seasonal variations of up to 2,300 vehicles per day, gradually increasing between March and August, then gradually decreasing.
- Spikes in hourly vehicle volumes, associated with ferry arrivals.
- Low use of transit as a percentage of total commuting trips (7%).
- Limited growth in truck traffic, which represents less than 1.5% of all traffic.

Together, these findings suggest that current travel demand on Highway 101 is primarily a function of local development and limited alternatives to driving.

Information sources include: Ministry of Transportation and Infrastructure permanent counter station data; StreetLight data (aggregated smartphone and navigation device datasets); and 2016 Census journey to work data.

05 **HIGHWAY 101** ALTERNATE ROUTE STUDY

Forecast Travel Demand

Forecast travel demand to 2050, based on previous studies, analysis of current demands, and a review of official community plans. Key findings are:

Forecast Travel Demand

Three potential future (2050) demand scenarios were considered:

- **Low demand:** assumes population growth based on local area plans, and no additional highway improvements that could stimulate new demand. This resulted in an average 1.7% growth in annual vehicle traffic.
- **High demand:** assumes continued growth as per the previous 2020 study. This resulted in an average 2.8% growth in annual vehicle traffic.
- Sensitivity testing was also conducted to further validate these estimates.

The theoretical capacity of a typical rural highway depends on a number of factors and is generally accepted to range from 1,800 to 2,100 vehicles per lane. On Highway 101, the combination of uncontrolled intersections and multiple driveways in the Elphinstone and Davis Bay results in a highway capacity of about 1,800 per lane whereas in other sections of the highway, the lane capacity is as high as 1,900 vehicles. As a result, even with higher-than-expected growth, Highway 101 has capacity to accommodate forecast vehicle demand through to 2050 and beyond, indicating there is no foreseeable need for a full, end-to-end bypass route based on demand alone.

However, key locations could benefit from an alternate route for other reasons. We are seeking your feedback on potential alternate route options as well as an improved Highway 101.

Between		Direction of Travel	Afternoon Rush Demand - Forecast Volumes (vehicles per hour)				
			2019	2035		2050	
				Low	High	Low	High
Langdale	Gibsons	Northbound	100	120	200	150	240
		Southbound	490	550	780	650	920
Elphinstone	Roberts Creek	Northbound	660	880	1,290	1,140	1,680
		Southbound	650	860	1,110	1,110	1,440
Roberts Creek Core	Sechelt	Northbound	650	890	1,260	1,200	1,700
		Southbound	590	810	1,010	1,090	1,370
West Sechelt	Halfmoon Bay	Northbound	270	360	530	470	690
		Southbound	220	290	370	370	490

06 **HIGHWAY 101** ALTERNATE ROUTE STUDY

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Safety, Reliability and Congestion

Previous studies and early engagement for this study identified the following key hot spots where Highway 101 improvements or alternate routes would generate travel time savings:

Location	Challenge	Cause
Burton Road - Lower Road (Gibsons and Elphinstone)	Congestion	Ferry surges and local traffic including growing volumes of pedestrians crossing the highway
Roberts Creek	Safety	Limited passing lane opportunities
Chapman Creek Bridge	Reliability	No alternate route in the event of bridge washout or accident
Davis Bay	Reliability	Driveways, uncontrolled intersections, and road flooding during extreme weather events

Travel Time Savings

The 2020 Highway 101 study identified that an alternate route bypassing Gibsons would save users up to 3.5 minutes by 2035. Using the same methodology, the current study further explored potential travel time savings and found that by 2050, travel time savings would be as follows:

Alternate Route through Gibsons	up to 2.3 minutes
Alternate Route between Gibsons and Sechelt (if feasible)	up to 1.8 minutes

Options Overview

Active Transportation

A new alignment and existing corridor improvements would incorporate the minimum recommended width. Existing gaps to be addressed, in partnership with local communities, for options that use the existing Highway 101 corridor are:

- **Along Highway 101:** between Stewart Road and North Road; at curves between Gibsons and Roberts Creek; at Pell Road, Field Road, Bay Road and Snodgrass Road; and between Mills Road and Lawson Road
- **Through Sechelt between Chelpi Avenue and Shorncliffe Avenue:** where possible to address narrow shoulders and vehicle parking requirements (pedestrian have access via existing sidewalks, and while existing Highway 101 shoulders are narrow, cyclists have alternate cycling routes on local streets and designated paths)
- **On other roads in Gibsons:** narrow cycling lanes, limited crossings and multiple curb cuts along Gibsons Way and Reed Road, and constraints at Reed Road School Road intersections with Gibsons Way.

Gibsons and Area (Stewart Road to Largo Road)

In this Segment, four potential route alignments are being considered in collaboration with Squamish Nation and local governments:

Gibsons and Area

Preliminary Assessment

Improved Hwy 101

- Includes intersection improvements and adaptive signal control
- Alternate corridor for active transportation along Reed Road
- Least cost with the least environmental impacts* and property impacts; some acquisition required for road widening

Alternate route to Payne Road

- Four-lane highway to Payne Road with rural and urban sections; connecting to an improved Highway 101 in the west
- Provides alternate corridor for active transportation
- Environmental impacts* (including one fish-bearing stream), and private property acquisition

Alternate route to Ranch Road

- Four-lane rural highway that bypasses Gibsons and connects to an improved Highway 101 in the west
- Provides new commuter cycling corridor
- Additional environmental impacts* (including one fish-bearing stream, and forested areas), and highest property impacts including agricultural land
- High cost

Full alternate route**

- Extends existing four-lane rural highway east of Stewart Road
- Provides new commuter cycling corridor
- Highest environmental impacts* (including four fish-bearing streams, wetland, and forested areas); most private property acquisition and the greatest impact to agricultural land
- Highest cost

*Based on desktop data, environmental review pending for shortlisted options

**This route would be combined with one of the alternate route options in Davis Bay section

Davis Bay Options (Largo Road to Chelpi Avenue)

In this Segment, four potential route alignments are being considered in collaboration with shíshálh Nation and local governments:

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Davis Bay
Preliminary Assessment

Improved Hwy 101

- Includes intersection improvements, passing lanes between Payne Road and Jack Road, and left-turn lanes between Field Road and Monkey Tree Lane
- Minimum 1.5m-wide, bicycle accessible shoulders and safety improvements at bus stops
- Fewer environmental impacts*; some private property acquisition for roadway widening
- Medium cost

Alternate Route to Margaret Road**

- Four-lane rural highway to Margaret Road, connecting with an improved Highway 101 to the west
- Provides new commuter cycling corridor
- Environmental impacts* crosses four fish bearing watercourse(s) and runs adjacent to Mt. Elphinstone Park
- Fewer private property acquisitions
- High cost

Alternate Route from Park Avenue to Havies Road**

- Four-lane route – rural highway design except along Havies Road where the route becomes an urban roadway with sidewalks
- Provides a direct connection to Sechelt Airport and an alternative connection to Davis Bay
- Provides an alternative corridor for active transportation
- Bridge over Chapman Creek; some private property acquisition along Havies Road
- Relatively high cost

Full Alternate Route to Havies Road

- Four-lane route that bypasses Davis Bay – rural highway design except along Havies Road where the route becomes an urban roadway with sidewalks
- Provides a direct connection to Sechelt Airport
- Provides new commuter cycling corridor
- Environmental impacts* (crosses two fish bearing watercourses) and runs adjacent to Mt. Elphinstone Park
- Bridge over Chapman Creek; some private property acquisition along Havies Road
- Highest cost

*Based on desktop data, environmental review pending for shortlisted options

**These routes could be combined, using a short portion of Highway 101 to create an additional route option

Sechelt Options (Chelpi Avenue to Shorncliffe Avenue)

In this Segment, five potential route alignments are being considered in collaboration with shishalh Nation and local governments:

Sechelt
Preliminary Assessment

Improved Hwy 101

- Includes intersection improvements at Wharf Ave and Shorncliffe Ave
- Alternative corridor for active transportation is possible along Dolphin St and Trail Ave
- Fewer environmental impacts* and property impacts
- Low cost

North Sechelt Connector (Wharf/Neptune)

- Four-lane urban roadway that bypasses downtown Sechelt via Wharf Ave + a new route parallel to Mason Rd and a new North Sechelt route
- Provides an alternative corridor for active transportation
- Fewer property acquisitions between Wharf Ave and Trail Ave
- Medium to high cost

North Sechelt Connector (Dolphin/Trail)

- Four-lane urban roadway that bypasses downtown Sechelt via Dolphin Street, Trail Ave and a new North Sechelt route west of Ocean Ave
- Conflicts with recent active transportation improvements along Trail Ave
- Runs adjacent Hackett Park
- Private property acquisition at Dolphin St/ Trail Ave intersection
- Medium cost

Dolphin Alternative Route

- Four-lane urban roadway that bypasses downtown Sechelt and connects to a new North Sechelt route west of Ocean Ave
- Provides an alternative corridor for active transportation
- Runs adjacent to Shorncliffe Intermediate Care home and Chatelech Secondary School
- Some private property acquisition required
- Medium-to-high cost

Dolphin/Shorncliffe Alternative Route

- Four-lane urban roadway that bypasses downtown Sechelt, connecting to Highway 101 on either side
- Provides an alternative corridor for active transportation
- Runs adjacent Hackett Park, Ecole du Pacifique, churches and municipal buildings
- Impacts recreational fields; some private property acquisition required
- Medium-to-high cost

*Based on desktop data, environmental review pending for shortlisted options

SCRD West Options (Shorncliffe Avenue to Trout Lake)

In this Segment, three potential route alignments are being considered in collaboration with shishalh Nation and local governments:

West of Sechelt to Trout Lake
Preliminary Assessment

Improved Hwy 101

- Includes intersection improvements at Hill Rd and Redrooffs Rd
- Minimum 1.5m-wide, bicycle accessible shoulders and safety improvements at bus stops
- Fewer environmental impacts* and property impacts
- Lowest cost

North Sechelt Full Alternate Route

- Four-lane rural roadway, extending either of the North Sechelt connector routes through Sechelt (see board 14)
- Provides new corridor for commuter cycling
- Environmental impacts* (crosses two fish bearing watercourses) and sensitive habitat adjacent to Trout Lake
- Impacts to agricultural land; private property acquisition required
- Potential geotechnical challenges through areas with shallow bedrock
- High cost

North Sechelt Connector Route

- Four-lane rural roadway, extending Dolphin Street alternative route through Sechelt
- Provides new corridor for commuter cycling
- Environmental impacts* (crosses two fish bearing watercourses) and sensitive habitat adjacent to Trout Lake
- Runs adjacent to Shorncliffe Intermediate Care home and École Chatelech
- Impacts recreational fields; property acquisition required
- Potential geotechnical challenges through areas with shallow bedrock
- Very high cost

*Based on desktop data, environmental review pending for shortlisted options

Why Not Build a Full Bypass?

While Traffic forecasts show there is no need for a full end-to-end bypass (see previous board), short alternate route alignments were studied where appropriate to address other challenges and constraints including:

- Bypass of Gibsons to alleviate the effects of traffic congestion caused by ferry traffic from Langdale Terminal
- Alternate route across Chapman Creek where in the past, accidents on Highway 101 there caused significant delays because there is currently no alternative access
- Alternate route through Davis Bay, which is susceptible to flooding during king tides and significant weather events
- Alternate route around downtown Sechelt to reduce conflicts between through-traffic and local traffic, including high volumes of pedestrians and cyclists

Between Davis Bay and Sechelt, no feasible alternate route was identified. In this section, the following options were considered but did not meet the criteria for further study due to significant economic, geotechnical, structural, environmental, or constructability constraints.

- **Sechelt Upper Bypass:** this option would have required a bridge across Porpoise Bay with significant impact to the land and marine environment.
- **BC Hydro right of way between Hilltop Road and Chelpi Avenue:** this option would have crossed through critical habitat and mature forest, passed near or through multiple parks, and affected multiple utilities.
- **Sechelt Lower Bypass:** this option would have required a new crossing over Davis Bay with significant impact to the land and marine environment.

Evaluation Methodology

B.C.'s multiple account evaluation guidelines will be used to evaluate the shortlisted options. This framework compares expected benefits and impacts against the base case (existing Highway 101) and illustrates the trade-offs between scenarios.

The accounts identified include:

- **Customer Service:** focused on connectivity for all users
- **Socio-Community:** considers potential property impacts, noise and visual effects, and proximity/access to recreation areas
- **Environment:** considers impacts to environmental resources and impacts to parks and protected areas
- **Economic Development:** considers effects on demand and access to farming and natural resource development
- **Reconciliation with shishalh and Squamish:** considers consistency with the B.C./shishalh Foundation Agreement, UNDRIP, impacts on Indigenous title and rights, and potential to address Reconciliation
- **Financial:** considers relative capital cost and constructability

The factors considered for each account were developed based on best practice, and results of collaboration and engagement to date to ensure the criteria for each account was appropriately tailored to the local context.

Next Steps

Your feedback is important

Following this consultation, the Project Team will:

- Review and prepare a summary report on consultation input
- Continue technical analysis and collaboration with shishalh and Squamish
- Develop a final report, using the feedback received

A decision on a preferred long-term routing for the corridor will follow in late 2022/early 2023.

This decision will then support local and regional governments in future land use planning and will support Ministry highway infrastructure investment planning over the next 20 to 50 years.

We welcome your input. Please respond by July 28, 2022:

Online at: www.gov.bc.ca/highway101

By email: TRAN.WEBMASTER@gov.bc.ca

By mail: Suite 310 – 1500 Woolridge Street
Coquitlam, BC V3K 0B8

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FEEDBACK FORM

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Highway 101 Alternate Route Study Feedback Form

The Ministry of Transportation and Infrastructure is partnering with shíshálh Nation to deliver the Highway 101 Alternate Route Planning Study, in collaboration with Squamish Nation.

Purpose: To develop a long-term plan for the Highway 101 corridor between Gibsons and Sechelt.

We want your feedback on:

- How you use Highway 101
- Alignment options
- Evaluation methodology

Feedback received will be compiled into an engagement summary report for review and consideration by the study team.

Please review the study's public engagement update at **gov.bc.ca/highway101** before completing the following feedback form questions. Please respond by August 31, 2022 at 4:00pm.

Collection Notice: *Your personal information will be collected for the purposes of informing the Highway 101 Alternate Route Study. If you have any questions about the collection of this personal information, please contact: Director, Citizen Engagement, citizenengagement@gov.bc.ca. This information is being collected by the Ministry of Citizens' Services on behalf of the Ministry of Transportation and Infrastructure under the authority of section 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act ("FOIPPA").*

1

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Alignment Options

Please provide feedback on each of the alignment options by area. If you travel from end to end, some alignment combinations will not connect. The Ministry will consider public input along with additional technical analysis to further shortlist the options and ensure end-to-end connectivity.

1. Gibsons options (Stewart Road to Largo Road) – Which potential route do you prefer?

Choose one of the following answers:

- ○ Improved Highway 101
- ○ Alternate route to Payne Road
- ○ Alternate route to Ranch Road
- ○ Full alternate route
- ○ No preference

Please use this space to share why you prefer the option you chose:

2

Ministry of Transportation and Infrastructure

2. Davis Bay options (Largo Road to Chelpi Avenue) – Which potential route do you prefer?

Choose one of the following answers:

- ○ Improved Highway 101
- ○ Alternate route to Margaret Road
- ○ Alternate route from Park Avenue to Havies Road
- ○ Full alternate route to Havies Road
- ○ No preference

Please use this space to share why you prefer the option you chose:

3

Ministry of Transportation and Infrastructure

3. Sechelt options (Chelpi Avenue to Shorncliffe Avenue) – Which potential route do you prefer?

Choose one of the following answers:

- ○ Improved Highway 101
- ○ North Sechelt Connector (Wharf/Neptune)
- ○ North Sechelt Connector (Dolphin/Trail)
- ○ Dolphin alternate route
- ○ Dolphin/Shorncliffe alternate route
- ○ No preference

Please use this space to share why you prefer the option you chose:

4

Ministry of Transportation and Infrastructure

4. SCRD West options (Shoreciiffe Avenue to Trout Lake) – Which potential route do you prefer? *Choose one of the following answers.*

- Improved Highway 101
- North Sechelt full alternate route
- North Sechelt connector route
- No preference

Please use this space to share why you prefer the option you chose:

5

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Evaluation Methodology

5. Having reviewed the evaluation methodology (how we will evaluate each option) on board 19 for the options outlined in the display boards/presentation, how satisfied are you with the evaluation account categories being considered?

Choose one of the following answers:

- Very satisfied
- Satisfied
- Neutral
- Unsatisfied
- Very unsatisfied
- No opinion
- Prefer not to answer

6. In your opinion, how important are each of the evaluation account categories?

Please refer to information board 19 for additional information about each of the accounts.

	1 – Not important	2	3 – Neutral	4	5 – Very important	Prefer not to answer
Customer Service						
Socio-Community						
Environment						
Economic Development						
Reconciliation with shishalh and Squamish						
Financial						

7. Thinking about your current experience using the Highway 101 corridor, which customer service improvements are most important to you?

Please select your top 3:

- Safety
- Reliable travel time

6

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- Less congestion
- Reduce travel time
- Active transportation connections
- Transit priority
- No opinion

8. What additional information would you like to see if the study continues?

Tell us about yourself!

We want to hear from everyone who uses the Highway 101 corridor. To better understand who we are hearing from, please tell us a bit about yourself.

9. Where do you live?

Please check all that apply:

- Elphinstone
- Gibsons
- Gratham's Landing
- Halfmoon Bay

7

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- Langdale
- Roberts Creek
- Sechelt
- West Howe Sound
- Elsewhere on Sunshine Coast, please specify: _____
- Lower mainland, please specify: _____
- Prefer not to say

10. What is the main reason you use highway 101?

Choose one of the following answers:

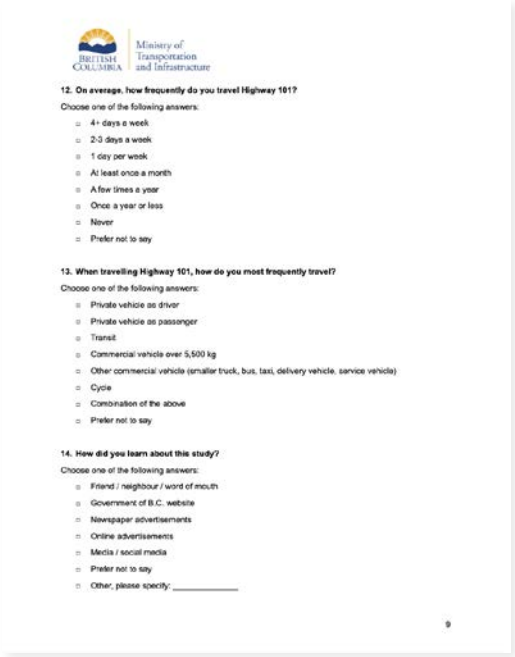
- Personal business (e.g., shopping, appointments, meeting friends or family)
- Entertainment or recreation
- Travel for business (e.g., delivery driver, taxi, courier, goods movement)
- Commuting for work
- Commuting for school
- Prefer not to say

11. Where do you work/attend school?

Please check all that apply:

- Elphinstone
- Gibsons
- Gratham's Landing
- Halfmoon Bay
- Langdale
- Roberts Creek
- Sechelt
- West Howe Sound
- Elsewhere on Sunshine Coast, please specify: _____
- Lower mainland, please specify: _____
- Prefer not to say

8



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12. On average, how frequently do you travel Highway 101?

Choose one of the following answers:

- 4+ days a week
- 2-3 days a week
- 1 day per week
- At least once a month
- A few times a year
- Once a year or less
- Never
- Prefer not to say

13. When travelling Highway 101, how do you most frequently travel?

Choose one of the following answers:

- Private vehicle as driver
- Private vehicle as passenger
- Transit
- Commercial vehicle over 5,500 kg
- Other commercial vehicle (smaller truck, bus, taxi, delivery vehicle, service vehicle)
- Cycle
- Combination of the above
- Prefer not to say

14. How did you learn about this study?

Choose one of the following answers:

- Friend / neighbour / word of mouth
- Government of B.C. website
- Newspaper advertisements
- Online advertisements
- Media / social media
- Prefer not to say
- Other, please specify: _____

9

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APPENDIX D
COMMENTS BY OPTION

Highway 101
Alternate Route Planning Study

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Photo: Roberts Creek by James Stewart

ALIGNMENT OPTIONS

Participants were asked to provide feedback on each of the alignment options by area. It was noted that if travelling from end to end, some alignment combinations cannot be connected, and that the Ministry will consider public input along with additional technical analysis to further shortlist the options and ensure end-to-end connectivity.

WHICH POTENTIAL ROUTE DO YOU PREFER?

Participants were asked to share why they preferred the option they selected *(response was optional)*. On the following pages, comments are grouped by preferred route and summarized by key theme in order of mentions. Participants shared similar themes for why they preferred the option they chose. As such, the reader may note some repetition within the tables.

Total responses:

Gibsons 727
Davis Bay 666
Sechelt 509
SCRD West 499

GIBSONS OPTIONS
(Stewart Road to Largo Road)

1. Full alternate route along the BC Hydro right-of-way
2. Improved Highway 101
3. Alternate route to Ranch Road
4. Alternate route to Payne Road
5. No preference

DAVIS BAY OPTIONS
(Largo Road to Chelpi Avenue)

1. Full alternate route to Havies Road
2. Improved Highway 101
3. Alternate route from Park Avenue to Havies Road
4. Alternate route to Margaret Road
5. No preference

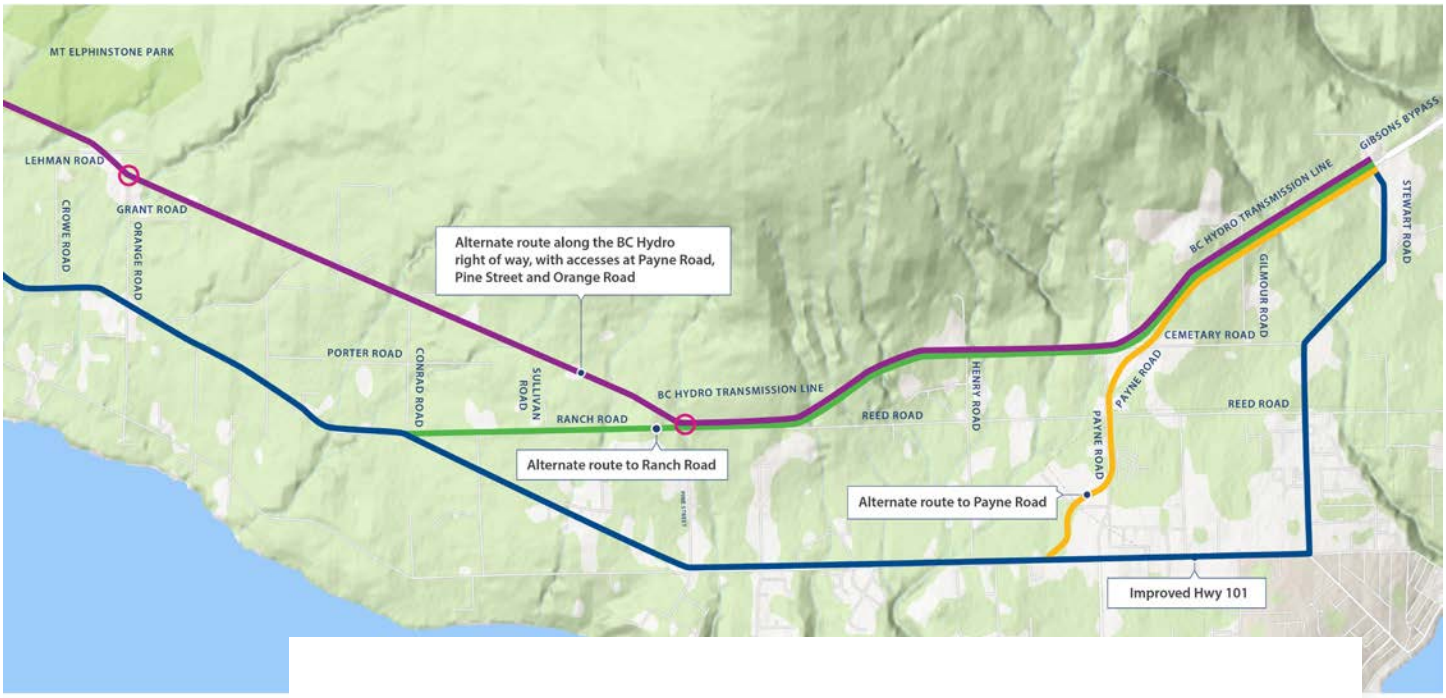
SECHELT OPTIONS
(Chelpi Avenue to Shorncliffe Avenue)

1. Improved Highway 101
2. North Sechelt connector (Wharf / Neptune)
3. Dolphin alternate route
4. North Sechelt connector (Dolphin / Trail)
5. Dolphin / Shorncliffe alternate route
6. No preference

SCRD WEST OPTIONS
(Shorncliffe Avenue to Trout Lake)

1. North Sechelt full alternate route
2. Improved Highway 101
3. North Sechelt connector route
4. No preference

GIBSONS OPTIONS (Stewart Road to Largo Road)



LOCAL ACCESS TO ALIGNMENT

ROUTE OPTION

FULL ALTERNATE ROUTE ALONG THE BC HYDRO RIGHT-OF-WAY

IMPROVED HIGHWAY 101

ALTERNATE ROUTE TO RANCH ROAD

ALTERNATE ROUTE TO PAYNE ROAD

NO PREFERENCE

RELATIVE PREFERENCE

Ministry of Transportation and Infrastructure

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GIBSONS OPTIONS

FULL ALTERNATE ROUTE ALONG THE BC HYDRO RIGHT-OF-WAY

Traffic flow *Mentions: 188*

- The combined high traffic volume of logging trucks mixed with residents, commuters, tourists, emergency responders is beyond capacity of the existing highway
- Re-route traffic out of Gibsons, including ferry traffic
- Traffic has increased because of a growing population and increased development
- Redirect traffic travelling to other destinations (e.g., Halfmoon Bay, Sechelt)

Safety *Mentions: 118*

- Safety concerns with the existing highway; risk for accidents due to narrow and winding sections and related driver behaviour (speeding and passing at inappropriate times)
- Concern for active transportation safety on the existing highway
- Many residential driveways and side roads are along Highway 101
- Poor visibility/need for more signs on existing highway

Impact to residents, land use *Mentions: 95*

- Moves highway and commercial traffic away from residential areas and future developments
- Avoids impact to residential property driveways along Highway 101
- Least disruptive to residents and communities
- Opens up more housing and commercial developments

Best for future *Mentions: 66*

- Best suits the long-term needs of the Sunshine Coast as population and new developments are increasing
- Existing highway will not be able to support traffic demand in the future

Makes the most sense *Mentions: 56*

- Provides a complete solution, not a "patchwork" approach
- Bypasses residential areas
- Provides easier and direct access to Davis Bay, Sechelt and beyond
- Shortest and most direct route away from the residential areas
- Provides better access to ferries

Emergency route *Mentions: 55*

- Alternate route is necessary for evacuations, emergencies and first responders
- Accidents on Highway 101 currently block access to the hospital

Travel time *Mentions: 31*

- Avoids congestion and results in shorter overall travel time

More travel options *Mentions: 29*

- Creates an alternate route for through traffic while leaving a scenic/local residents' route on the existing highway
- Offers greater route resiliency during peak periods

Active transportation *Mentions: 23*

- Need safer active transportation facilities
- Makes room to use the current highway as a safe active transportation corridor

Environment, impact to wildlife, environmental hazards *Mentions: 19*

- Concern about environmental impact but the safety risks associated with the current highway need to be addressed
- New highway should be built with wildlife fencing and wildlife corridors

Do not like any options, extend the route further *Mentions: 15*

- Extend alternate route past Sechelt
- Include Powell River in the study
- Suggestions to use the BC Hydro area as a route

Commercial traffic *Mentions: 11*

- Shift commercial trucks away from current highway
- Safety concerns with commercial trucks near residential areas, bus stops, schools

Cost *Mentions: 11*

- New highway will cost less to build now than in the future
- "Patchwork" solutions end up costing more

Transit *Mentions: 10*

- Provides a good corridor for transit and future transit options
- Suggestions for mass transit and rapid transit

Impact to recreation *Mentions: 1*

- Suggestion for new recreation options along alternate route

Other *Mentions: 9*

- Note that labels on map do not match survey questions
- Concern about BC Ferry services

GIBSONS OPTIONS

IMPROVED HIGHWAY 101

Environment, impact to wildlife, environmental hazards *Mentions: 65*

- Least environmental impact
- New highway would remove forested areas and impact natural habitats
- New highway encourages more driving, which will increase GHG emissions and negatively affect wildlife
- General concern about wildlife crossings and impacts

Impact to residents, land use *Mentions: 48*

- Least disruptive to residents and rural neighbourhoods
- Bypassing towns reduces support for local businesses

Cost *Mentions: 32*

- Cost of a new highway is not worth the time savings
- Lowest cost option
- Other options do not justify high costs
- Suggestions to use funds for other improvements (e.g., public transportation and active transportation facilities)

Active transportation *Mentions: 25*

- Improve active transportation along the current highway to reduce vehicle traffic
- Desire in the community for car-free travel options
- Desire for separated active transportation corridor

Traffic flow *Mentions: 19*

- Highway 101 can support forecast traffic levels
- Add passing lanes and left-turn lanes to improve traffic flow

Makes the most sense *Mentions: 15*

- Most appropriate for the area
- Benefits residents accessing communities on the coast

Safety *Mentions: 14*

- Make safety improvements to the existing highway (e.g., turning lanes, pedestrian crossings, passing lanes, lower speeds)
- Improve safety for active transportation users

Transit *Mentions: 6*

- Improve transit with more frequent buses
- Support for mode shift

No change to existing highway *Mentions: 6*

- Current highway is sufficient

Travel time *Mentions: 4*

- Travel time savings of a few minutes is not worth the environmental and community impact of a new highway

Impact to recreation *Mentions: 4*

- Other options impact important recreation areas

More travel options *Mentions: 2*

- Support for more travel options
- Support for mode shift

Other *Mentions: 3*

- Suggestions to evaluate other route options (i.e., Reed Road to Henry Road, improve intersection at Pratt/Payne Road)
- Support for two-lanes in each direction on existing highway

GIBSONS OPTIONS

ALTERNATE ROUTE TO RANCH ROAD

Traffic flow *Mentions: 40*

- Shifts through traffic out of Gibsons, including ferry traffic

Makes the most sense *Mentions: 15*

- Best option
- Can be a preliminary alternative to full alternate route
- Less construction time than full alternate route
- Most direct route and shifts traffic out of Gibsons

Safety *Mentions: 10*

- Reduce traffic in Gibsons, making the community safer
- Safety concerns with speeding and pedestrian crossings on current roads

Environment, impact to wildlife, environmental hazards *Mentions: 10*

- Best balance with environment impacts
- General concern with environment and wildlife impacts

Active transportation *Mentions: 9*

- Support for safe active transportation corridor
- Suggestion to use current highway for cyclists

Cost *Mentions: 8*

- Benefits of full alternate route do not justify high costs

Impact to residents/community *Mentions: 7*

- Full alternate route option will impact Roberts Creek
- Least impact to residents and homeowners

More travel options *Mentions: 4*

- More travel options needed

Impact to recreation *Mentions: 2*

- Preserve recreation in Roberts Creek

Transit *Mentions: 2*

- Improve public transportation

Commercial traffic *Mentions: 1*

- Shifts commercial traffic away from residential areas

Other *Mentions: 3*

- Suggestion to provide alternative routes through Roberts Creek

GIBSONS OPTIONS

ALTERNATE ROUTE TO PAYNE ROAD

Traffic flow *Mentions: 18*

- Bypasses Gibsons, where the bulk of traffic congestion occurs
- High traffic volumes from ferries

Impact to residents/community *Mentions: 12*

- Minimal disruption to lives and properties of existing residents
- Ferry traffic is important to local businesses
- Shift ferry traffic away from residential areas

Environment, impact to wildlife, environmental hazards *Mentions: 10*

- Lower environmental impact than other options while still bypassing Gibsons
- General concern with environmental impacts
- Provide wildlife fencing and crossings

Cost *Mentions: 10*

- Bypasses Gibsons at lower costs than other options

Makes the most sense *Mentions: 9*

- Makes the most sense
- Bypasses Gibsons while still providing access through Payne Road
- Straightest route available

Active transportation *Mentions: 3*

- Prioritize cycling alternatives

Transit *Mentions: 3*

- Prioritize transit improvements

Impact to recreation *Mentions: 1*

- Concern with impacts to Mount Elphinstone leisure areas

Other *Mentions: 3*

- Lowest impact to agricultural corridor

NO PREFERENCE

Environment, impact to wildlife, environmental hazards *Mentions: 4*

- Preference for route with least environmental impact
- Alternate routes will have high environmental impact
- Concern with wildlife protection

Do not like any options, extend the route further *Mentions: 3*

- Do not like any of the options
- Suggestion for a direct route to Squamish
- All options impact the environment and communities

Active transportation *Mentions: 3*

- Provide separated bike lanes

No change to existing highway *Mentions: 2*

- Alternate route not needed
- Current highway does not need any upgrades
- Current highway is only busy with ferry traffic

Impacts to residents/community *Mentions: 2*

- Route has least impact to residents

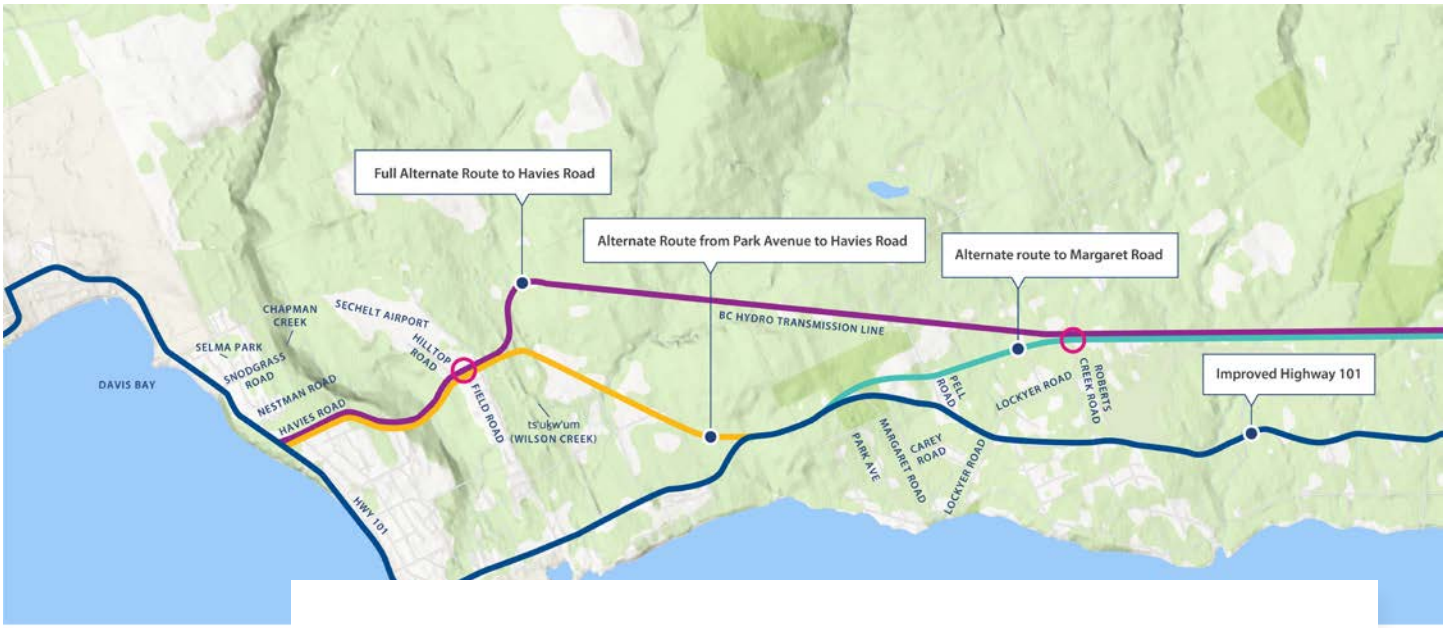
Traffic flow *Mentions: 1*

- Mitigate ferry traffic

Safety *Mentions: 1*

- Improve highway safety

DAVIS BAY OPTIONS (Largo Road to Chelpi Avenue)



LOCAL ACCESS TO ALIGNMENT

ROUTE OPTION

FULL ALTERNATE ROUTE TO HAVIES ROAD

IMPROVED HIGHWAY 101

ALTERNATE ROUTE FROM PARK AVENUE TO HAVIES ROAD

ALTERNATE ROUTE TO MARGARET ROAD

NO PREFERENCE

RELATIVE PREFERENCE

BRITISH COLUMBIA Ministry of Transportation and Infrastructure
shíshálh NATION

DAVIS BAY OPTIONS

FULL ALTERNATE ROUTE TO HAVIES ROAD

Traffic flow *Mentions: 126*

- Highway 101 cannot accommodate current traffic volume in Davis Bay, including ferry traffic
- Bypasses busy commercial areas and the waterfront area
- Need for through traffic, link to airport
- Use existing highway for local traffic

Safety *Mentions: 77*

- Concern that Highway 101 is unsafe for current volume and speeds
- Safest solution to relieve traffic congestion
- Concern about safety of residents living adjacent to the existing highway
- Suggest providing direct access to hospital

Impact to residents, land use *Mentions: 52*

- Lowest impact to community and residents
- Shifts through traffic away from residential areas and waterfront areas
- No shortcuts that run through neighbourhoods
- Current highway has too many driveways and side roads
- Creates more development options for housing and retail

Makes the most sense *Mentions: 50*

- Best option
- Concern with connection at Havies Road
- Should provide direct connection to hospital
- Davis Bay and parks in the area will be more accessible
- Suggest providing access to the hospital
- Most direct route and bypasses residential areas

Do not like any options, extend the route further *Mentions: 42*

- Extend full alternate route to Sechelt
- Do not stop the bypass at Havies Road
- Make use of publicly owned land
- Use current highway for pedestrians and cyclists
- Suggest using BC Hydro powerline

More travel options *Mentions: 31*

- Need an alternate route to/from Sechelt for ferry traffic and through traffic if the existing highway is blocked
- Need an alternate route/another crossing for the Chapman Creek Bridge
- Need an alternate route for environmental hazards

Best for future *Mentions: 31*

- Best option for long-term population growth and development
- Alternate route is needed for the area, including a second crossing of Chapman Creek and access to hospital

Selma Park congestion *Mentions: 25*

- Preferred route but does not address congestion and safety concerns near Selma Park
- Modify this route to bypass Selma Park area

Travel time *Mentions: 25*

- Travel time savings
- Bypasses local traffic
- Through traffic to Sechelt

Emergency route *Mentions: 24*

- Need an alternate route in the event of accidents or disasters
- Better emergency response time
- Second crossing at Chapman Creek is needed

Environment, impact to wildlife, environmental hazards *Mentions: 19*

- Highway 101 experiences flooding during storms
- Concern with climate change and sea level rise
- Provide wildlife fencing and crossings

Active transportation *Mentions: 15*

- Build separated active transportation infrastructure
- Use Highway 101 for active transportation

Transit *Mentions: 7*

- Alternate route needed for quicker and safer transit
- Use current highway for transit

Commercial traffic *Mentions: 4*

- Concern with logging trucks, especially near the elementary school
- Large trucks block traffic

Impact to recreation *Mentions: 2*

- Create new recreational options along the alternate route with parking for parks
- Keep recreational areas in Davis Bay and Roberts Creek

Other *Mentions: 3*

- Prefer both the alternate route to Margaret Road and Park Avenue to Havies Road
- Concern about BC Ferries services

DAVIS BAY OPTIONS

IMPROVED HIGHWAY 101

Environment, impact to wildlife, environmental hazards *Mentions: 69*

- Preference for route that minimizes tree removal
- Concern with climate change and environmental impact of other options
- Concern that alternate routes will cause loss of wildlife habitat

Impact to residents, land use *Mentions: 50*

- Alternate routes will be disruptive to residents, rural properties and the community
- Re-routing ferry traffic reduces customers for local businesses
- Lowest impact

Traffic flow *Mentions: 36*

- Highway 101 can handle forecast traffic demand in this area
- Add passing lanes
- Concern with traffic impacts of alternate route to Havies Road
- Concern with trucks and garbage truck traffic

Active transportation *Mentions: 23*

- Need better and safer active transportation infrastructure, including separated and protected lanes
- Provide alternate routes for only active transportation use

Safety *Mentions: 21*

- Safety improvements are needed, including lower speed limits, more lighting, two lanes in each direction
- Selma Park area needs a bypass
- Concerns with pedestrian safety and school traffic for alternate routes through Havies Road

Cost *Mentions: 21*

- Travel time savings of a few minutes does not justify the costs
- Lowest cost option
- Prefer funds to be used on improving transit and active transportation infrastructure

Makes the most sense *Mentions: 19*

- Best and most appropriate option
- Current highway supports traffic requirements in the area
- Lowest impact and disruption
- Best for future

Impact to recreation *Mentions: 12*

- Proposed alternate routes impact trails and other recreational areas

Do not like any options, extend the route further *Mentions: 12*

- Do not like any of the proposed routes
- Suggest connection between Nestman and Havies Road
- Suggest road to go past Grauman Road
- Suggest second bridge over Chapman Creek
- Suggest including Powell River area in the study
- Extend alternate routes into Sechelt, to provide a full end-to-end bypass

Selma Park congestion *Mentions: 11*

- Alternate options do not fully address Selma Park congestion and safety concerns

Transit *Mentions: 5*

- Need more transit service and infrastructure

Other *Mentions: 4*

- Need more detailed maps to evaluate options

DAVIS BAY OPTIONS

ALTERNATE ROUTE FROM PARK AVENUE TO HAVIES ROAD

Traffic flow *Mentions: 37*

- Need to improve traffic flow and ease congestion in Davis Bay, bypass densely populated areas
- Need alternative crossing for Chapman Creek; currently only has one bridge

Environment, impact to wildlife, environmental hazards *Mentions: 32*

- Need a bypass for road closures due to flooding and storms
- Lower environmental impact than other routes

Safety *Mentions: 17*

- General safety concerns about Davis Bay including uncontrolled intersections, residential driveways, pedestrian safety

More travel options *Mentions: 13*

- Provides an alternate route to the current highway
- Provides an alternate crossing over Chapman Creek

Selma Park congestion *Mentions: 9*

- None of the options alleviate congestion and safety issues at Selma Park

Makes the most sense *Mentions: 9*

- Best option
- Convenient route
- Shortcut to Sechelt
- Links to the airport

Active transportation *Mentions: 8*

- Need separated and protected active transportation infrastructure

Impact to residents, land use *Mentions: 8*

- Shift traffic away from waterfront and residential areas

Emergency route *Mentions: 7*

- Need alternate route to hospital, for road closures and environmental hazards

Cost *Mentions: 5*

- Minimizes costs while still bypassing busy areas of Davis Bay and provides alternate crossing over Chapman Creek
- High maintenance cost of new highway

Do not like any options, extend the route further *Mentions: 4*

- Combine this route with alternate route to Margaret Road
- Add a bypass at Selma Park
- Extend the route to Sechelt

Transit *Mentions: 3*

- Improve public transit with dedicated bus routes, rapid transit

Travel time *Mentions: 1*

- Reduces overall travel time

Impact to recreation *Mentions: 1*

- Concern that full alternate route will negatively impact local recreation

Comercial traffic *Mentions: 1*

- Commercial traffic will struggle with turning from the highway to Havies Road

DAVIS BAY OPTIONS

ALTERNATE ROUTE TO MARGARET ROAD

Impact to residents, land use *Mentions: 7*

- Lower impact on residential areas
- Ease for residents along current highway
- Full alternate route bypasses too many neighbourhoods
- Supports new developments

Do not like any options, extend the route further *Mentions: 7*

- Need a better access point to highway than Havies Road
- Suggest a route through Field Road
- Combine this route with alternate route from Park Avenue to Havies Road

Traffic flow *Mentions: 6*

- Bypasses congestion on the waterfront

Safety *Mentions: 5*

- Havies Road is too dangerous to merge onto the existing highway

Active transportation *Mentions: 3*

- Invest in active transportation facilities

Makes the most sense *Mentions: 3*

- Makes the most sense

Cost *Mentions: 3*

- Lower cost than full alternate route and other options

Environment, impact to wildlife, environmental hazards *Mentions: 2*

- Havies Road options impact the environment

Selma Park congestion *Mentions: 2*

- Need a bypass for Selma Park

Impact to recreation *Mentions: 1*

- Full alternate route will impact nearby parks and trails

DAVIS BAY OPTIONS
NO PREFERENCE

Do not like any options, extend the route further *Mentions: 31*

- Do not like any of the options; opposed to any options that will impact environment, wildlife and create more pollution
- Build a direct road to Squamish
- Options do not address congestion between Davis Bay and Sechelt
- Need a full alternate route to airport
- Route down Havies Road would create congestion
- Suggest alternate route using power line land
- Include routes through Roberts Creek in the study
- No option provided will support future needs of the community

Traffic flow *Mentions: 9*

- Need to mitigate traffic congestion, including ferry traffic
- Need a direct link to hospital

Impact to residents, land use *Mentions: 7*

- Need to develop a route away from residential neighbourhoods
- Route options are too close to residential developments

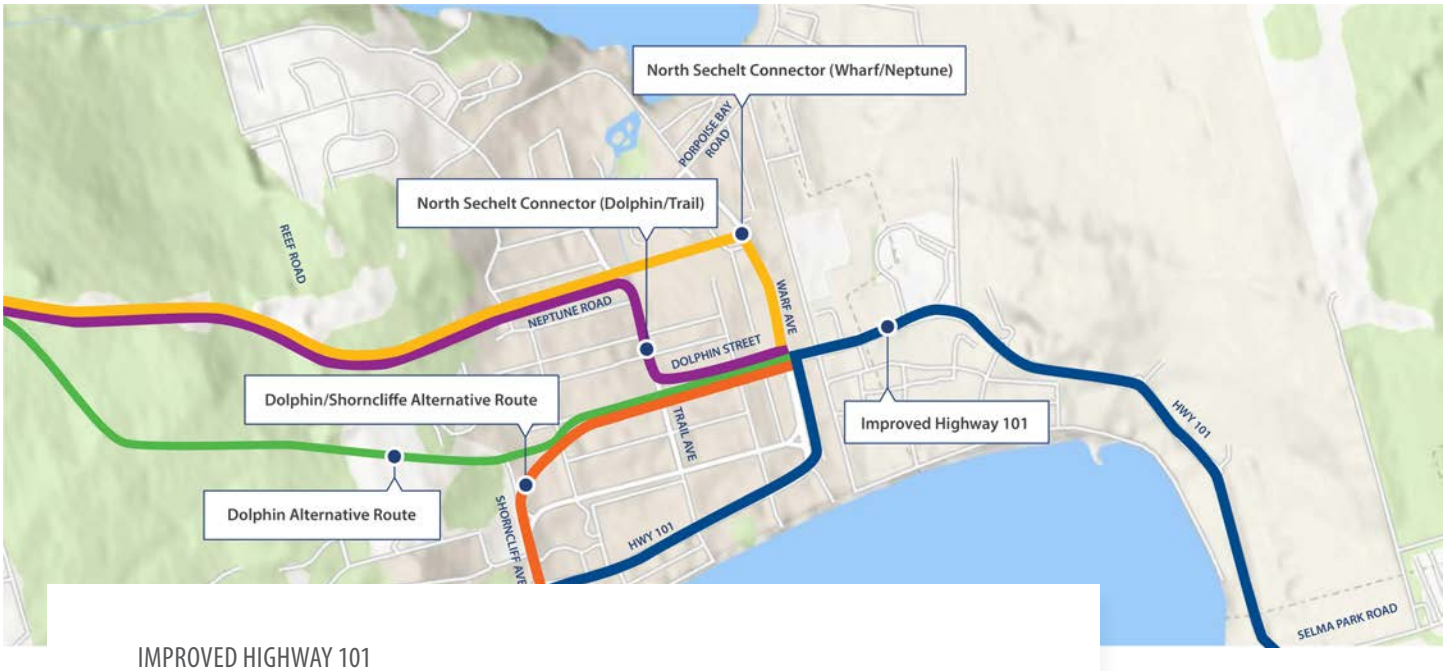
Active transportation *Mentions: 5*

- Provide separated bike path from Gibsons to Sechelt
- Encourage active transportation

Environment, impact to wildlife, environmental hazards *Mentions: 2*

- Opposed to any options that will impact environment, wildlife and create more pollution

SECHELT OPTIONS (Chelpi Avenue to Shorncliffe Avenue)



ROUTE OPTION

- IMPROVED HIGHWAY 101
- NORTH SECHELT CONNECTOR (WHARF / NEPTUNE)
- DOLPHIN ALTERNATE ROUTE
- NORTH SECHELT CONNECTOR (DOLPHIN / TRAIL)
- DOLPHIN / SHORNCLIFFE ALTERNATE ROUTE
- NO PREFERENCE

RELATIVE PREFERENCE →

BRITISH COLUMBIA Ministry of Transportation and Infrastructure
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SECHELT OPTIONS

IMPROVED HIGHWAY 101

Impact to residents, land use *Mentions: 49*

- Route changes in this area will direct traffic into residential neighbourhoods and established infrastructure (parks, schools, businesses, pools, current roadways)
- Maintains quieter areas by directing traffic around the town
- Does not displace residents or negatively impact the environment or community atmosphere
- Safety concerns about other routes
- Improvements to current infrastructure are less impactful and easier to implement
- Time saved by other routes not significant enough to justify impact to residents
- Opportunity to address bottlenecks along current route

Environment, impact to wildlife, environmental hazards *Mentions: 31*

- Lowest environmental impact
- Does not create new infrastructure designed for GHG emitting sources and results in loss of habitat
- Alternate routes pass through environmentally sensitive areas and wildlife habitat (upper Roberts Creek)

Traffic flow *Mentions: 30*

- Traffic volumes north of Sechelt do not merit a new bypass
- Few areas along the route are bottlenecks; does not warrant full bypass; generally good traffic flow, except around shopping areas
- Improve current infrastructure for drainage (flooding)
- Other route options do not address current bottlenecks (Selma Park, hospital)
- Consider alternate improvements for city roads to improve traffic flow (not alternate routes)
- Need better access to local roads and detour routes

Cost *Mentions: 18*

- Travel time savings and construction impact are not worth the cost of alternate routes
- Most trips are local; lower cost to improve current highway
- Direct funding to improvements to current highway

Do not like any options, extend the route further *Mentions: 15*

- No good options
- No need for an alternate route at this time
- Consider Powell River via Comox options in the study
- All options will result in negative impacts to community identity and livability
- Consider community transportation and land use plan
- Unclear why not proposing a route that bypasses downtown Sechelt
- Routes do not address the negative impacts arising from recent city infrastructure projects

Active transportation *Mentions: 14*

- Improve active transportation along the existing route to reduce traffic volumes
- Develop path to separate bikes and pedestrians from vehicle traffic
- Majority of trips are local and can be accomplished with safe active transportation options

Safety *Mentions: 14*

- Routes going through residential neighbourhoods are dangerous for pedestrians

Makes the most sense *Mentions: 14*

- Makes the most sense
- Concerns that alternate routes will also bottle neck in the future
- Bigger problem areas are between Davis Bay and Sechelt due to upcoming housing developments
- Projected traffic volumes do not justify new infrastructure and future impact to community
- New infrastructure and an old development strategy and will not accommodate changes to climate
- Continuing route beyond Sechelt does not make sense as it is the most common destination
- Better to improve existing infrastructure than create new routes

No change to existing highway *Mentions: 13*

- This portion of the highway does not require any improvements
- Simplest option
- Other options aren't a significant enough improvement to current highway
- New routes endanger community identity

Transit *Mentions: 7*

- Increase bus services and connectivity between communities (Gibsons and Sechelt)
- Develop initiatives to promote bus ridership (e.g., subsidies, free trips) to prove ridership interest

Selma Park congestion *Mentions: 4*

- Bypass needed at Selma Park because it is frequently congested with no alternate route
- If Selma Park not addressed, significant improvements needed to current highway

Impact to recreation *Mentions: 1*

- Alternative routes impact current recreation areas and do not have enough benefit

Commercial traffic *Mentions: 1*

- Most commercial traffic ends by Sechelt
- Construction of roads beyond Sechelt will mean larger volume of commercial traffic

Emergency route *Mentions: 1*

- Side streets can be alternate routes in case of accidents and congestion

More travel options *Mentions: 1*

- No considerations for additional transit options to alleviate congestion on current infrastructure

Travel time *Mentions: 1*

Current route likely the fastest

Other *Mentions: 12*

- Decision belongs to shishalh Nation
- General disagreement with new construction
- All options divide the town in some way
- Information provided is not sufficient enough to comment
- This section is fine as is

SECHELT OPTIONS

NORTH SECHELT CONNECTOR (WHARF / NEPTUNE)

Traffic flow *Mentions: 62*

- Shifts traffic away from the city centre, avoids busy pedestrian areas
- Reduces congestion to prevent bottlenecks along the route (new parking infrastructure, shopping malls, downtown, Wharf Avenue)
- Other proposed routes are already too congested, closest option to a full bypass of Sechelt
- Safest proposed route for pedestrians
- Redirects traffic travelling to other Sunshine Coast destinations (Halfmoon Bay, Madeira Park, Egmont, Powell River, Pender Harbour)
- Aligns well with other bypass route options

Impact to residents, land use *Mentions: 39*

- Lowest impact on existing residents
- Bypasses city centre without putting a highway through residential areas
- Shifts traffic away from busy pedestrian areas (commercial districts, schools, pedestrian and bike areas)
- Redirects traffic and creates small town community atmosphere
- Uses existing industrial and publicly owned lands to limit the negative impacts on existing residential areas
- Provides a better connection to other communities along Sunshine Coast

Makes the most sense *Mentions: 38*

- Going past current amenities is not ideal; this option provides quieter atmosphere (e.g., Hackett Park, Selma Park)
- Allows for multiple uses and protects local neighbourhoods (easier right turns, multiple access points)
- Avoids adding to congestion downtown and residential areas
- Avoids a dangerous divider through Sechelt and avoids neighbourhoods
- Best of not ideal options
- Convenient option to use the BC Hydro corridor
- Allow drivers to easily access newly expanded route along the BC Hydro line
- Any route to the north of Sechelt will be sufficient and should be developed quickly
- Infrastructure is needed for future development and population growth – Highway 101 will not be able to handle future traffic demand
- Allows for economic growth of downtown core
- Most direct route using existing roads without cutting through city centre
- Provides a direct route for locals

Safety *Mentions: 14*

- Safer for pedestrians as it bypasses city centre
- Avoids high risk pedestrian areas (schools, active transportation routes, residential and commercial areas)
- Certain sections of current highway are dangerous due to driveways

Do not like any options, extend the route further *Mentions: 13*

- Prefer a full bypass for Sechelt
- Consider combining the other two northern route options
- Consider connecting this option to BC Hydro right-of-way; BC Hydro corridor offers buffer from neighbourhoods
- This option requires an eastern access point (via transmission line)

Active transportation *Mentions: 10*

- Creates opportunity for safer active transportation infrastructure; allows commercial streets to be more pedestrian and bike friendly
- More investment in better active transportation infrastructure is required
- Existing Highway 101 causes issues for pedestrians and cyclists
- Allows for expansion and widening of cyclist infrastructure
- Better active transportation infrastructure promotes reduction in traffic

More travel options *Mentions: 6*

- Community requires alternative route options
- Option allows connection to other options presented

Commercial traffic *Mentions: 5*

- Large industrial vehicles negatively impact current infrastructure
- Volume of commercial traffic causes congestion
- Redirects commercial traffic from the downtown core

Cost *Mentions: 4*

- Lowest cost while still bypassing city centre
- Prefer investment into active transportation options

Environment, impact to wildlife, environmental hazards *Mentions: 2*

- Incorporate wildlife fencing and over/underpasses to prevent interaction with traffic
- Provides barrier from forest fires

Emergency route *Mentions: 1*

- Allows for current highway to act as alternate route in case of emergency

Selma Park congestion *Mentions: 1*

- Reduces congestion

Transit *Mentions: 1*

- Invest in alternative modes of transportation

Travel time *Mentions: 1*

- Downtown Sechelt is the slowest section of current journey

Other *Mentions: 1*

- Question about engagement with local Indigenous communities

SECHELT OPTIONS

DOLPHIN ALTERNATE ROUTE

Makes the most sense *Mentions: 68*

- Best of available options (none very appealing)
- Least confusing route, especially for visitors
- Logical and least complicated route option with multiple access points
- Easier access to Sechelt and West Sechelt
- Provides easier access to destinations beyond Sechelt
- Shortest and most direct route
- Simplest and least expensive solution
- Easily navigable
- Utilizes existing roadways with least impact to residents
- Prevents a turn on Highway 101 at Wharf Avenue
- Makes it safer for pedestrians and cyclists
- Most direct option without bypassing businesses
- Route is within Sechelt core and allows for future development
- Faster connection for Sechelt and West Sechelt residents to the rest of Sunshine Coast
- Existing highway has no opportunities for expansion

Traffic flow *Mentions: 41*

- Best route for through traffic and alleviates traffic in business area
- Best mitigates traffic congestion
- Supports economic activity for local businesses by going through core and opening access to parts of Sunshine Coast that currently have limited supply lines
- Will be a significant improvement for West Sechelt residents
- Bypassing Sechelt should be made a priority, will reduce congestion
- Less traffic through downtown avoiding congestion

Impact to residents, land use *Mentions: 16*

- Passes too close to schools and residential neighbourhoods
- Less impact on the Sechelt downtown area
- Fastest route with least impact to residential areas
- Least interaction with the community by going straight through
- Any option should consider future developments and expansion of the downtown core

Safety *Mentions: 14*

- Safer than going through the busy downtown core
- Current dangerous intersections (e.g., Wharf Avenue)
- Prevents going through busier pedestrian area
- Other options do not balance safety and time efficiency
- May reduce number of vehicles exceeding posted speed limit

Travel time *Mentions: 8*

- Direct route allows for vehicles to travel at speed limit, with quicker travel times to the north of Sechelt (likely recreational boaters or holiday homes)
- Gets traffic through the quickest

More travel options *Mentions: 6*

- Volume of traffic and visitors requires multiple route options
- Issues concerning ferry service and providing alternative options for travel

Cost *Mentions: 5*

- Less expensive than alternatives
- Easier to maintain

Do not like any options, extend the route further *Mentions: 5*

- Need a route to West Sechelt
- No good options for downtown Sechelt
- Develop full alternate routes for Langdale to Powell River with bridges
- Unsure of best suitable option
- Consider implementing mass transit system (e.g., LRT/ monorail)

Commercial traffic *Mentions: 2*

- Alternate route would not impact trucks delivering to downtown core
- New alternate route would open delivery options to communities (Ikea, Spud)

Active transportation *Mentions: 1*

- Safest option for cyclists

Emergency route *Mentions: 1*

- Increased volume requires multiple route options in case of emergencies – current infrastructure stalls if there is an issue

Selma Park congestion *Mentions: 1*

- Option is most important to bypass congestion at this location

Transit *Mentions: 1*

- Consider mass transit system along corridor (monorail, light rail)

SECHELT OPTIONS

NORTH SECHELT CONNECTOR (DOLPHIN / TRAIL)

Traffic flow *Mentions: 16*

- Directs most traffic away from busy areas of Sechelt
- Prefer bypassing Sechelt altogether
- Keeps traffic moving through already busy intersections
- Links to North Sechelt routes
- Works best if combined with a new bridge over Chapman Creek
- Least impact to downtown core, keeps traffic away from pedestrian/tourist areas
- Move routes away from beach access points as much as possible to accommodate increased summer visitors

Makes the most sense *Mentions: 12*

- Makes the most sense; best suits need
- Best of available options
- Best for those travellers passing through Sechelt (both temporary and regular); directs traffic away from walkable downtown core
- Avoids most of Sechelt
- Dolphin Street is preferred over Wharf Avenue as it is better for the future considering climate change impacts
- No preference between the two northern routes
- Current highway is too busy and dangerous

Environment, impact to wildlife, environmental hazards *Mentions: 2*

- Lowest impact on lands
- Addresses future rising tides and storm surges

Do not like any options, extend the route further *Mentions: 2*

- Alternate routes to consider are behind the independent store and airport to create a true alternate route
- Does not address worst congestion points of current highway

Safety *Mentions: 2*

- Current highway too busy and dangerous

Active transportation *Mentions: 1*

- Prefer leaving community intact to make it more pedestrian friendly

Selma Park congestion *Mentions: 1*

- None of the options presented resolve the Selma Park bottleneck

SECHELT OPTIONS

DOLPHIN / SHORNCLIFFE ALTERNATE ROUTE

Traffic flow *Mentions: 16*

- Fewest turns possible
- Best mitigates traffic congestion, creates circular flow around downtown core
- Not enough traffic volume to justify extending the bypass route through West Sechelt
- Addresses current congestion (specifically Wharf and Dolphin)
- Additional solutions for left and right turning vehicles on current highway
- Avoid traffic through downtown core, skips several intersections
- Requires full alternate route from Gibsons to Sechelt – no passing lanes, stuck behind commercial vehicles, daily accidents – current Highway 101 should be converted like the old Coast Highway

Makes the most sense *Mentions: 10*

- Most accessible option (on and off ramp access)
- More efficient route considering future development
- Better access to downtown and North Sechelt
- Less disruptive compared to developing an entire new road
- Most direct of bypass options
- Smoother and safer straight route
- Safer and less opportunity for vehicle accidents without curvy road

Impact to residents, land use *Mentions: 6*

- Best option to limit disruption to residents
- Supports current subdivision in West Sechelt
- Minimizes conflicts with existing residents and active transportation routes

Safety *Mentions: 5*

- No urgent safety issue for this portion of the route
- Current route causes safety issues via being stuck behind commercial vehicles or delays from consistent accidents
- Safest route to destinations north of the city

Environment, impact to wildlife, environmental hazards *Mentions: 3*

- Less disruptive to forested areas than the Dolphin alternate route

Emergency route *Mentions: 2*

- Route reduces congestion leading to faster emergency response

Do not like any options, extend the route further *Mentions: 2*

- Route should connect North West Road in West Sechelt
- Consider bridge over populated areas
- Prefer quicker route through Sechelt

More travel options *Mentions: 2*

- Best route for destinations north of the city

Active transportation *Mentions: 1*

- Minimizes conflicts with active transportation routes

Selma Park congestion *Mentions: 1*

- Traffic by the park not ideal but most efficient route

NO PREFERENCE

Do not like any options, extend the route further *Mentions: 19*

- None of the options provide a viable solution
- No obvious way to bypass Sechelt
- Prefer road from Mason to Fairview Avenue
- Suggest continuing along utility lines
- Spend money on improving ferry service instead
- Opposed to any changes to the highway that will increase speed through Sechelt
- Include alternate options for Roberts Creek
- Bypass tunnel under Porpoise Bay; consider causeways and bridges
- Concern that none of the options will be sufficiently viable against climate change
- Need to improve travel options into Sechelt and avoiding Davis Bay before investing in this area

Other *Mentions: 18*

- Non-resident/regular user of the highway and deferring comment
- Suggestion to reference District of Sechelt's *Transportation Master Plan*

Impact to residents, land use *Mentions: 9*

- Highways through towns are never ideal
- Prefer an option where through-traffic avoids all commercial/residential areas
- Concern for residents along Gibsons and Sechelt
- Any option will negatively impact neighbourhoods
- Any option through downtown does not make sense as it impacts postal service, parks, library, etc.
- Dolphin route cuts right through school and a heritage property

Active transportation *Mentions: 6*

- Ensure proper bike lanes are incorporated into design
- Separate multi-use pathway from Gibsons to Sechelt – no preference on route

Environment, impact to wildlife, environmental hazards *Mentions: 3*

- Oppose any alteration to current highway impacting environment and wildlife
- New infrastructure will negatively impact wildlife and increase pollution

Safety *Mentions: 2*

- Section requires walking and biking to keep people safe

Best for future *Mentions: 1*

- Invest in solutions that will work in the long-term and not just 'patchwork' solutions

Selma Park congestion *Mentions: 1*

- Does not address existing bottleneck

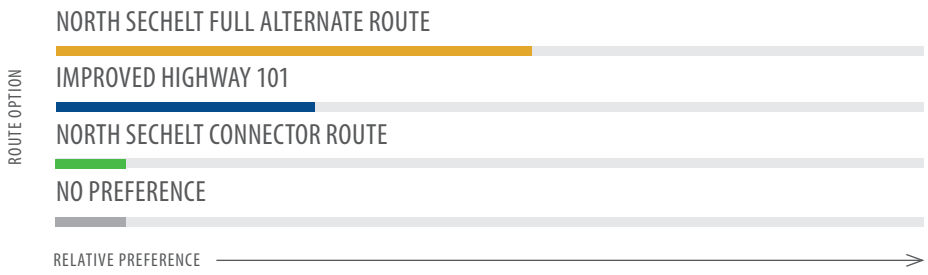
Transit *Mentions: 1*

- Specific concern regarding bus stop to hospital (lighting)

Travel time *Mentions: 1*

- Any route that allows traffic to pass through fastest

SCRD WEST OPTIONS (Shorncliffe Avenue to Trout Lake)



Ministry of Transportation and Infrastructure

SCRD WEST OPTIONS

NORTH SECHELT FULL ALTERNATE ROUTE

Makes the most sense, ease of access *Mentions: 95*

- Makes the most sense, best suits need
- Most direct route available
- Aligns with other potential routes proposed
- BC Hydro right-of-way is the ideal location – already cleared, few residential impacts
- Considering number of driveways on Highway 101, this option makes sense to bypass all together – eliminates multiple access points
- Logical choice to ease congestion
- Easier access to utility infrastructure (BC Hydro lines)
- Easier to access the highway from West Sechelt
- Easier access to other destinations (e.g., Maderia Park, Egmont) without disturbing community character
- Best for future travel demands as area will continue to grow
- Sunshine Coast needs a full alternate route to support long-term needs (clear need between Gibsons and Sechelt)
- Half measure solutions will only disrupt communities and not offer tangible benefits – full alternate will allow for long-term solution
- More feasible long-term solution than repairing current infrastructure

Traffic flow *Mentions: 64*

- Need to significantly decrease congestion
- Highway 101 cannot handle the current traffic demand and increased traffic volume over last 10 years
- Addresses existing challenges in arriving on-time for ferry schedule
- Directs traffic efficiently for the destination (e.g., Halfmoon Bay traffic, communities farther north) and avoids slower/high risk sections in West Sechelt
- No room to improve current highway infrastructure
- Interest in reducing traffic levels along the ocean in West Sechelt and near the lake
- Eliminates pinch points
- Avoids through-traffic in downtown Sechelt
- Other areas require more attention than this stretch of highway (e.g., Langdale ferry to Sechelt corridor) – focus investment in other sections as this is not a priority
- Local and commercial traffic should be separated

Safety *Mentions: 55*

- Need to improve safety, highway extremely unsafe; cars travel too fast
- Consider number of driveways and uncontrolled intersections on Highway 101 – avoid this for alternate routes
- Diverts traffic to other routes, improving safety
- Safer infrastructure will allow for future development of the area
- Fewer turns and corners for high-speed traffic to navigate
- Creates potential for safer cyclist and pedestrian routes
- Existing Highway 101 route creates unsafe conditions for residents (children and animals)

Impact to residents, land use *Mentions: 44*

- Moves traffic away from existing and growing residential areas and city centre
- Reduces noise and disruption to local residents
- Has the least amount of impact on residential areas
- Avoids private driveways and impacts to nearby residents
- Bypassing residential areas improves appearance and livability

Travel time *Mentions: 30*

- Fastest route – curves on existing Highway 101 contribute to congestion
- Allows for a scenic route (current highway) and a faster route
- Direct route to other locations on the Sunshine Coast
- Most travellers prefer the faster speeds a direct highway route provides
- Highway is 'lifeline' to essential services along the Sunshine Coast
- Will allow travellers to reach their ferries in time
- Allows for an alternate route if the current highway is blocked
- This section specifically with an alternate route will drastically help
- Redirects non-local traffic
- Provides a more direct route for those travelling to destinations beyond Sechelt

More travel options *Mentions: 18*

- Supports commuter traffic
- Improvements to Highway 101 would still be required to provide multiple routes
- Allows for a secondary route through the Sunshine Coast alleviating congestion in areas
- Creates more travel options to other destinations on Sunshine Coast
- Allows for safer cycling infrastructure
- More options than BC Ferries
- Current route should be maintained as the 'scenic' option

Do not like any options, extend the route further *Mentions: 18*

- Faster route for travelling to Egmont or Powell River
- Langdale to Sechelt sections should be the priority
- Incorporate bridges into design
- Questions about extending route to Earls Cove from Trout Lake

Safety *Mentions: 13*

- Provides full alternate route from current highway in case of emergency
- Only improvements to current infrastructure not sufficient as an emergency route
- Fewer turns and corners, increasing safety

Active transportation *Mentions: 11*

- Cycling infrastructure needed
- Highway 101 is heavily used by all modes of transportation, an alternate route allows for dispersion of the various types
- Volume of cyclists on Highway 101 today causes issues
- Current highway can be improved to include cycling infrastructure

Commercial traffic *Mentions: 10*

- Diverts commercial traffic away from current Highway 101
- Supports quicker and more reliable supply lines on the Sunshine Coast
- Consider making use mandatory for freight trucks
- Diverting commercial vehicles off current route will be safer, less noisy and reduce exhaust pollution for residents

Environment, impact to wildlife, environmental hazards *Mentions: 9*

- Build with wildlife fencing and an underpass to allow wildlife movement
- Less interactions with wildlife

Impact to residents, land use *Mentions: 6*

- Most efficient use of publicly owned lands
- Open up more housing development and retail options
- Communicate route plans soon because it will affect local development plans
- Reduces noise along beaches and waterfront

Impact to recreation *Mentions: 3*

- Avoids beach access points
- Mason Road to Trout Lake is a high recreation area
- Consult with groups to understand recreational needs of the area
- Consider parking areas for trail access

Cost *Mentions: 2*

- Lowest cost option
- Investment now will be less than in 10 years

Selma Park congestion *Mentions: 2*

- Most challenging section
- Provide option to avoid Selma Park

Shorter construction time *Mentions: 2*

- Construction has essentially started

No change to existing highway *Mentions: 1*

- Leave current route as a scenic drive

SCRD WEST OPTIONS

IMPROVED HIGHWAY 101

Environment, impact to wildlife, environmental hazards *Mentions: 60*

- Least environmental impact
- Could eliminate weather-related safety issues (cross wind)
- Other options could damage trails and outdoor recreation areas
- New infrastructure will harm habitats (e.g., Roberts Creek)
- Limited time savings provided by other options does not justify the associated environmental and wildlife impacts
- Maintain natural coastal landscape
- Do not prioritize new infrastructure for cars over nature
- Other infrastructure developments have pushed wildlife out of their habitat already
- Danger to wildlife trying to cross any major highway will increase if there are two routes

Traffic flow *Mentions: 46*

- Traffic volumes in this area do not warrant the development of a new highway
- Investment into a new route is not required as traffic lightens beyond Sechelt
- Add additional passing lanes to current highway
- Better maintenance of current infrastructure should be sufficient

Cost *Mentions: 34*

- Lowest cost option
- Potential benefits of the alternatives are not worth the cost of a new highway
- Invest in improvements to Highway 101 (cyclists, pedestrians, road users) instead of focusing on new options
- Funds spent on past studies could have been used on improvements
- Invest in other sections of highway that require bypass (i.e., South Sechelt)

No change to existing highway *Mentions: 26*

- Existing route has no issues
- Only minor improvements needed
- New route for this portion of the highway does not seem necessary, nor a priority due to traffic volumes
- New routes are short sighted, consider alternative transportation methods (e.g., rapid transit)

Active transportation *Mentions: 24*

- Funding should be directed to active transportation infrastructure rather than single occupancy vehicles
- Best option is to incorporate an active transportation route along existing highway
- Investing in active transportation along this route will reduce traffic volumes

Impact to residents, land use *Mentions: 21*

- Other routes would have high impact on residents, improvements to current highway have least impact (e.g., farming community)
- Other routes will impact recreation infrastructure
- Current highway largely a commercial route

Safety *Mentions: 13*

- Improve lighting for transit users
- Incorporate left turn lanes
- An alternate road at higher terrain would make conditions less safe (snow and ice)
- Safer pedestrian and cyclist traffic is needed now

Makes the most sense *Mentions: 10*

- More feasible due to less development
- Least intrusive option
- Easier to improve this section
- Need to improve local road access and detour routes
- Passing lanes will improve current highway
- No need for infrastructure that promotes growth in area

Do not like any options, extend the route further *Mentions: 7*

- Improve challenge areas (Langdale/Gibsons/Sechelt, Wilson Creek, Selma Park)
- Include Powell River routes in the study

Transit *Mentions: 5*

- Invest more in bus routes
- Potential for subsidies for bus users, free trips
- 'Build it and they will come'

Impact to recreation *Mentions: 3*

- Benefits of alternate route do not outweigh loss of recreation area
- Do not disrupt trails

Selma Park congestion *Mentions: 3*

- Area already had an upgrade, focus on areas of congestions (Selma Park)
- Better connection between Davis Bay and Selma Park

Commercial traffic *Mentions: 2*

- Incorporate improvements to address commercial traffic (access to new roads in Sechelt, slower logging truck traffic, additional passing lanes)
- Existing Highway 101 is largely on commercial route

Emergency route *Mentions: 1*

- Current highway is bad at addressing emergencies, but not enough traffic volume to require additional route

Shortest/straightest route *Mentions: 1*

- Most direct route
- Isolates two traffic groups (residential vs. fast moving traffic)

Travel time *Mentions: 1*

- Quicker way to get to Trout Lake

Other *Mentions: 6*

- Improvements should be sufficient
- New route needed
- Improve highway and develop alternate route
- Difficult to evaluate all options as presented
- Need action to resolve issues

SCRD WEST OPTIONS

NORTH SECHELT CONNECTOR ROUTE

Makes the most sense *Mentions: 16*

- Makes the most sense
- Looks more efficient
- Improves accessibility to West Sechelt
- Complete routing along power line is best long-term solution
- Allows for growth and development

Traffic flow *Mentions: 11*

- Highway 101 cannot handle current traffic levels
- More efficient route for traffic, option to include mass transit along route
- Allows local traffic to take current highway route and through traffic to take the alternate route
- Creates direct route through Sechelt
- Traffic travelling through town will have simplest and shortest route

Travel time *Mentions: 9*

- This area is the slowest section of the existing highway; route will save travel time
- Fastest route to other destinations on Sunshine Coast (e.g., Pender Harbour, Egmont)
- Multiple routes (connector and existing) allow residents multiple options for travel

Safety *Mentions: 8*

- Current highway extremely unsafe especially for pedestrians
- Higher cost but safest option when tied in with Dolphin Road
- Safer for residents with driveways along the existing highway

Impact to residents, land use *Mentions: 5*

- Least disruptive
- Full alternate route goes through a residential neighbourhood
- Current highway is too close to residential homes

Active transportation *Mentions: 3*

- Include active transportation infrastructure
- Time savings for vehicles do not justify costs needed; instead, invest in active and public transportation

Environment, impact to wildlife, environmental hazards *Mentions: 3*

- Negative impact to wildlife in area
- Current Highway 101 will succumb to rising sea

Land use *Mentions: 3*

- West Sechelt residential footprint continues to expand
- Would open up land for more development

Cost *Mentions: 1*

- Best cost-effective solution should be considered

Do not like any options, extend the route further *Mentions: 1*

- Connect to Dolphin Street

Emergency route *Mentions: 1*

- Must be able to bypass current highway in case of emergency

Impact to recreation *Mentions: 1*

- Alternate routes will impact recreation areas (hiking, biking trails)

Transit *Mentions: 1*

- Consider mass transit infrastructure (monorail)

Other *Mentions: 1*

- Concern that nothing will come out of the study/nothing will happen

SCRD WEST OPTIONS

NO PREFERENCE

Do not like any options, extend the route further *Mentions: 7*

- None are viable routes
- Out of scope comments
- Include options for Roberts Creek
- Construct tunnel under Porpoise Bay
- Highway should extend to Langdale ferry
- Does not consider long-term growth
- This section belongs in a future phase (no foreseeable need)

Impact to residents, land use *Mentions: 5*

- This section appears to have minimal impact to residents; density and future development need to be considered
- Important to allocate and plan and secure land so developments do not alter design
- Leave decision to Sechelt and Pender Harbour residents

No change to existing highway *Mentions: 4*

- Not much traffic in this section of highway
- Current highway does not require any improvements
- New infrastructure should not impact residents
- General opposition to alterations of current highway or new routes that impact environment, wildlife and community identity

Active transportation *Mentions: 3*

- Include separated bike path from Gibsons to Sechelt, no preference on location
- Any option that improves current highway cyclist infrastructure
- Significant potential as cyclist tourism destination

Traffic flow *Mentions: 3*

- More efficient travel to ferries needed
- Bulk of traffic mitigated to Sechelt with an alternate highway route along the BC Hydro line

Safety *Mentions: 3*

- Whatever route is the safest option

Environment, impact to wildlife, environmental hazards *Mentions: 3*

- Prioritize forest, ecosystems and wildlife along any route

Other *Mentions: 7*

- Do not live in the area
- Do not use the highway regularly
- Not impacted by proposed routes
- Not sure of best solution
- Consultation with local governments and Indigenous communities should inform the design
- Options are only patchwork solutions, need to plan for next 20 years

HIGHWAY 101

ALTERNATE ROUTE PLANNING STUDY

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BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

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