

# QUESTIONNAIRE RESULTS SUMMARY

Gabriola Landscape Architecture firm, Topographics, is working with the Regional District of Nanaimo (RDN) Recreation & Parks Department to design a new multi-use connection through Gabriola’s Village core. The 1.4km path will run along North Road, between the junction of North and South Roads and Tin Can Alley, and will be located within the road allowance.

A questionnaire was distributed at the project’s Open House on March 29, 2014 and was available online until April 10, 2014. In total, 35 questionnaires were submitted. Not everyone responded to all questions. The following summarizes the input received.

## 1. How will you most likely use this pathway once completed?

**Summary:** Most respondents intend to use the path on foot. All those who indicated they would bike the path also indicated they would walk the path.

On foot	34	Other?	Walker	1
By bike	13		Skate	1
Both	13		Car (eg. parking?)	1

## 2. Where are the main destinations along this route that you will be going to?

**Summary:** The main destinations indicated by respondents are the commercial nodes at Folklife Village and Madrona Market Place. Respondents also indicated they would use this new path en-route to the ferry.

Folklife Village	30	Other?	GIRO	5
Madrona	30		Agi Hall	1
Ferry	19		Retirement Village	1
Commons	14		Post Office	1
Huxley Park	10		Medical Clinic	1
Elementary School	4		Liquor Store, Gas Station	1

**3. Would you prefer the pathway be packed gravel or asphalt surfacing and why?**

**Summary:** Preference for gravel or asphalt was nearly evenly divided among questionnaire respondents (Gravel – 14 selections; Asphalt – 15 selections).

Reasons for preferring one trail surfacing over the other fall into the following categories:

<u>Preference for Packed Gravel:</u>		<u>Preference for Asphalt:</u>	
Better for the environment, permeable surface better for aquifer.	6	Lower maintenance, better durability and life span.	10
Fits better with the Gabriola Aesthetic, like the look of gravel better.	4	Improves accessibility for seniors, wheelchairs, walkers.	6
If packed, it can be accessible for seniors, wheelchairs, walkers, etc.	4	Better for wheeled transport in general (bikes, buggies, walkers, etc.)	4
Better traction in icy conditions.	1	Better for bikes and cycling.	2

**4. Are there specific sections along the route where you would prefer a different alignment? If so, why?**

**Summary:** Generally, respondents were comfortable with the route as shown. Thirteen comments regarding the alignment were received and fall into the following categories:

The trail should extend to the ferry.	4
Keep the trail away from the road as much as possible.	3
Connect from the School to Huxley through the Commons.	2
Curve or meander the trail as much as possible.	2
Winding the trail through trees is attractive.	1
Avoid taking down trees.	1
Ensure delivery access behind the Gabriola Village Plaza.	1

**5. The project has been casually coined the “Gabriola Village Trail” – What name would you give this community pathway?**

**Summary:** The name most preferred by respondents is the Village Trail.

Village Trail	18	Other?	Nature Walk
Village Walkway	4		The Windway
Village Path	3		Sometimes no name is best
Community Walkway	2		
Community Path	0		

**6. General comments or concerns about the project?**

**Summary:** A number of additional comments were received and are grouped into the following categories:

General positive comments and appreciation for the project.	8
Importance of providing crosswalks to south side of North Rd.	3
Concern over cost to develop the trail.	3
Concern that trails are needed elsewhere on the island.	2
Desire for cycling lanes as well.	2
Desire to keep it natural.	2
Desire for wider trail.	1
Question need for barrier between trail and road.	1
Question option for lighting.	1
Question maintenance requirements/responsibilities.	1
Question liability (RDN vs. MoTI).	1
Importance of keeping open communication with community as project moves forward.	1