WHAT WE HEARD REPORT



SQUAMISH

HARDWIRED *for* ADVENTURE

2023 Transportation Master Plan


SQUAMISH
CLOTHING

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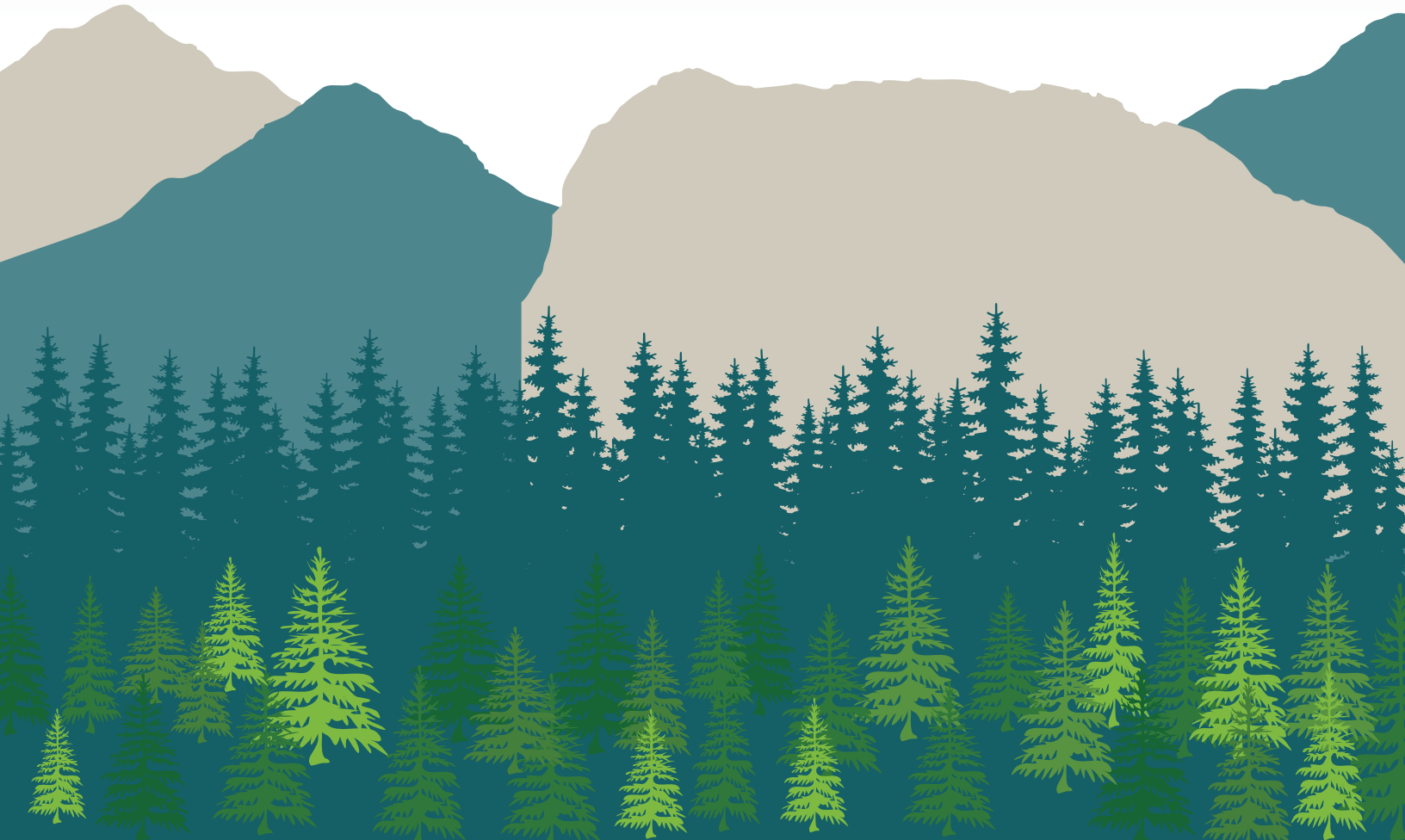
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ABOUT THE TRANSPORTATION MASTER PLAN

Beginning in November of 2022, the District of Squamish and ISL[1] began a project to update the District's Transportation Master Plan. With this new plan, we want to improve different transportation choices by providing:

- safe and comfortable active transportation networks for people who walk, wheel, and cycle
- an accessible, affordable, and efficient transit system
- appropriate road network improvements with a focus on safety and connectivity

Considerations to making the transportation system work for everyone

We are considering all modes of transportation:

- walking
- cycling
- rolling (i.e., skateboard/scooter, strollers etc.)
- taking the bus
- driving a car
- commercial transportation

We are seeking positive short- and long-term outcomes, such as:

- future growth
- transportation emission reductions
- community and individual health improvements
- neighbourhood connectivity
- diverse transportation options
- fair access to transportation

The updated plan will guide the development of a safe, efficient, and balanced transportation system that meets the needs of everybody in the community. When the Plan is complete the District will have a list of recommended transportation infrastructure improvements and a plan to complete these capital projects.

For more information about the Transportation Master Plan, please see squamish.ca/transportation2040



[1] ISL is a locally based engineering firm that provides transportation planning services.

INTRODUCTION

In the first phase of our engagement process, we heard from community members and representatives from community organizations and government agencies.

We invited everyone to share their transportation experiences and ideas to inform the development of a safe, efficient, and balanced transportation system that meets the needs of everybody in the community.

We heard about:

- transportation experiences, needs, and challenges
- ideas for future improvements
- transportation priorities
- ideas for a future vision of transportation in Squamish

We heard from approximately 820 people!

Thank you to everyone who shared their experiences and ideas with us. Your feedback will help us update the Transportation Master Plan and inform our recommended transportation infrastructure improvements.

We held community pop-up events, individual meetings with community organizations and government agencies, a Community Advisory Group meeting, and created an online community survey. We also heard from people through email correspondence. This report shares everything that what we heard during the first engagement phase of this process.

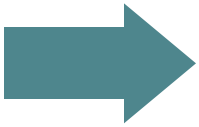


WHO IS THIS REPORT FOR?

Do you care about transportation in Squamish? Are you interested in the community's experiences of transportation and ideas for improvements in Squamish? If so, this report is for you!

This report is for anyone who would like to learn about what we heard during our first phase of engagement (See below table that describes our different phases). The first phase of engagement is complete and this report shares what we heard from everyone. We heard a wide-range of community-identified transportation experiences, needs, challenges, priorities, and ideas. The project team will be considering this information in Phase 2 and the final Plan.

Project overview and process:



This What We Heard Report was created in Phase 1

PHASE 1: UNDERSTANDING

- Review Background Documents
- Engagement: Carry out the first phase of engagement to learn about community ideas, needs, challenges, and priorities
- Data collection and transportation model development and analysis

PHASE 2: ENVISIONING

- Engagement: Carry out the second phase of engagement on preliminary recommendations and options
- Working group and stakeholder engagement on technical review
- Transportation model analysis
- Prepare cost estimates and funding options
- Potential transportation options
- Costs and priorities
- Draft report with options and long-term funding strategies

PHASE 3: PLANNING

- Working group and stakeholder engagement on a Draft Transportation Master Plan

PHASE 4: IMPLEMENTING

- Final Transportation Master Plan & Implementation

HOW TO READ THIS REPORT?

There are five key sections in this report. Please check out any of these five sections that may interest you:

1. Snapshot of Key Findings
2. What We Heard
3. What We Did
4. Who We Heard From
5. Next Steps

The Snapshot of Key Findings section provides you with a summary of what we heard from everyone. If you would like to dive deeper, the What We Heard section gives you a detailed summary of each engagement activity and many key findings.

The What We Did section will tell you about the general questions we asked, what engagement activities we carried out, and how we communicated what we were doing.

The Who We Heard From section provides you with detailed information about what demographic groups we heard from. In this section, all information was gathered from the online survey.

We asked demographic information because this helps us know if we heard from diverse groups of people in our community. We recognize that transportation affects everyone, and people are affected in different ways. We want to lessen transportation challenges and better meet transportation needs.

The Next Steps section will tell you what we will be doing in the next phases!



SNAPSHOT OF KEY FINDINGS

This snapshot of findings shares some overall key themes that emerged from phase 1 of engagement. We describe what people said about:

- active modes of transportation: walking, cycling, and rolling (i.e., skateboard/scooter, strollers etc.)
- transit
- driving

These are some key findings, but it is not an exhaustive list. Please see the What We Heard section if you would like to read a more detailed summary.

ACTIVE MODES OF TRANSPORTATION

We heard that walking, cycling, and rolling matters in Squamish. The majority of people said that active modes of transportation are one of the most important things about the transportation network.

Current and Future Use of Active Modes of Transportation

The majority of people said that they walk and cycle and would like to walk/cycle more.

Many people walk for two top reasons:

- to reduce their carbon footprint
- to save money

Many people cycle for two top reasons:

- to improve their health
- to save money

To find out more, see Walking (Page 18) or Cycling/Rolling (Page 23) in the What We Heard section.

Active Modes Challenges

People described many transportation challenges that prevent them from walking, cycling, and rolling (i.e., scooters, wheelchairs, strollers etc.) more. They said that, if they had the accesible and safer active transportation infrastructure, then they would walk, cycle, and roll more. The following are some of the key challenges that they described:

Sidewalks

- there is an absence of sidewalks in residential neighborhoods
- many sidewalks are not well-maintained, connected, or well-lit
- there is a shortage of accessible and inclusively designed sidewalks for people who use scooters, wheelchairs, strollers, and various mobility aids

Walking Distances

- retail areas and community facilities are not in comfortable walking distance, especially in residential neighbourhoods

Crossings

- pedestrian and cyclist crossings do not have proper signage and lighting

Multi-Use Pathways (MUPs)

- there is no division between cyclists and pedestrians on MUPs.
  - » people feel unsafe on MUPS and this prevents their frequent usage of MUPs

Bike Lanes and Paths

- narrow, unprotected, and disconnected bike lanes and paths in residential areas and downtown Squamish are a key challenge

Bike Parking and Storage

- there is an absence of secure bike parking (e.g., bike racks) and storage in key locations (e.g., Downtown Squamish) and in retail areas

Winter Weather

- especially during the winter, it's more difficult to walk and cycle due to inadequate snow removal on streets, sidewalks, crossings, and pathways

Ideas for Improvement and a Future Vision for Transportation in Squamish

Community members would like to see active transportation improvements to enable them to walk, cycle, and roll more in Squamish. They request improvements to sidewalks, crossings, MUPs, and bikes.

Almost half of community members stated that they would prefer to get around by bicycle as opposed to using other modes of transportation.



Future Vision of Transportation in Squamish

Through the online survey, most people said that the top three words that they would like to see in the Transportation Master Plan vision statement are: Bikeable, Walkable, and Safe. To see these results, go to: Community Vision (Page 45) in the What We Heard section.

TRANSIT

Current and Future Use of Transit



Some people (42%) said that they use transit or would like to use transit more. And, some people said that they use transit for two top reasons:

- to reduce their carbon footprint
- to save money

To find out more, see Transit (Page 29) in the What We Heard section.

Transit Challenges

Many people described transit-related challenges, such as infrequent bus service, an inconvenient bus schedule, and long wait times. The following are some of the key challenges that they described:

Bus Routes

- long bus routes are inconvenient and inefficient in Squamish, discouraging people from wanting to take transit

Bus Schedules

- Transit infrequency and the absence of bus service in the early morning and late evening prevent people from riding the bus

Bus Shelters and Stops

- people do not feel safe, protected, or able to wait for buses due to a lack of bus shelters and benches
- some people must walk long distances to get to a bus stop

Regional Transit

- there is a lack of affordable and efficient transit options to Whistler and cities in Metro Vancouver (e.g., West Vancouver, North Vancouver, Horseshoe Bay, and Vancouver) preventing people from commuting to work by transit

Ideas for Improvement and a Future Vision for Transit

People shared a range of ideas to improve their experiences using transit and enable them to use transit more. The majority of participants requested improvements to local and regional bus routes, schedules, stops, and shelters. For more information, see Community Priorities (Page 42) in the What We Heard section.

DRIVING

Current and Future Use of Vehicles



Over half of people said that they drive. However, the majority of people also said that they would be willing to drive less. Many people drive for two top reasons:

- convenience when running errands and being able to make multiple trips
- driving is easier in poor weather conditions

To find out more, see Driving (Page 34) in the What We Heard section.

Driving Challenges

People identified many challenges that impact their driving experiences. The following are some of the key challenges that they described:

Parking

- there is a shortage of parking in downtown Squamish and in newly developed areas
- seniors and people with mobility and accessibility challenges lack permitted parking stalls, especially downtown Squamish
- drivers inappropriately park on roadsides and over bike lanes

Traffic Safety and Traffic Calming Measures at Intersections

- there is a lack of appropriate signage, traffic signals, left hand turns, and safe crossings at many intersections
- traffic calming measures, such as roundabouts and speed humps, are needed at intersections where drivers roll through stop signs and do not comply with traffic signals

Traffic Congestion & Volume

- due to new developments, population growth, and commuter traffic, there has been an increase in traffic congestion and volume
- there are traffic flow issues in Downtown Squamish, at key intersections, and along Highway 99

Driver Compliance

- vehicles roll and speed through stop signs and intersections, and drivers disobey signage and traffic light signals
- vehicles speed in and around school zones and neighbourhoods

Ideas for Improvement and a Future Vision for Driving

Most participants requested increased parking options and improvements to intersection safety and capacity. They asked for improved traffic flow and traffic calming and safety measures to encourage driver compliance. For more information, see Community Priorities (Page 42) in the What We Heard section.

The Overall Snapshot of Tranportation in Squamish

This Snapshot of Key Findings provides an overall picture of current and future transportation uses, transportation challenges, ideas for improvement, and a future vision for transportation that community members shared with us! If you want to dive deeper into what we heard, go to the next section which describes findings in more detail.

WHAT WE HEARD

This section summarizes what we heard from the public and representatives involved in community organizations and government agencies. We held community pop-up events, meetings with organizations and government agencies, a community advisory working group, and an online community survey.

COMMUNITY POP-UP EVENTS

We held three community pop-up events and talked to approximately 89 community members. We went to:

- the Squamish Farmers Market on Saturday, February 26th, 2023, from 10:00AM - 1:00PM
- the District's Budget Event at City Hall on November 28th from 5:00PM - 8:00PM
- the Westwinds Senior Living Building on January 17, 2023 from 12:00PM – 1:00PM

The table below summarizes comments from the Pop-Up events about how we can improve transportation in Squamish. People shared their suggested focus areas for transportation improvements:

KEY IMPROVEMENT	DESCRIPTION
Active Transportation Infrastructure	• improve active transportation infrastructure (See Page 40 for a list of key areas) and traffic calming measures to improve safety • increase funding to improve walking and biking experiences in Squamish. • active transportation improvements should occur with a new pedestrian bridge and connecting to the Pemberton Avenue highway underpass • upgrade sidewalks with lighting and crosswalks to enhance pedestrian safety • install protected bike lanes and paths, as well as bike racks at key locations
Driving	• improve intersections with proper signage and traffic signals in and around school zones and key areas (See Page 40 for a list of key areas). • develop a second emergency route out of Downtown
Parking	• create more parking spots and build parkades • improve parking regulations
Transit	• increase transit options for youth and people with mobility challenges » increase service hours and frequency of HandiDart » more affordable bus fares

MEETINGS

Meetings with Community-Based Organizations and Government Agencies

We held a total of 9 individual meetings with representatives from a range of community organizations and government agencies, including 8 individual meetings with the Ministry of Transportation and Infrastructure, BC Transit, BC Parks, the Squamish School District (SD48), the RCMP, CN Rail, and a joint meeting with Squamish Economic Partners Forum and Economic Leadership Team. In addition, we held one Community Advisory Meeting with representatives from the Downtown Business Improvement Association, Squamish River Watershed Society, Squamish Terminals, Squamish Offroad Cycling Association, Urban Development Institute, Community Futures Howe Sound, Chamber of Commerce, Our Squamish, Vital Signs Project, Squamish Trails Society, and Squamish Environmental Society

Community leaders and organization representatives identified the following focus areas for transportation infrastructure and service improvements:

KEY IMPROVEMENT	DESCRIPTION
Active Transportation Infrastructure	• install sidewalks to improve neighborhood connectivity, accessibility, and safety • upgrade bike lanes and paths • install bike racks at key locations • develop safe and paved MUPs for all ages and abilities along key roadways and highways • upgrade intersections and crossings, including installation of adequate traffic lights • install active mode infrastructure at key intersections and crossings
Climate Friendly Transportation Options	• increase access to electric vehicles (EV) and improve EV infrastructure to decrease single occupancy trips • create more park and ride options • establish complete communities and active mode infrastructure to incentivize walking, biking, and rolling to and from community facilities, workplaces, and retail nodes, parks, and recreational facilities
Transit	• add bus shelters at key locations • improve the frequency of bus routes to support an accessible regional and local transit network » consider the needs of the School District when assessing bus service improvements
Road	• improve road design, upgrades to intersections and crossings, including traffic light upgrades. • add roundabouts and speed humps where appropriate

KEY IMPROVEMENT	DESCRIPTION
Accessibility	• improve HandyDart and on-demand service for people who are not able to cycle, walk, or use public transit due to mobility and disability challenges • ensure equitable options for people who experience mobility and disability challenges, as well as people on low incomes.
Other Considerations	• consider commercial transportation options for rail, shipping, and freight companies • need for more emergency access roads

Squamish Youth Council

We held a meeting with representatives from the Squamish Youth Council.

Youth Council respresentatives identified the following:

HARD TO REACH PLACES	CHALLENGES	IDEAS
• Squamish Valley/Paradise Valley • Valleycliffe • Garibaldi Highlands • Recreation & Park Areas: The Gondola (outside of the summer season), and Brohm, Alice, and Cat Lake • Brackendale (in the evening) • Boulevard Area • Quest Campus (the new neighborhood) • Highlands to Downtown or Brennan Park • Commercial areas (i.e., London Drugs) • Whistler	• lack of a frequent bus schedules and long routes • shortages of parking spaces and drop off areas at Alice Lake • congestion downtown • challenges to arrive downtown or at Brennan Park	• increase the frequency of buses, especially early in the morning and late evenings • add bus routes in Paradise Valley and Valley Cliffe

Squamish Youth Council's Transportation Vision Statement

We asked Squamish Youth Council, via Mentimeter, to tell us what words best describe their vision for transportation in Squamish. The top three words highlighted were: Affordable, Safe, and Reliable.





COMMUNITY SURVEY

Through an online community survey, we heard from a total of 609 people. This section summarizes eight focus areas of the survey:

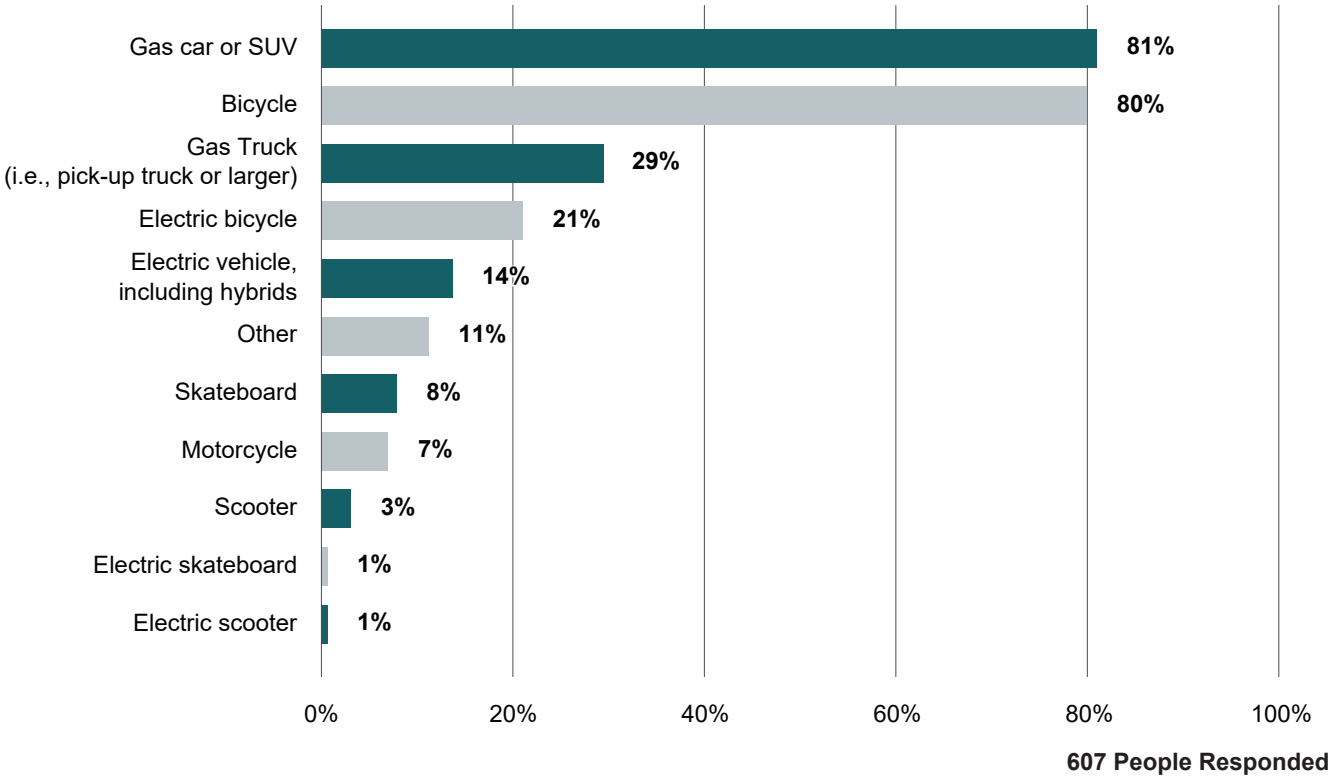
1. Access to Transportation
2. Walking
3. Cycling/Rolling
4. Transit
5. Driving
6. Transportation Challenges
7. Community Priorities
8. Community Vision

The following sections provide a detailed summary of survey responses.

1.0 ACCESS TO TRANSPORTATION

1.1 Access to different modes of transportation

People shared with us their diverse experiences of access to transportation. We asked people what are the different modes of transportation that they have access to. The top two modes were a gas car or SUV (81%) and bicycle (80%).

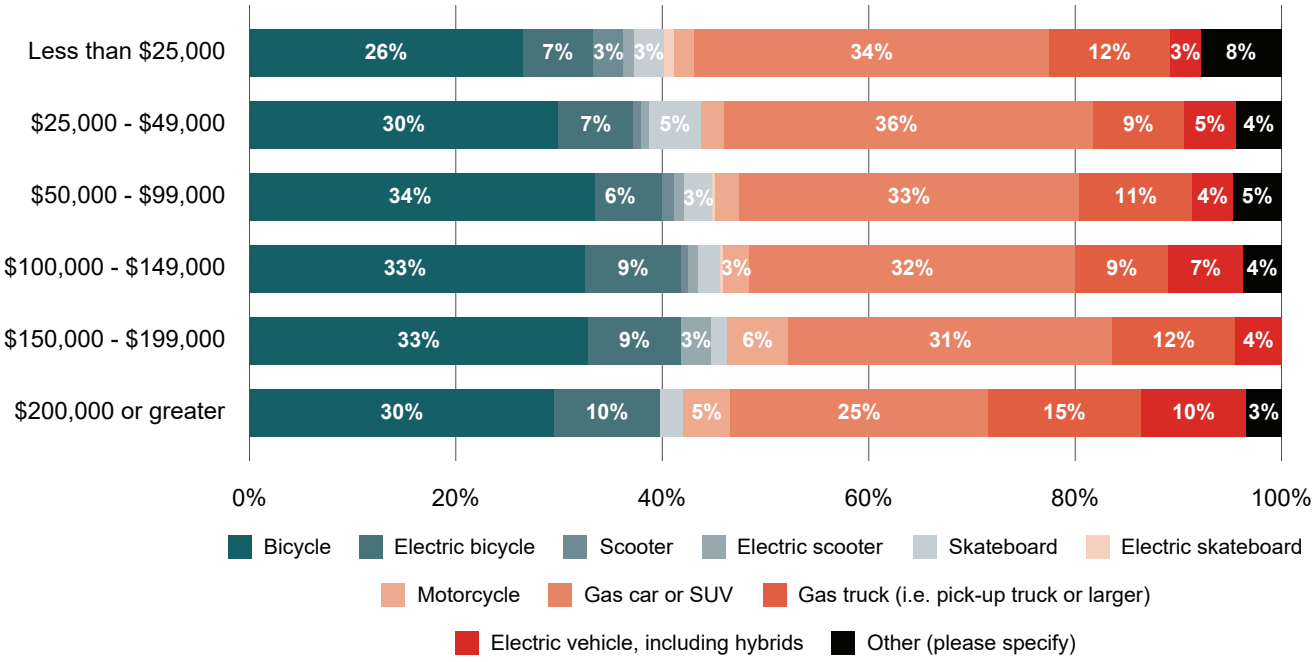


Other

- wheelchair
- walking
- bus
- taxi
- camper van
- modo
- mobility scooter
- Squamish shuttle
- intercity commuter bus
- sailboat
- airplane
- rollerblades
- moped

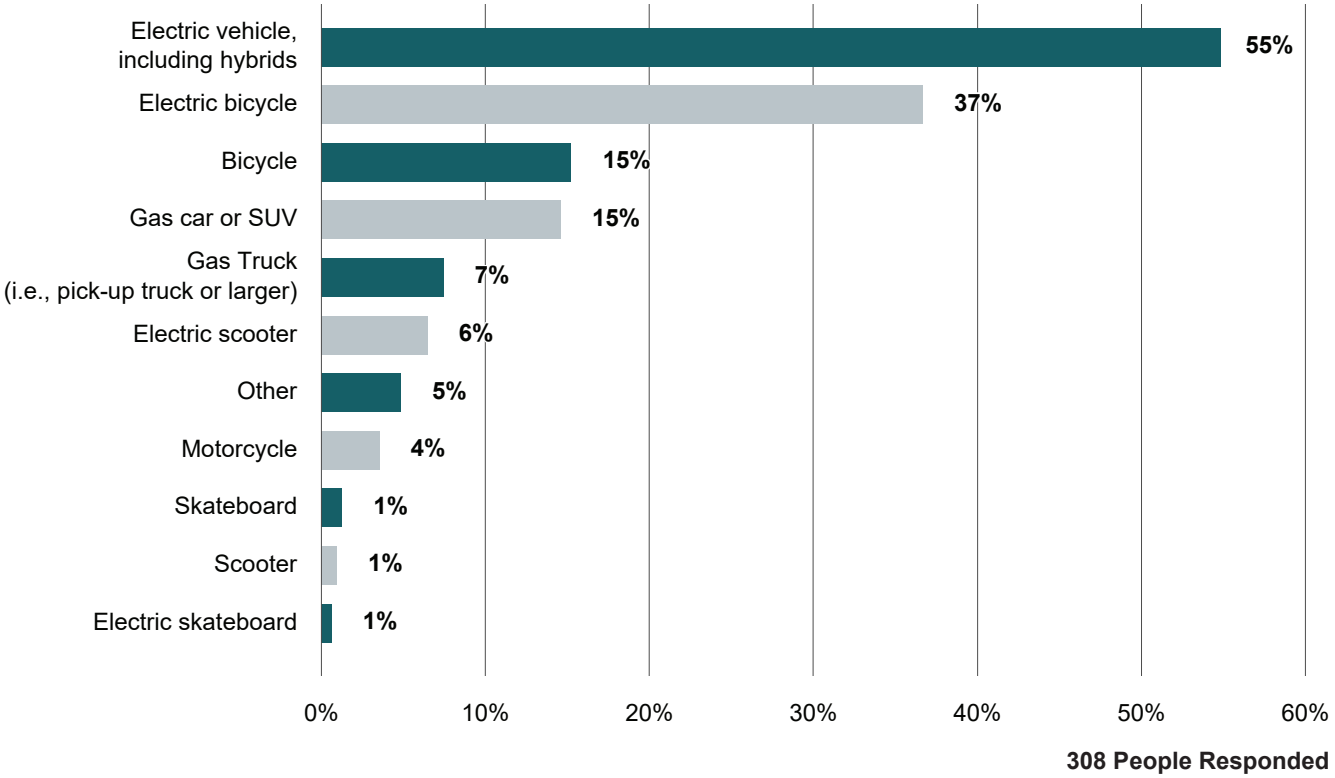
1.2 Access to different modes of transportation by income

Based on the survey data gathered, we generated a snapshot of access to different modes of transportation by level of personal income.



1.3 Intentions to purchase different modes of transportation

We asked people what modes of transportation they are considering to purchase soon. The top two modes of transportation that they expect to purchase were electric vehicle (55%) and electric bicycle (37%).

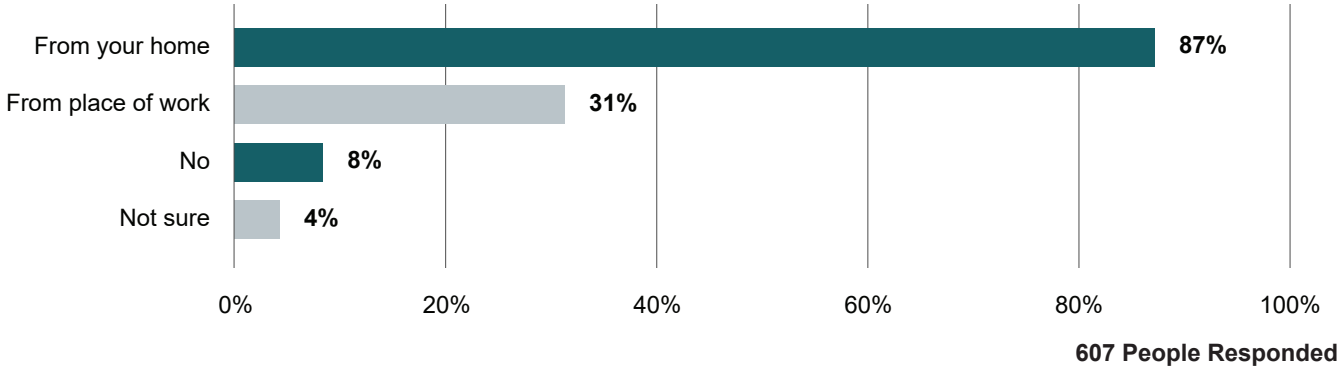


Other

- cargo bike
- hydrogen car
- another vehicle

1.4 Access to a transit stop within comfortable walking distance

We asked people if they have a transit stop within comfortable walking distance. The majority (87%) of people said that they have a transit stop within comfortable walking distance from their home. Some people (31%) said they have a stop within comfortable walking distance from their place of work. A small percentage (8%) said that they do not have a stop within comfortable walking distance.

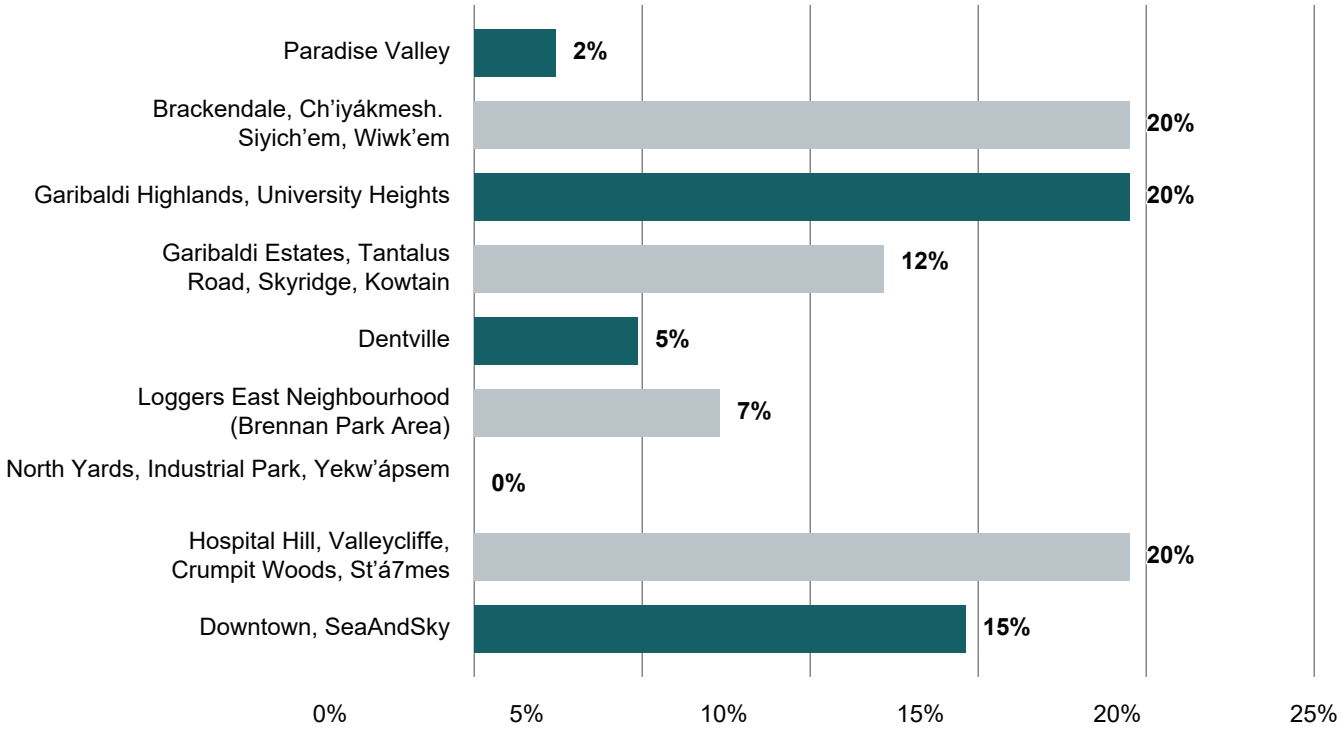


607 People Responded

1.4 No access to a transit stop within comfortable walking distance by neighbourhood

Based on the survey data gathered, we found that many people said that they had no access to a transit stop within comfortable distance in their neighbourhood. The highest percentage (20%) of people, who said that they have no access to a transit stop within comfortable walking distance, live in:

- Brackendale, Ch'iyákmesh, Siyich'em, Wiwk'em
- Garibaldi Estates, Tantalus Road, Skyridge, Kowtain
- Hospital Hill, Valleycliffe, Crumpit Woods, St'á7mes

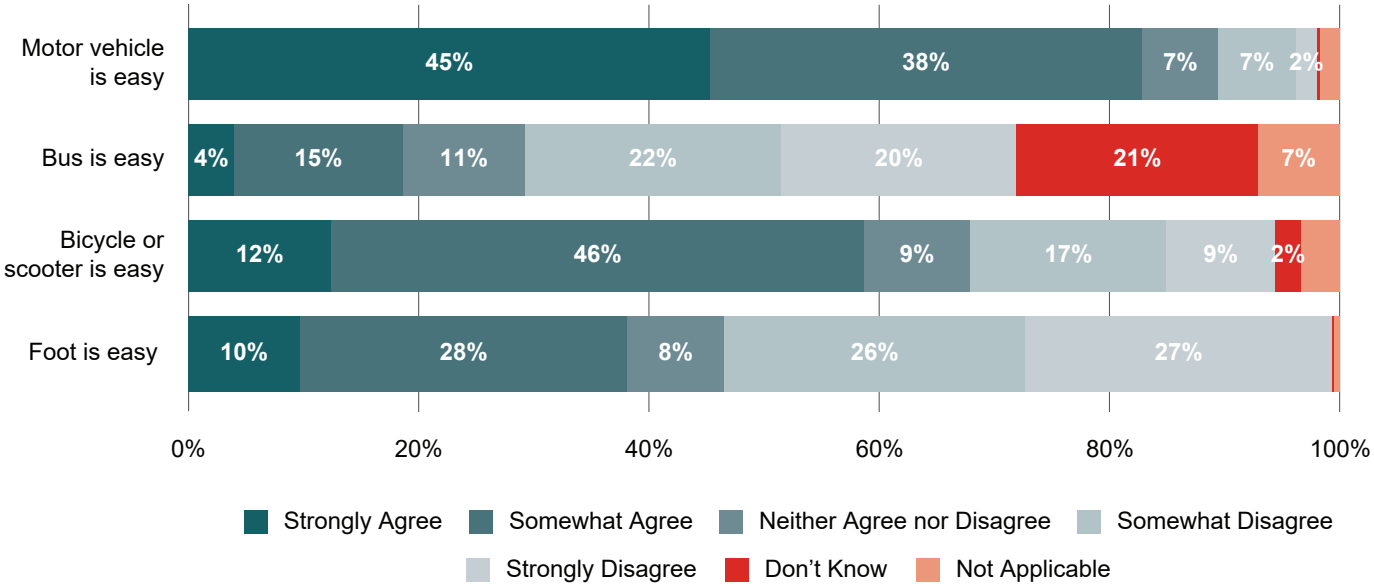


41 People Responded

1.5 Feelings about getting around Squamish by each mode

We asked people if they feel that getting around by foot, bike or scooter, bus, or motor vehicle is easy. Almost half (45%) of people said that the strongly agree that getting around by motor vehicle is easy. Almost half (46%) of people said that they somewhat agree that getting around by bike or scooter is easy. Also, many community members (38%) said that they somewhat agree that getting around by motor vehicle is easy.

Getting around by...

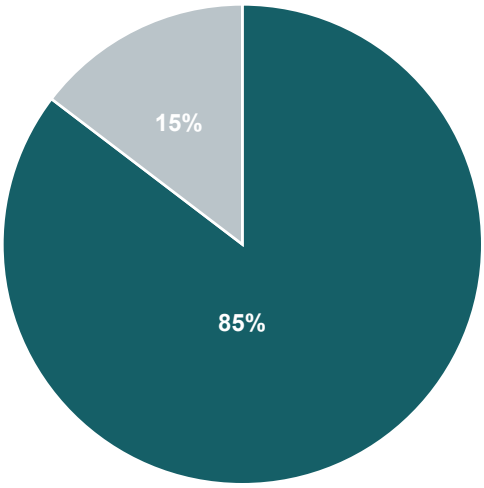


609 People Responded



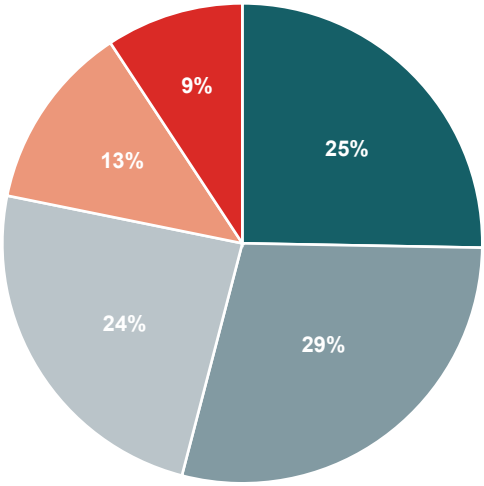
2.0 WALKING

The following section summarizes community members' experiences of walking:



2.1 People who walk or would like to walk more

We asked if people walk or would like to walk more in Squamish. The majority (85%) said that they walk or would like to walk more. Some (15%) said that they do not walk or would not like to walk more in Squamish.

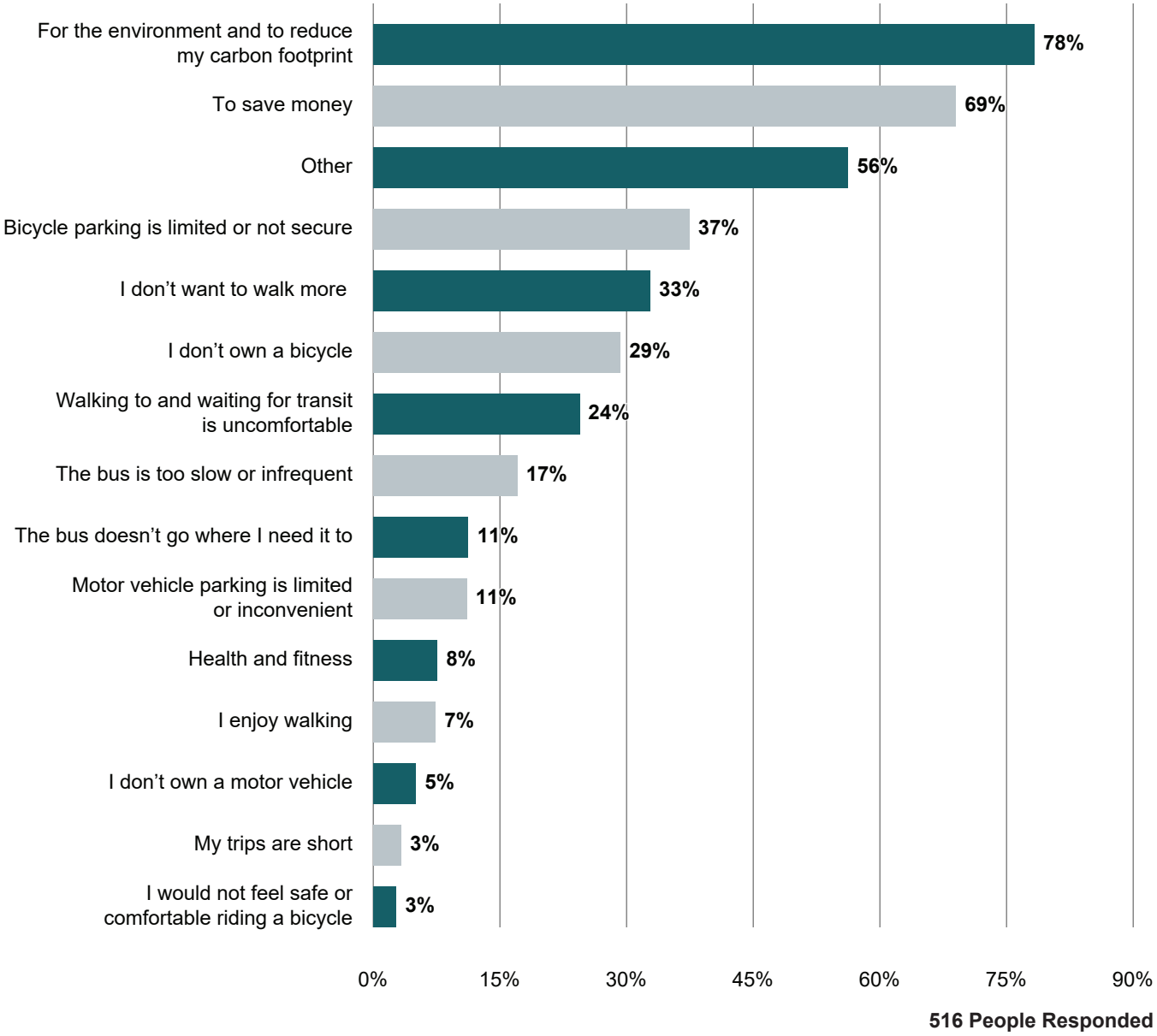


2.2 Frequency of Walking

We asked people how often they walk to get around Squamish (e.g., to go to work, shop, do errands, go to school etc.). Some people said that they walk daily (25%). While others (29%) said that they walk a few days per week or a few times per month (24%). A small percentage (9% - 13%) said they walk less often or never.

2.3 Reasons for Walking

We asked people to tell us the reasons why they walk or want to walk more often. The majority of people (78%) said that they walk for the environment and to reduce their carbon footprint. Many people (69%) said that they walk to save money or for other reasons (56%).



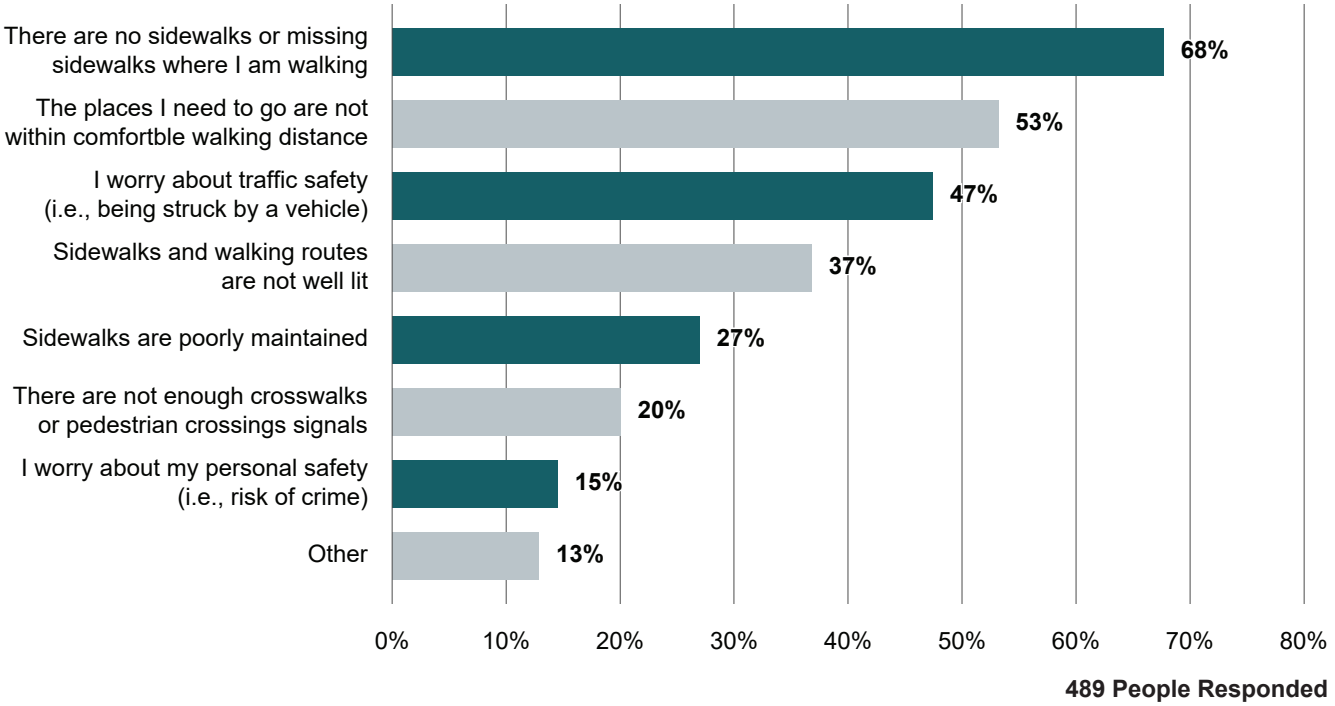
516 People Responded

Other

- reside downtown Squamish
- to get exercise
- proximity to work and shopping areas
- no safety cycling options in the downtown area
- have a pet
- able bodied
- walking with small children
- preference to walk to the grocery store
- for mental health and wellbeing
- lack of access to a vehicle
- winter related cycling challenges
- hard to find parking downtown
- to take my children to school

2.4 Barriers to Walking

We asked people what barriers they experience when walking in Squamish. People said that the lack of sidewalks was a top barrier to walking. The majority (68%) of people said that there are no sidewalks or there are missing sidewalks where they are walking. Also, over half (53%) of community members said that the places they need to go are not within comfortable walking distance.



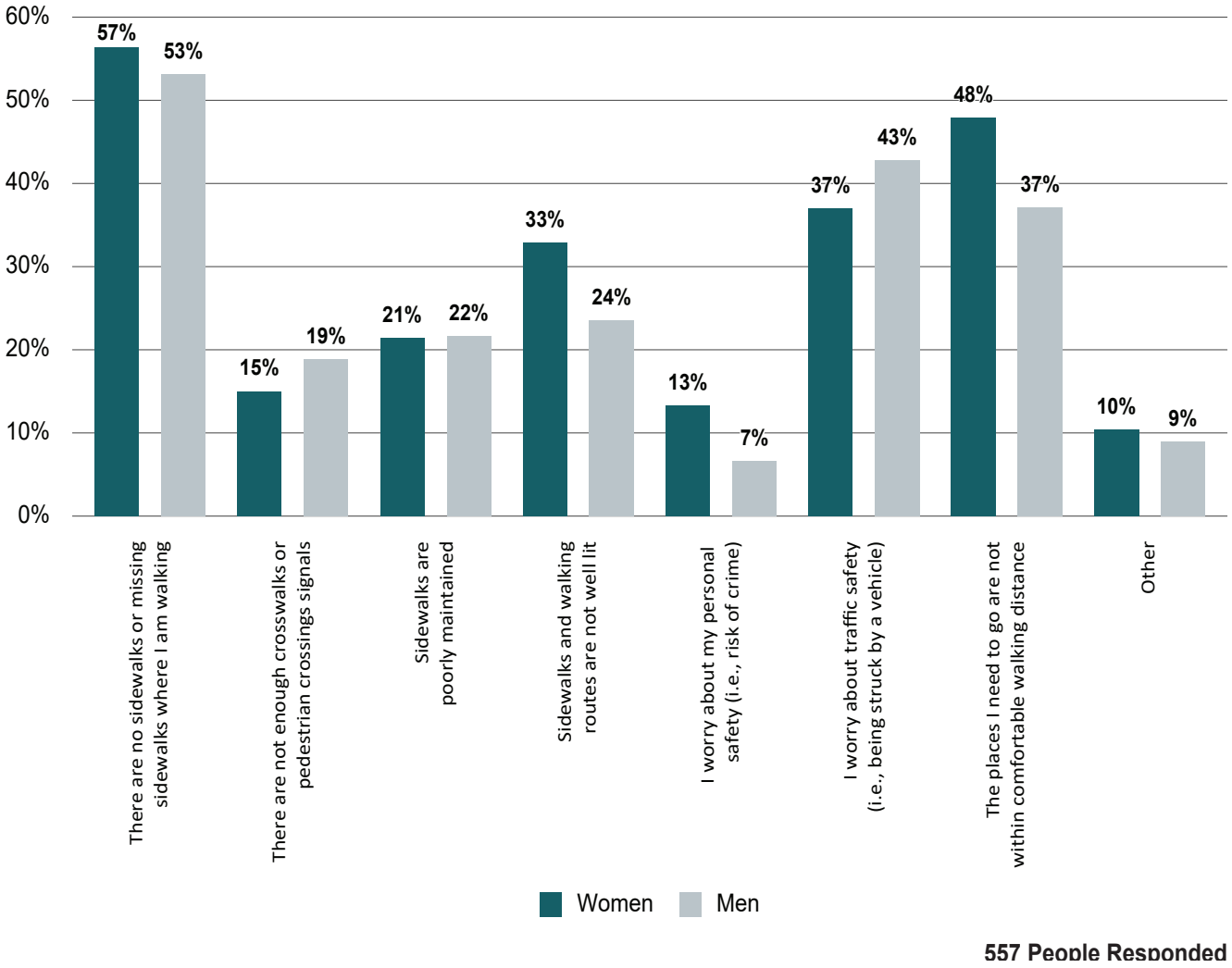
489 People Responded

Other

- poor lighting
- absence of proper crosswalks
- lack of safety due to traffic volume, animals, and crime
- unsafe highway crossings
- disability or mobility challenges
- walking takes longer on the safe walkable routes
- lack of connected neighborhoods
  - » neighborhoods separated by the highway
  - » disconnected sidewalks from residential streets to commercial areas
- absence of sidewalks
- ack of driver compliance (i.e., vehicles rolling through stop signs or do not obey traffic lights)
- lack of pedestrian safety near school zones
- off leash dogs
- e-bikes speed on sidewalks
- steep road grades
- lack of curb cuts
- neighborhood is close to the highway
  - » no pedestrian bridge from sea and sky neighborhood
- busy roads
- winter weather and flooding
  - » lack of snow removal

2.5 Barriers to walking by gender

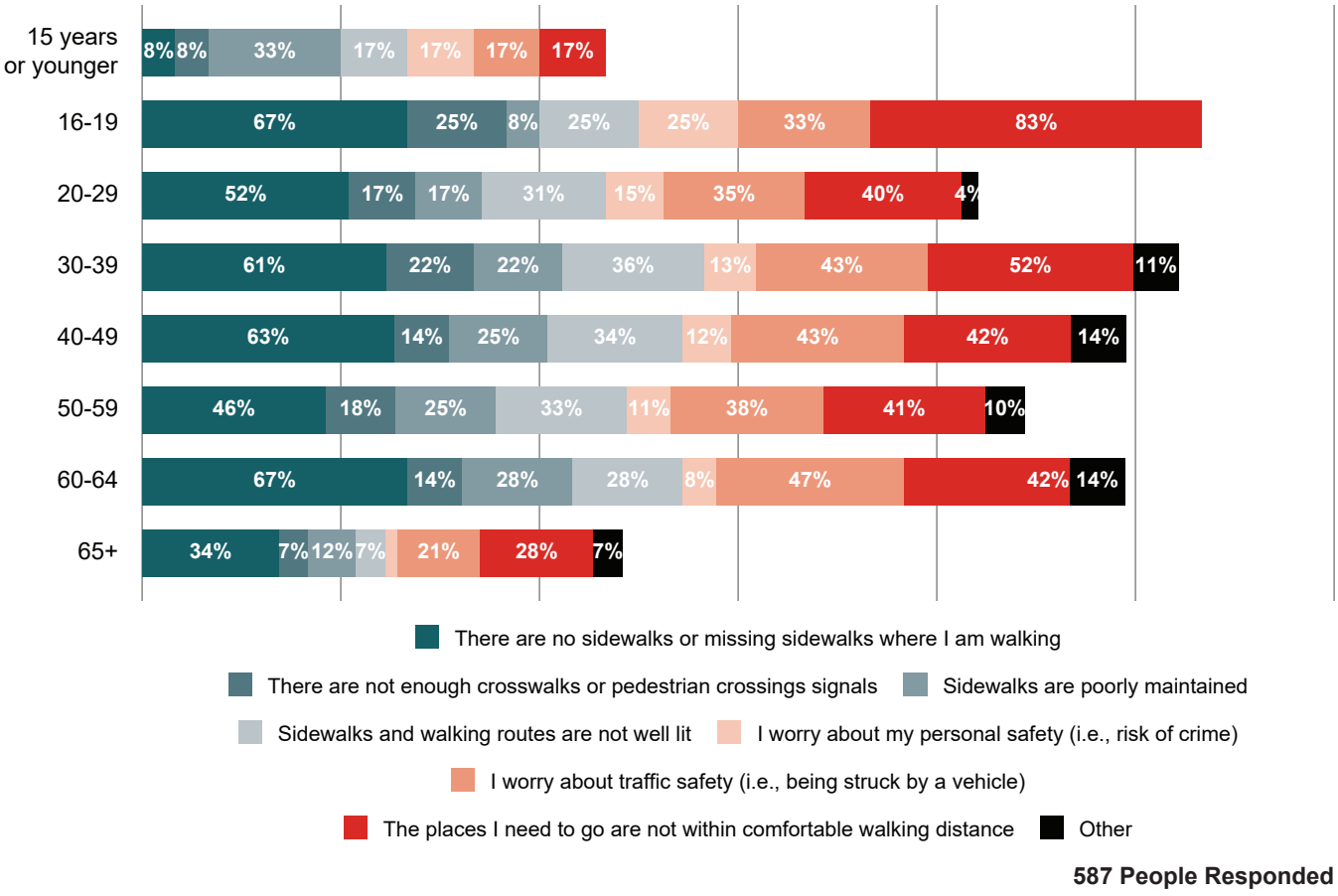
Based on the survey data gathered, we found that a large percentage of women responded to the survey and identified many barriers to walking. Over half of women (57%) and men (53%) who responded said there are no sidewalks or missing sidewalks where they are walking. Many women (48%) said the places that they need to go are not within comfortable walking distance. A top barrier for men (43%) is that they worry about traffic safety. We also acknowledge that two community members who identify as non binary/genderqueer stated that there are no sidewalks of missing sidewalks where they are walking, and they worry about personal safety (i.e., risk of crime). One non-binary/genderqueer said that sidewalks and walking routes are not well lit.



557 People Responded

2.6 Barriers to walking based on age

Based on the survey data gathered, we found that across all ages, people experience various barriers to walking. Many people said that they are concerned that there are no sidewalks or missing sidewalks where they are walking. Notably, many youth (83%) (16 to 19 years old and 15 years of younger) are concerned that the places they need to go are not within comfortable walking distance.

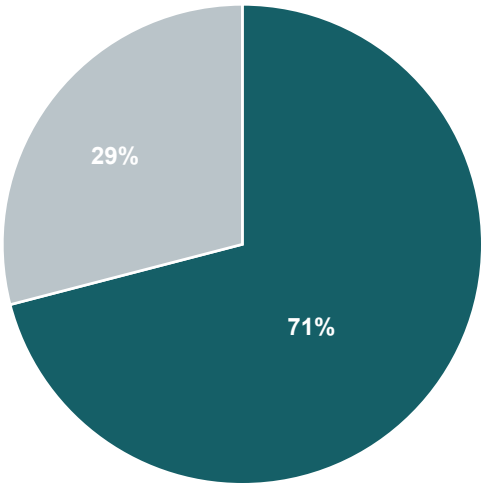


587 People Responded



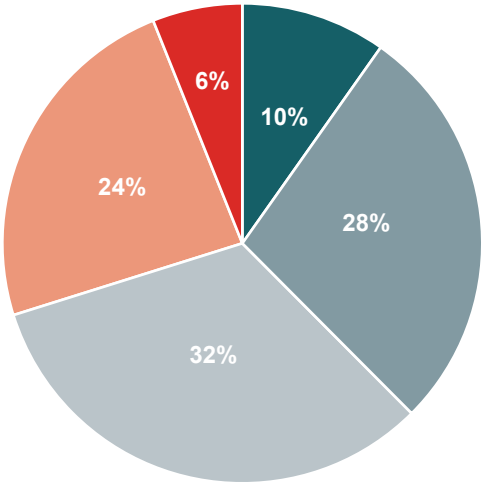
3.0 CYCLING/ROLLING

The following section summarizes experiences of cycling/rolling in Squamish.



3.1 Community Members who cycle or roll or would like to cycle or roll more

We asked people if they currently cycle or would like to cycle more. The majority of people (71%) said that they currently cycle or would like to cycle more. Some people (29%) said that they do not cycle or would not like to cycle more.

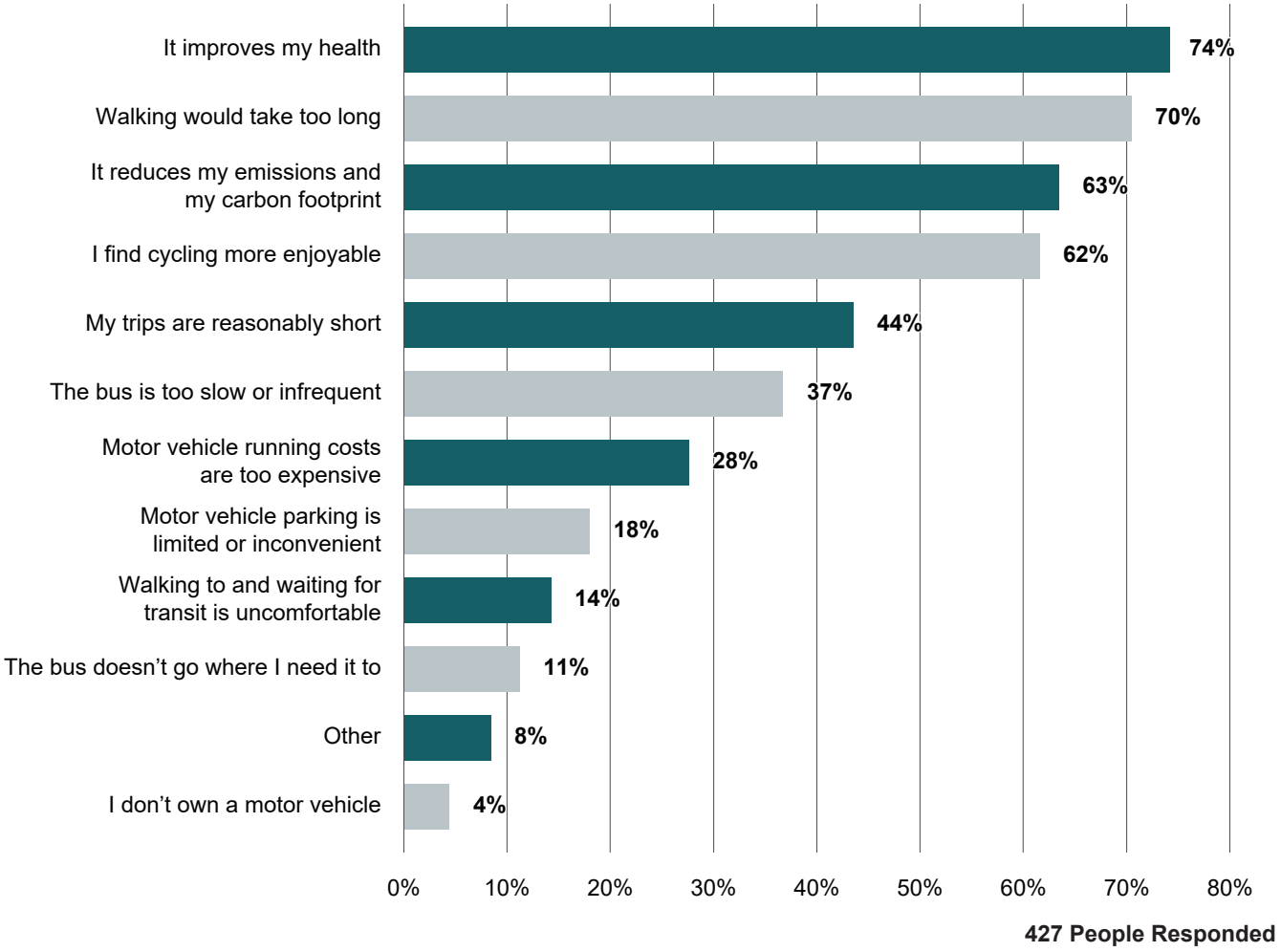


3.2 Frequency of cycling or rolling

We asked people how often they cycle or roll to get around Squamish (e.g., to work, to shop, do errands, go to school etc.). A small percentage of people (10%) said that they cycle daily. Some people (28%) said that they cycle or roll a few days per week. Some people (32%) said that they cycle or roll a few times per month, and others less often (24%).

3.3 Reasons why community members' cycle

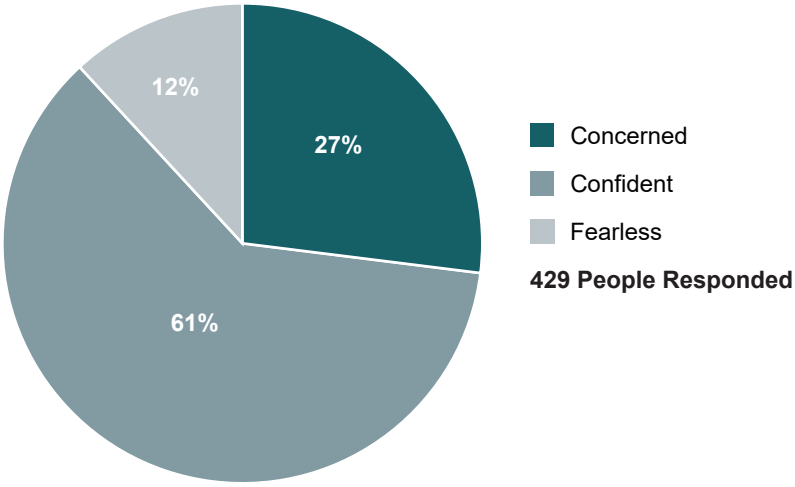
We asked people why they cycle or are interested in cycling more to get around Squamish. The top two reasons why people said that they cycle or are interested in cycling more were to improve their health (74%) and walking would take too long (70%).



427 People Responded

Other

- bike paths are good for getting around
- an affordable transportation options
- avoidance of traffic congestion issues
- for exercise
- to be outdoors and on trails
- feeling of safety
- to carry groceries verses walking
- unable to drive or do not have access to a vehicle
- to get to school
- to go to the playground with my children
- to give my dog exercise



3.4 Level of Confidence

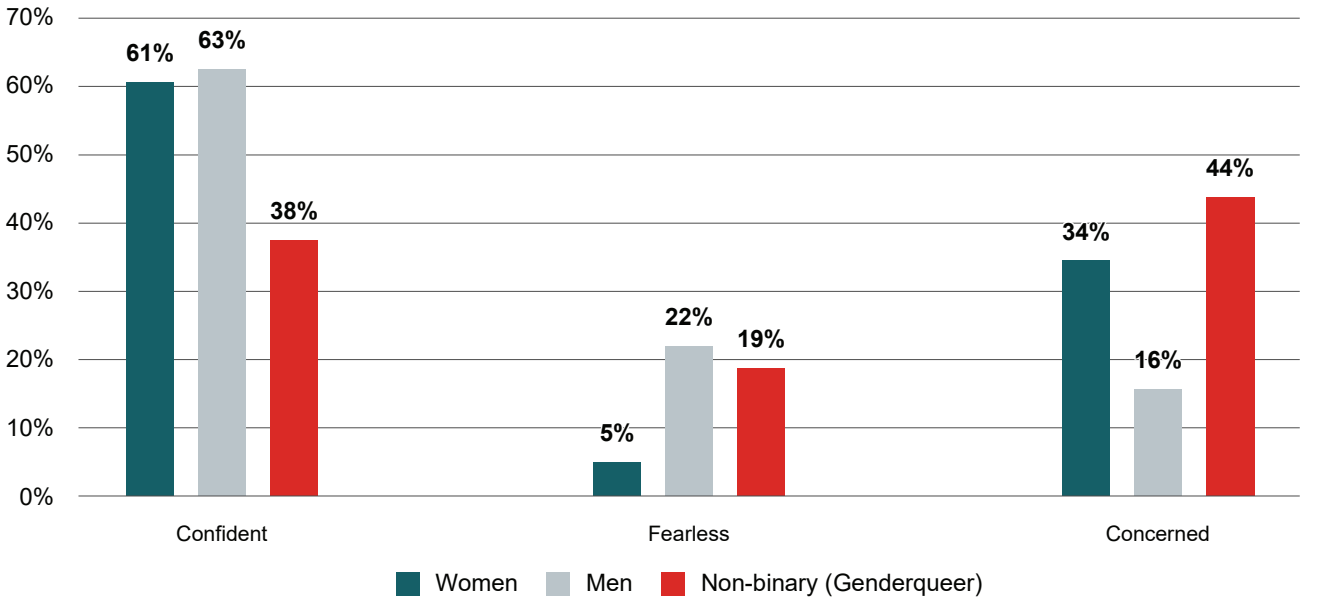
We asked what statement best describes people's level of confidence when riding a bicycle or rolling with a scooter or a skateboard. The majority of people (61%) said that they are confident riding a bicycle or rolling. Some people (27%) feel concerned when riding a bicycle or rolling. A small percentage of people (12%) feel fearless riding a bicycle or rolling

3.5 Level of confidence cycling or rolling by gender

We asked people if they felt:

- Concerned: Riding next to traffic concerns me. I only like to ride on pathways or bike lanes physically separated from traffic.
- Confident: I'll ride on most streets but prefer pathways and bike lanes physically separated from traffic.
- Fearless: I'll ride anywhere regardless of infrastructure, traffic volumes and speeds.

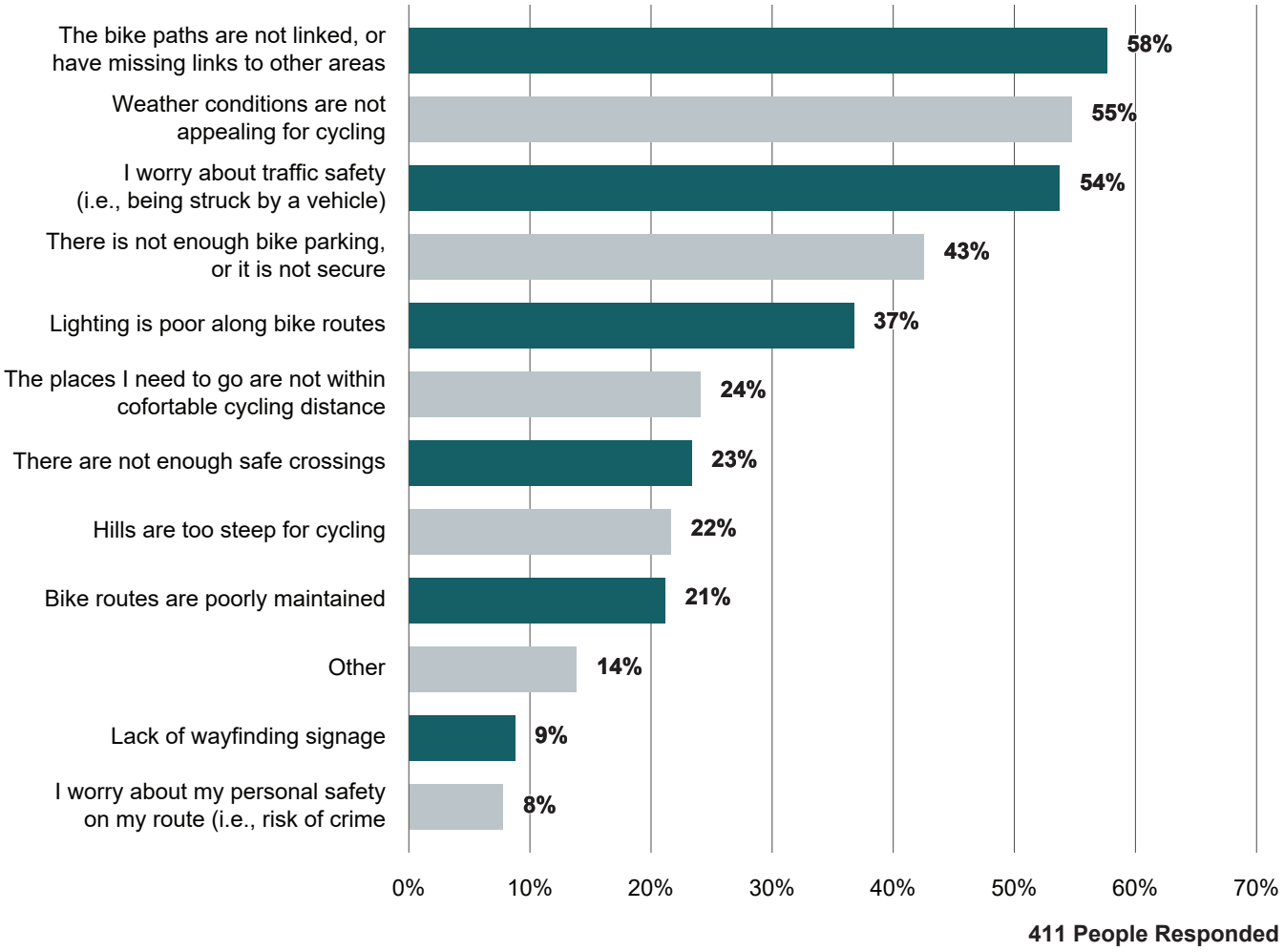
Notably, women are less confident compared to men. Non-binary people and women are more concerned than men. More men and non-binary people said they were fearless compared to women.



420 People Responded

3.6 Barriers to Cycling

We asked people what barriers they face cycling in Squamish. Over half of people (58%) said that bikes paths are not linked or have missing links to other areas. Many people (55%) said that weather conditions are not appealing for cycling. Also, many people (54%) said that they worry about traffic safety.



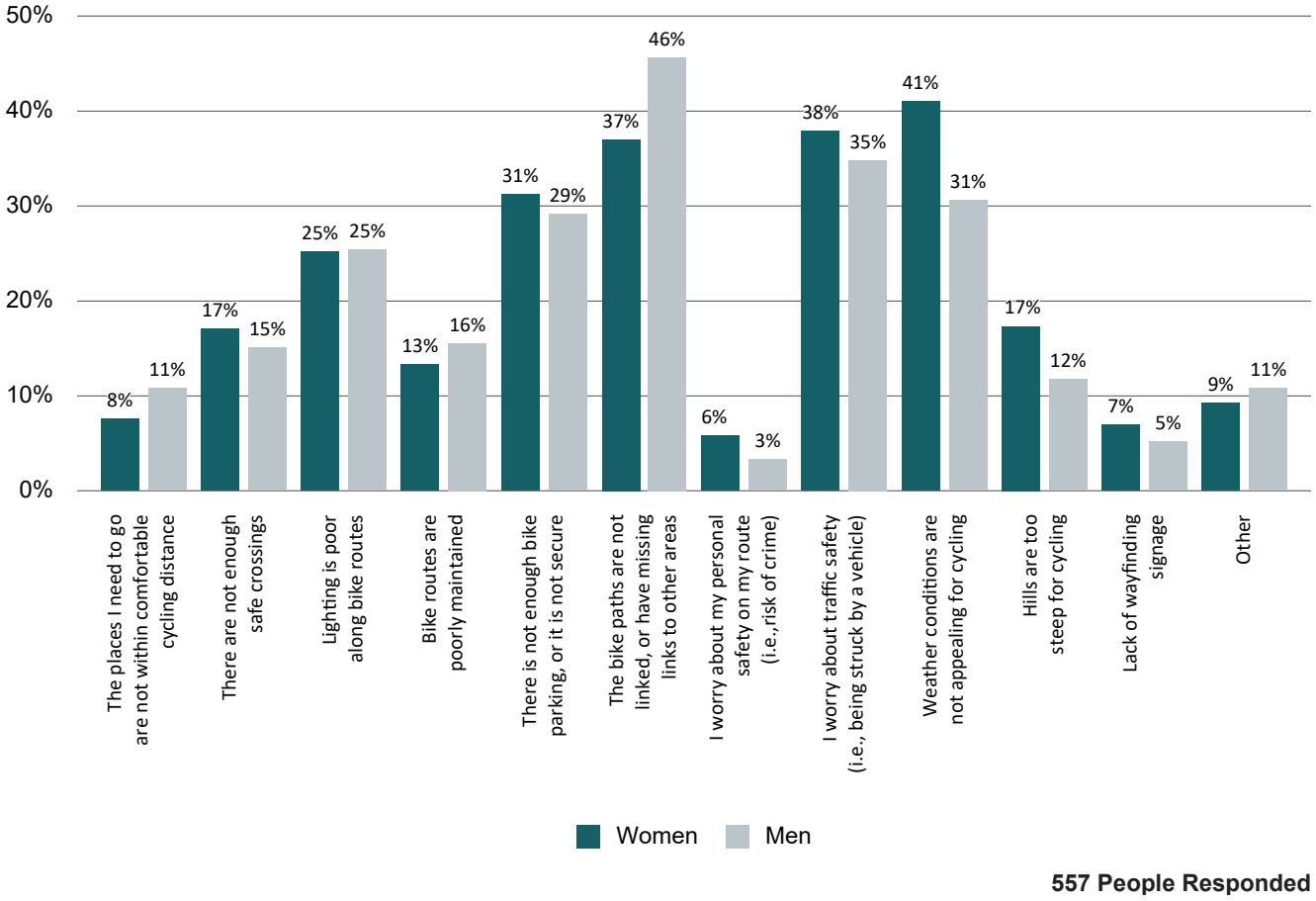
411 People Responded

Other

- winter weather and lack of snow removal
- lack of time
- shortage of bike routes, bike lanes, and secure racks, and storage
- lack of safe crossings (i.e., highway crossings)
- lack of streetlights
- vehicles inappropriately parking on bike lanes
- poor signage
- conflicts between pedestrians and bikers on multi-use pathways

3.7 Barriers to cycling by gender

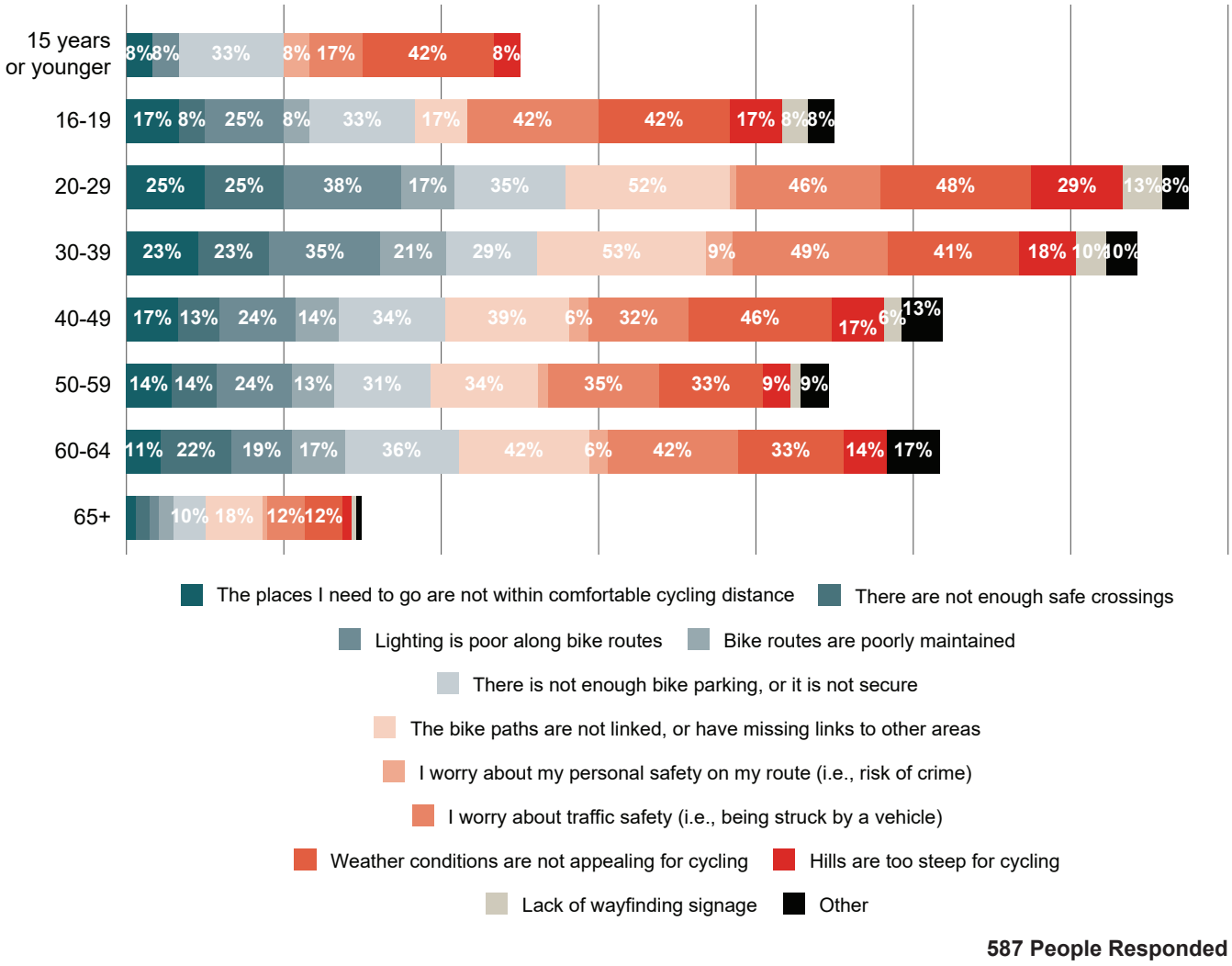
Based on the survey data gathered, we found that a large percentage of women responded to the survey. Women and men identified many barriers to cycling. Many women (41%) shared that weather conditions are not appealing for cycling and they worry about traffic safety. Many men (46%) said that bike paths are not linked or have missing links to other areas. We also acknowledge that one community member, who identified as non-binary, shared that lighting is poor along bike routes, bike paths are not linked or have missing links to other areas, they worry about traffic safety, and weather conditions are not appealing for cycling.



557 People Responded

3.8 Barriers to cycling by age

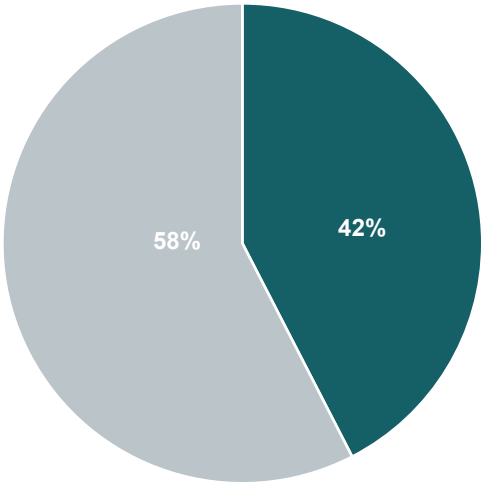
Based on the survey data gathered, we found that across all ages, people experience diverse barriers to cycling. Many people of all ages are concerned about not enough bike parking, bike paths are not linked, traffic safety, and that weather conditions are not appealing for cycling.



587 People Responded

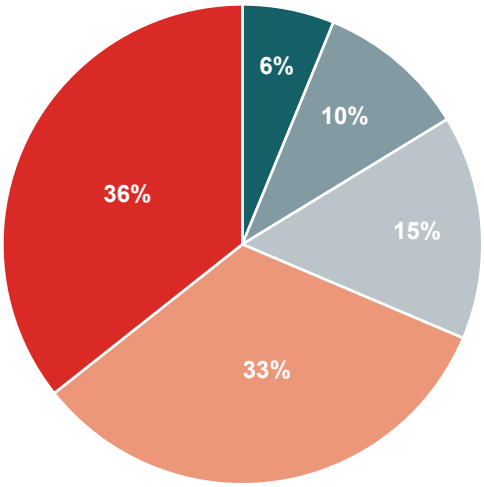
4.0 TRANSIT

The following section summarizes peoples' experiences of transit.



4.1 People who take transit or would like to take transit

We asked people if they take transit or would like to take transit more. Many people (42%) said that they use public transit or are interested in using public transit more. Over half of people (58%) said that they do not use public transit or are not interested in using public transit more.

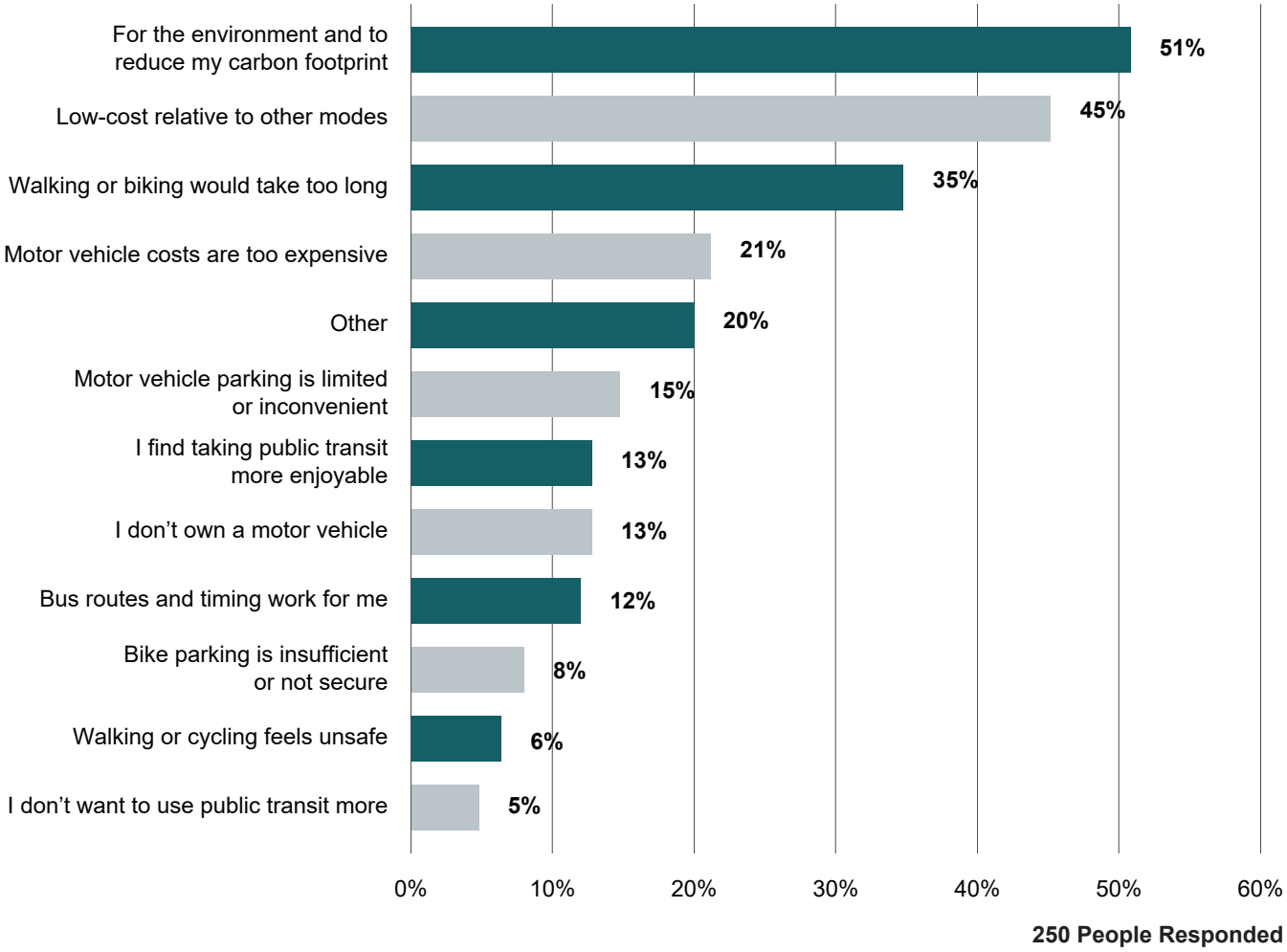


4.2 Frequency of Transit Use

We asked people to tell us how often they use public transit (e.g., to work, to shop, to do errands, or to to school etc.). A small percentage said that they use public transit daily (6%), a few days per week (10%), or a few days per month (15%). Some people (36%) said that they never use public transit or they (33%) use transit less often.

4.3 Reasons for Using Transit or Interest in Using it More

We asked people their reasons for using transit or their interest in using it more. Many people said that they use transit for the environment and to reduce their carbon footprint (51%) or low-cost relative to other modes (45%). Another reason why people (35%) said they take public transit because walking or cycling would take too long.



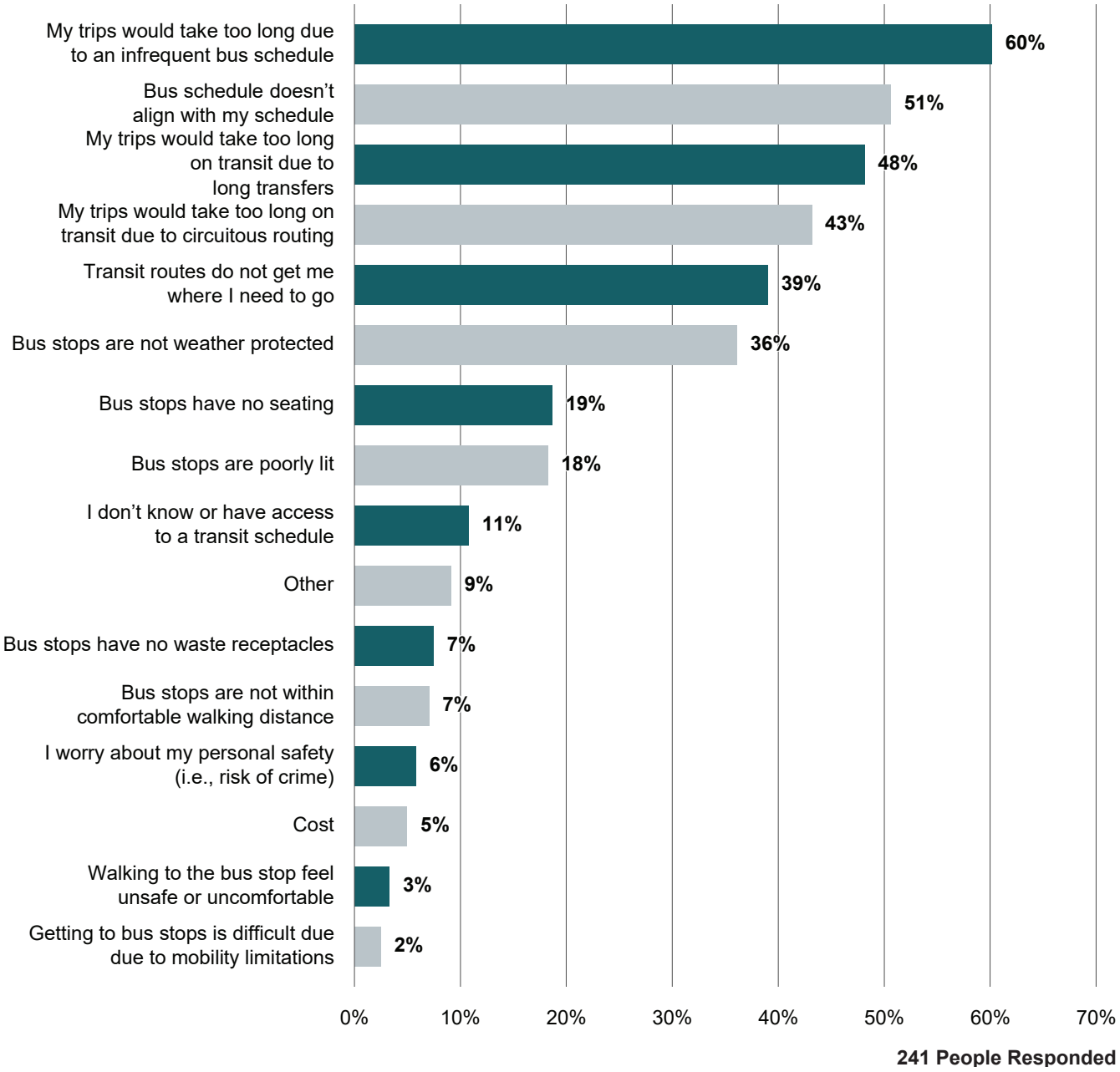
250 People Responded

Other

- a good option in winter or rainy weather conditions
- for safety reasons
- unable to drive or do not have access to a vehicle
- to commute across Squamish
- to get to school
- avoidance of traffic issues
- to meet friends
- an affordable transportation options
- to be able to commute with many children

4.4 Barriers to transit

We asked people what the barriers are to using public transit in Squamish. Many people (60%) said that trips take too long due to an infrequent bus schedule. Half of people (51%) said that the bus schedule doesn't align with their schedule. Almost half of people (48%) said trips would take too long on transit due to long transfers.



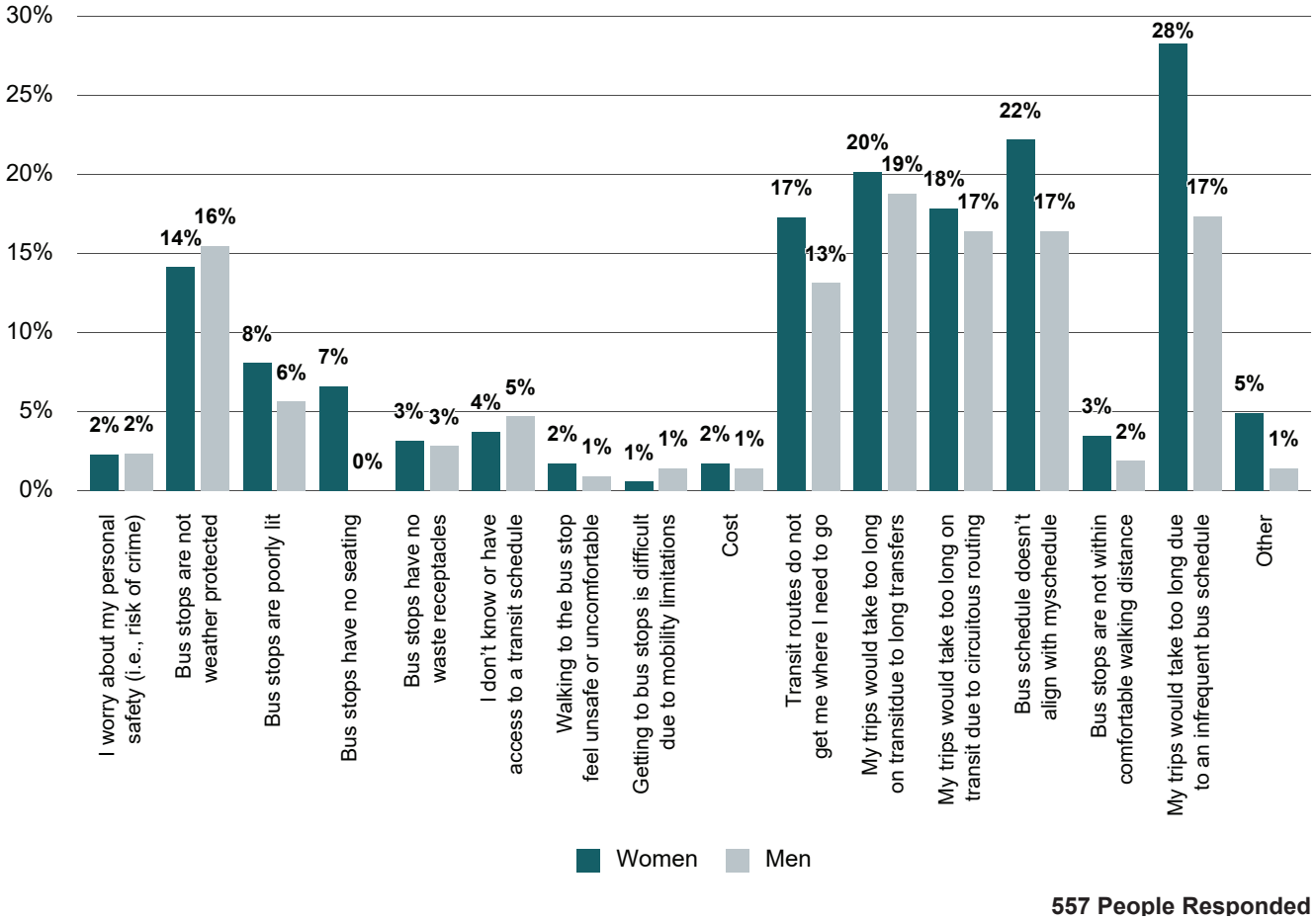
241 People Responded

Other

- unable to take pets on transit
- infrequent bus service and inconvenient schedules (i.e., early morning, late evenings, weekends etc.)
- not a convenient option for commuting with children
- passenger congestion at peak times
- not an affordable option

4.5 Barriers to transit by gender

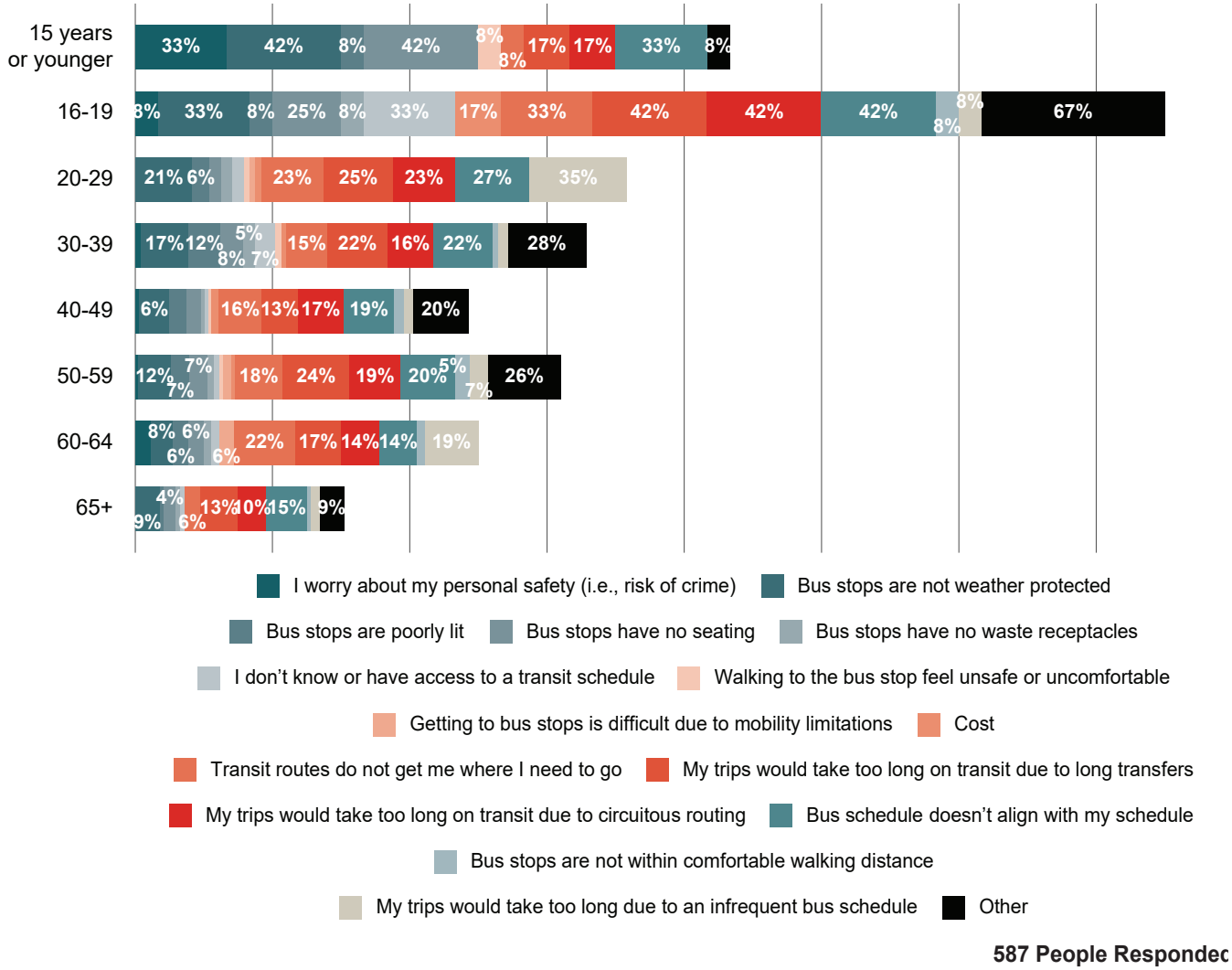
Based on the survey data gathered, we found that a large percentage of women responded to the survey and identified many barriers to transit. Some women (28%) shared that their trips would take too long due to an infrequent bus schedule and some (22%) said that the bus schedule doesn't align with their schedule. Some men (19%) said that their trips would take too long on transit due to long transfers. We also acknowledge that one to two community members, who identified as non-binary, shared that bus stops are not weather protected, they do not have access to a transit schedule, cost is a barrier, trips take too long, and the bus schedule doesn't align with their schedule.



557 People Responded

4.6 Barriers to transit by age

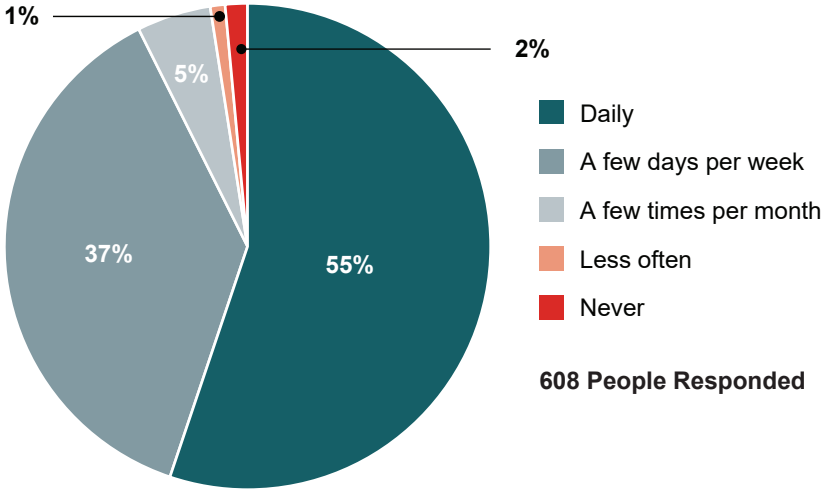
Based on the survey data gathered, we found that, across all ages, people experience barriers to transit. Notably, many youth (16-19 years old and 15 years of younger) said the bus schedule does not align with their schedule, trips would take too long on transit due to circuitous routing, and trips would take too long on transit due to long transfers.



587 People Respondec

5.0 DRIVING

The following section summarizes peoples' experiences of driving.



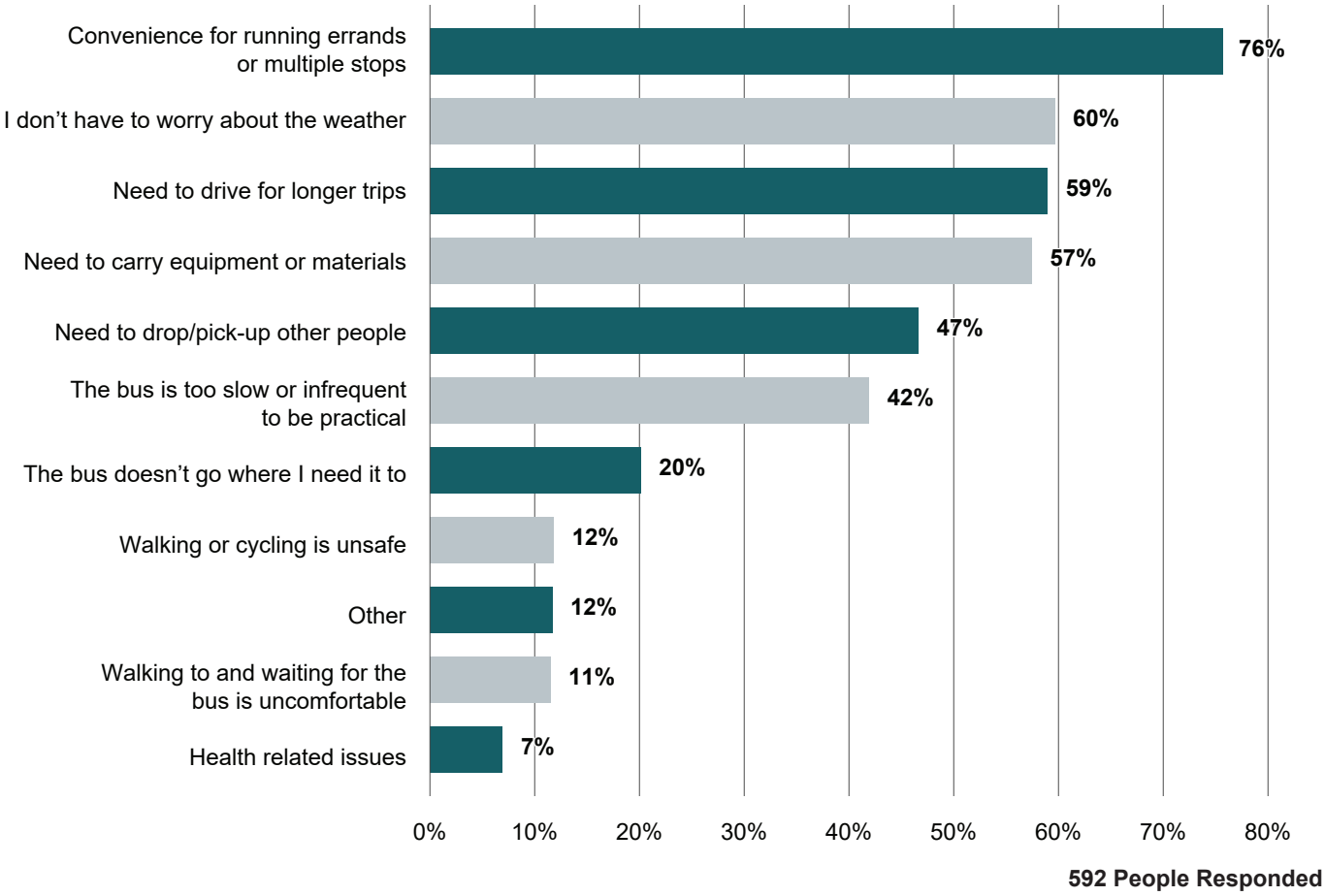
Frequency of travel by car

We asked people how often they travel by car as a driver or passenger (e.g., to go to work, to shop, do errands, go to school etc.). Over half (55%) of people said that they drive daily, and some people (37%) drive a few days per week.



5.1 Reasons for Driving

We asked people why they drive. Most people (76%) said they drive because driving is convenient for running errands or multiple stops. Over half of people (60%) said they don't have to worry about the weather, and they (59%) need to drive for longer trips.



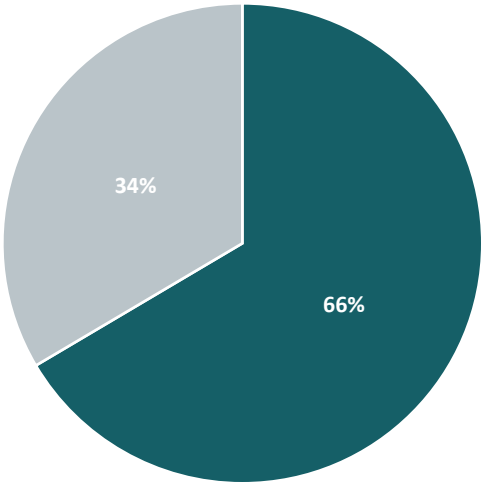
592 People Responded

Other

- quicker than other modes
- easier to commute with children
- an affordable mode compared to transit
- lack of secure bike storage and parking
- long distances to get to and from different neighborhoods
- need a vehicle for work
- winter weather conditions make it difficult to use alternative modes
- enjoyment
- easier to commute with a pet
- unsafe to bike because vehicles speed
- easier to run errands
- unfriendly bus drivers
- disability and mobility challenges
- retail nodes are not located in neighborhoods
- lack of an adequate transit schedule to other cities close by
- steep grades make it hard to use alternative modes

5.2 Interest in Driving Less

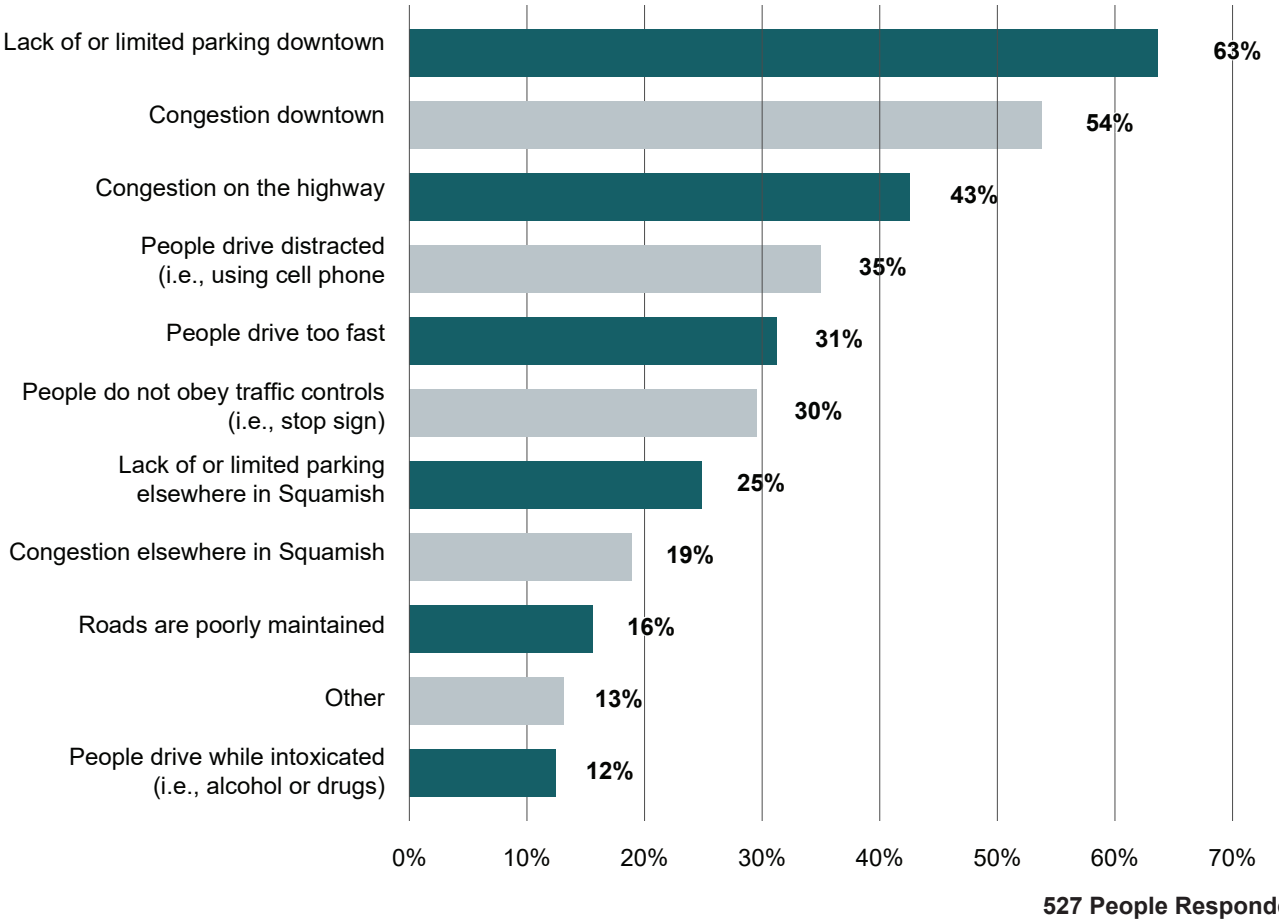
We asked people if they would be interested in driving less. Many people (66%) said that they would be interested in driving less.





5.3 Driving concerns

We asked people what concerns they had when driving in Squamish. Many people said that the lack of or limited parking downtown (63%) and congestion downtown (54%) are key concerns.

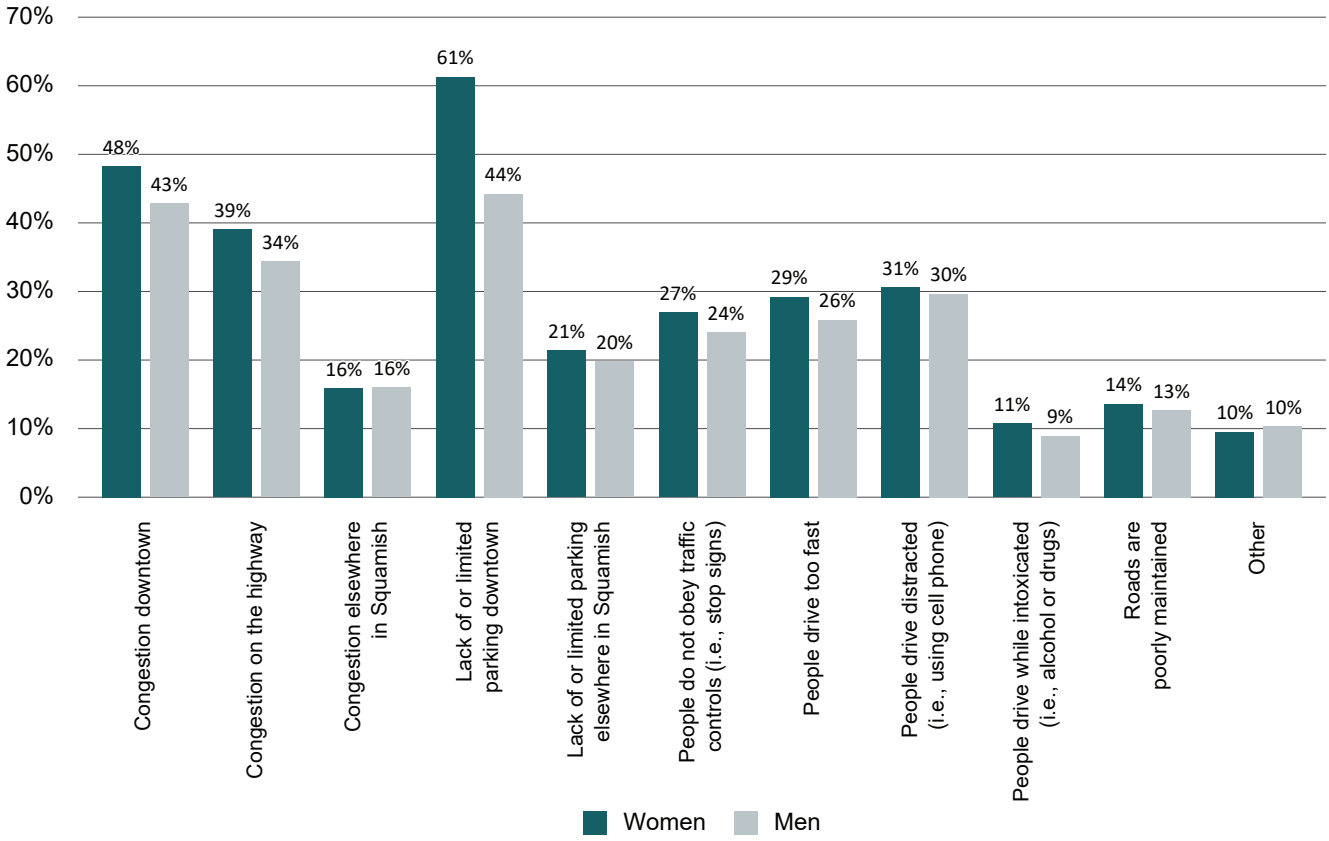


Other

- lack of parking downtown
- increase in congestion and volume on highways and residential roads
- lack of cyclist and driver compliance
- large trucks
- lack of street maintenance
- single occupancy vehicles and increasing carbon emissions
- new developments overtaking pathways
- lack of affordability
- no access to a vehicle
- driving conditions during the winter and inclement weather
- lack of visibility at crosswalks and on highways
- poor lighting on streets
- lack of police enforcement
- inability to run errands without a car
- lack of sidewalk connectivity
- no second egress out of downtown
- poorly designed intersections

5.4 Driving concerns based on gender

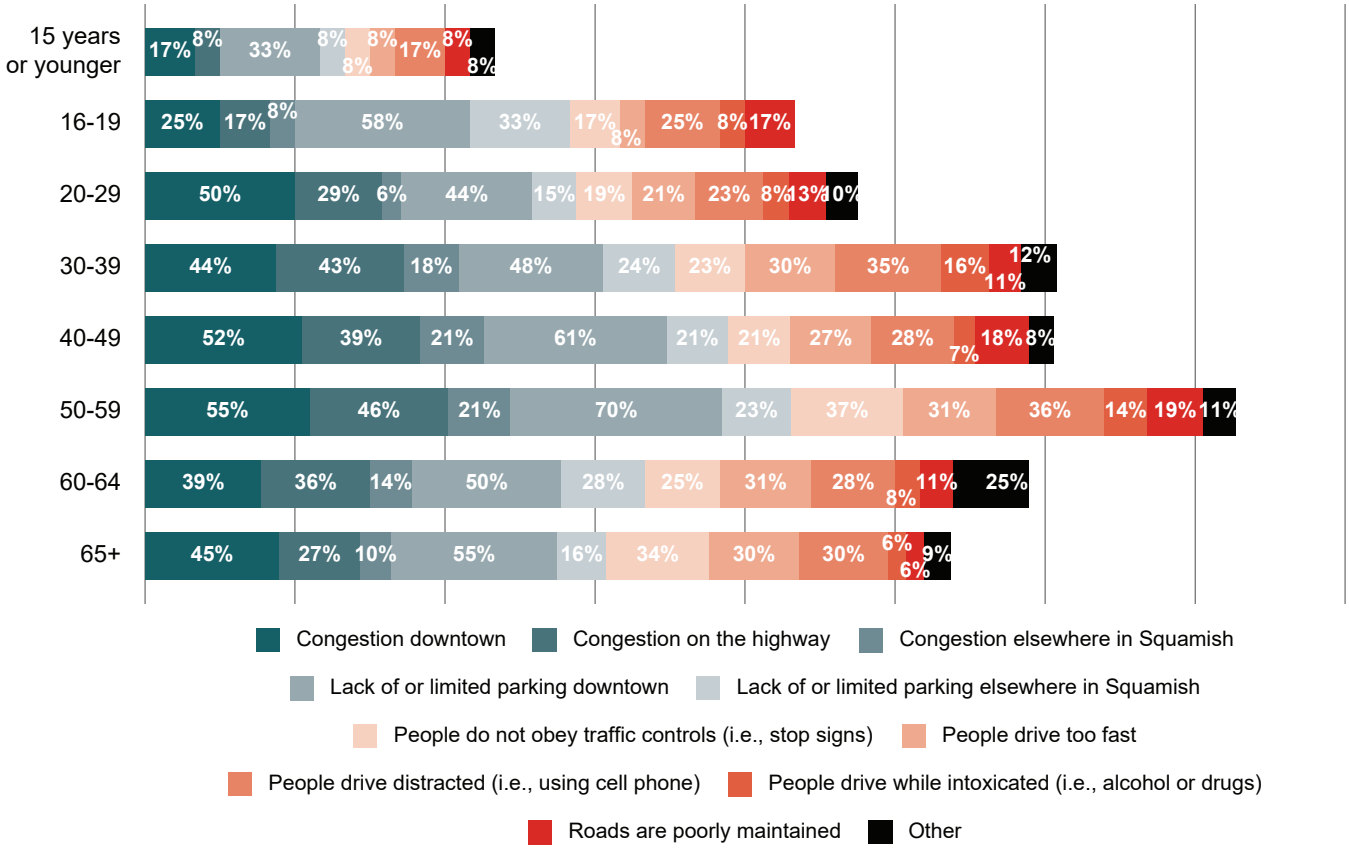
Based on the survey data gathered, we found that a large percentage of women responded to the survey and identified many driving concerns. Many women (61%) said that there is a lack of or limited parking downtown. Both women (48%) and men (43%) shared that congestion downtown and on the highway is a key concern. We also acknowledge that two people, who identified as non-binary and two-spirit, shared that there is congestion downtown, lack of or limited parking downtown, and roads are poorly maintained.



557 People Responded

5.5 Driving concerns based on age

Based on the survey data gathered, we found that, across all ages, community members experience barriers to driving. Many people said that congestion (e.g., downtown and on the highway) is a key barrier. Also, people are particularly concerned about lack of or limited parking downtown.



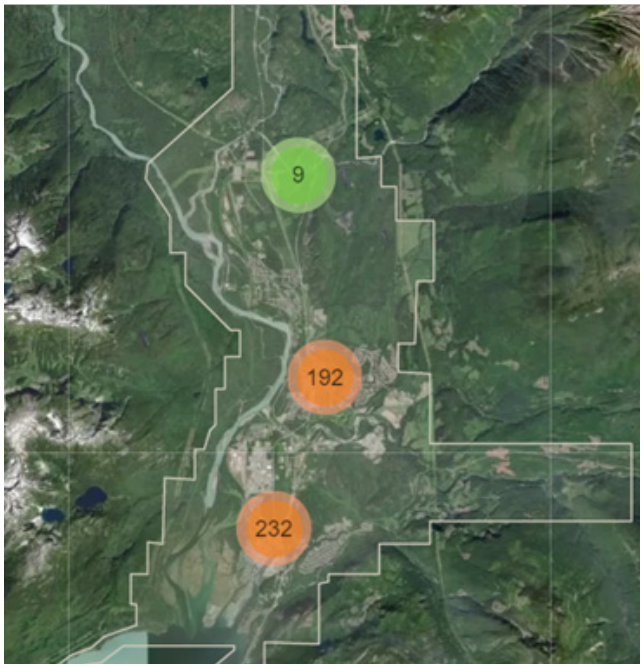
587 People Responded

6.0 TRANSPORTATION CHALLENGES

The following section summarizes peoples' experiences of transportation challenges.

6.1 Challenging Areas in Squamish

Through the Let's Talk Squamish Mapping Tool, we asked people to show us where there are transportation challenges in Squamish. We received a total of 433 pins on locations in Squamish. There were many challenges identified in downtown Squamish, as well as North and South Squamish.



Comments about locations were made on map locations and in the survey. Some of the following neighborhoods were identified by people as having transportation challenges:

- Downtown, Sea and Sky
- Valleycliff Neighborhood
- Garibaldi Highlands Neighborhood
- Brackendale Neighborhood

Some of the key locations that were identified by people on the Let's talk Squamish Mapping Tool:

- Sea to Sky Highway
- Government Road
- Loggers Lane
- Mamquam Road
- Tantalus Road
- Buckley Avenue
- Cleveland Avenue
- Garibaldi Way
- Skyline Drive
- Westway Avenue

6.2 Biggest transportation challenges

We asked people what were the three biggest challenges getting around Squamish. People shared a wide range of walking, cycling, transit, and driving issues. The following summarizes some of the overall themes that we identified from a total of 545 responses.

Walking

- lack of sidewalk and pathway connectivity
- inadequate sidewalk maintenance
- inadequate lighting
- lack of accessible sidewalks for people with mobility issues

Cycling

- lack of adequate bike lanes and paths and maintenance of bike lanes and paths.
- inadequate bike parking and safe storage
- vehicles parked on bike lanes
- cyclists and drivers of electric scooters speed on bike routes
- unsafe crossings along the highway

Transit

- unaffordable bus fares
- infrequent and unreliable bus service and long wait times especially in residential neighbourhoods
- not enough bus stops in Squamish
- lack of bus shelters with proper lighting when waiting for buses.

Driving

- lack of parking options in Squamish
- high traffic volume and congestion, especially going to and from the Downtown area
- lack of driver compliance such as vehicles speeding through or not stopping at intersections

School Zone

- vehicles speed in and around school zones which compromises school children safety
- lack of law enforcement in schools' zones
- high traffic congestion in school zones at peak times
- lack of sidewalks in key areas where school children walk to school
- inadequate bus service for school children and youth

Accessibility barriers

- lack of ability to walk due to missing sidewalks or inaccessible sidewalk design
- poorly designed curb cuts to get on and off sidewalks
- inadequate sidewalk maintenance
- lack of sidewalks
- inadequate snow removal of accessible parking spots
- lack of accessible and handicap parking
- poor maintenance of roads and pathways
- infrequent bus service
- no bus stops near my home

7.0 COMMUNITY PRIORITIES

The following section summarizes community-identified priorities gathered from the online survey.

7.1 Important things to consider for transportation improvements

We asked people what were the three most important things that we can do to improve transportation in Squamish. People had many ideas to share with us!

Most people shared that they would like to see improvements focused on active transportation, transit, and road infrastructure. The following summarizes the overall themes that we have identified from a total of 544 responses.

7.2 Active transportation

- many poeople said that active transportation improvements are important to them
- they said that we should focus on improvements to:
  - multi-use pathways
  - sidewalks and paths
  - snow removal service
  - lighting of sidewalks
  - pedestrian and bike crossings
  - bike lanes and paths
- people recommend planning complete neighborhoods to incentivize active transportation to and from local shops and businesses

7.3 Transit and ridership

- many people requested that we focus on transit and ridership in the following ways:
  - create more frequent, reliable, and sustainable bus service
  - make shorter bus routes
  - add bus shelters with benches
  - incentivize transit by creating more affordable fares and monthly passes

7.4 Road and traffic safety

- people recommended an increase of parking options, especially for people with mobility challenges and disabilities
- many people said traffic flow improvements, traffic calming measures, a second egress out of downtown, and road upgrades are some of their top priorities

7.5 School safety and transportation

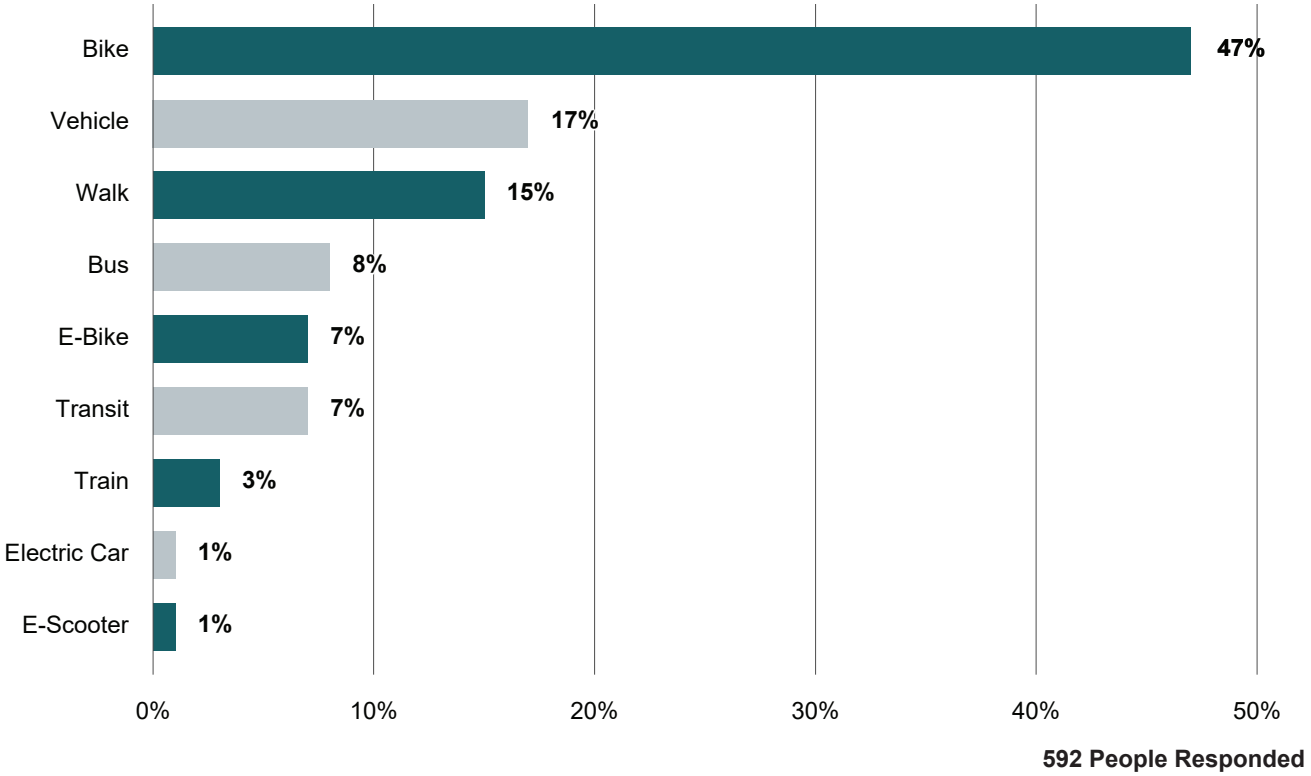
- some people shared that traffic safety should include a focus on school safety, such as setting appropriate speed limits where pedestrians, especially school children, walk, ride, and roll
- people recommended installing traffic calming measures to improve safety in school zones
- some people recommend free bus passes and more affordable bus fares for school children and youth

7.6 Ride share and hailing

- some people requested improvements to car sharing (e.g., Evo, Modo etc.) and ride hailing options (e.g., Uber, taxi etc.)

7.7 Mode preferences

We asked people if they could commute to work or school using any mode (e.g., bike, transit, car, scooter, car share etc.), and if they did not have any barriers, what mode would they choose. Almost half of people (47%) said that they would prefer to bike. Some people said that they would prefer to use a vehicle (17%), walk (15%), or take a bus (8%). This is an indicator of mode shift if safe and connected transportation networks are provided for each mode.



7.8 People shared reasons for mode preference

Following up on people's mode preferences, we asked why they chose a specific mode over other modes. Overall, most people preferred one mode over another mode because it was efficient to get to a destination (see table on Page 44). People who used active modes of transportation shared that they preferred walking, cycling, or rolling because it helped them reduce their carbon footprint.

People, who said that their mode preference was a vehicle, had unique reasons why this was their mode of choice. They shared that vehicles are:

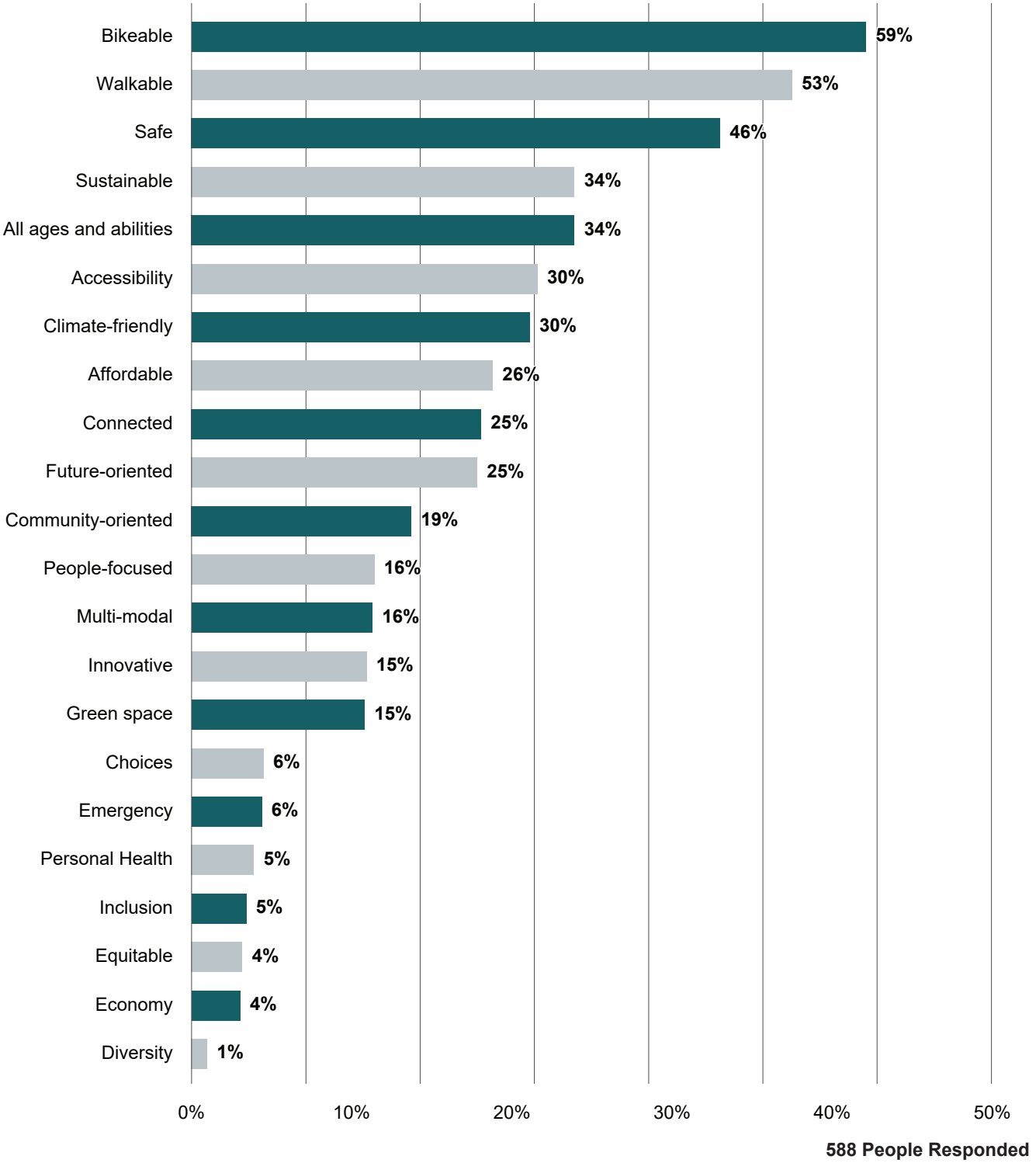
- helpful when doing errands
- convenient when driving with children
- convenient during the winter and poor weather conditions
- do not have to adapt to the bus schedule and infrequent bus service
- need a vehicle for work purposes

The following table shows the various reasons why community members prefer specific modes over others:

	Walking	Cycling	Transit	Train	Vehicle	Electric Vehicle	E-bike	E-scooter
Efficient to get to a destination	■	■	■		■	■	■	■
An opportunity to exercise and improve my health and wellbeing	■	■						
Safer than other modes	■							
Inexpensive	■		■					
A way to reduce my carbon footprint	■	■	■			■	■	■
Enjoyable	■	■					■	
Helpful during the winter and poor weather conditions			■		■	■		
A way to commute to other cities			■	■				
A way to get around in Squamish			■					

8.0 COMMUNITY VISION

We invited people to tell us what elements they would like to see included in the Transportation Master Plan's vision statement. They were asked to prioritize five elements that we can include in the vision statement. The top five vision statement elements were as follows: Bikeable (59%), Walkable (53%), Safe (46%), Sustainable (34%), and All Ages and Abilities (34%).



In addition to vision statement elements provided in the community survey, people shared other elements that they would like to include in our transportation vision.

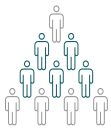
WHAT WE DID

From November 2022 to February 2023, we heard from people in various online and in-person engagement activities.

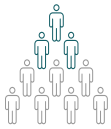
Engagement activities

In Phase 1, we began our conversations by carrying out the following engagement activities:

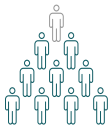
- **3 Community Pop-Up Events**
  - » Squamish Farmers Market on Saturday, February 26th, 2023
  - » District's Budget Event at City Hall, November 28th, 2023
  - » Westwinds Squamish Senior Living Building, January 17, 2023
- **1 Online Survey, including an Ideas Board and a Community Mapping Tool**
  - » November 21, 2022 – January 18th, 2023
- **8 Individual Meetings**
  - » December 2022 – February 2023, we met with the Squamish Youth Council, Squamish Economic Partners, Economic Leadership Team, Ministry of Transportation and Infrastructure, BC Parks, RCMP, Squamish School District (SD48), CN Rail, and BC Transit
- **1 Community Advisory Meeting**
  - » Council Chambers on March 1, 2022



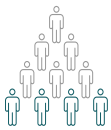
89 COMMUNITY MEMBERS
STOPPED BY 3 COMMUNITY POP-UP EVENTS



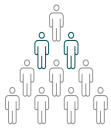
38 COMMUNITY LEADERS AND GOVERNMENT
REPRESENTATIVES ATTENDED MEETINGS



609 COMMUNITY MEMBERS
COMPLETED THE ONLINE SURVEY



433 COMMUNITY MEMBERS
MADE COMMENTS AND PINNED LOCATIONS ON THE MAPPING TOOL



21 COMMUNITY MEMBERS
MADE COMMENTS ON THE IDEA BOARD

We also heard from people via email correspondence. Their feedback has been accounted for in the detailed summaries.

What we asked

The purpose of this first phase of engagement was to ask questions and learn about walking, cycling, rolling, transit, and driving in Squamish. We asked questions regarding:

- Access to transportation
- Current and future transportation behaviors and preferences
- Transportation challenges and barriers
- Community ideas and priorities for transportation improvements

Communications Tactics

We spread the word about our engagement activities and the update to the Transportation Master Plan through:



3,100 VISITORS ON THE LET'S TALK SQUAMISH WEBPAGE



11,074 POSTCARD MAILOUTS



9 SOCIAL MEDIA POSTS REACHING 8,373



1 VIDEO AD FOR YOUTH REACHING 3,770 PEOPLE



1 BANNER ADVERTISEMENT ON THE SQUAMISH REPORTER WEBSITE



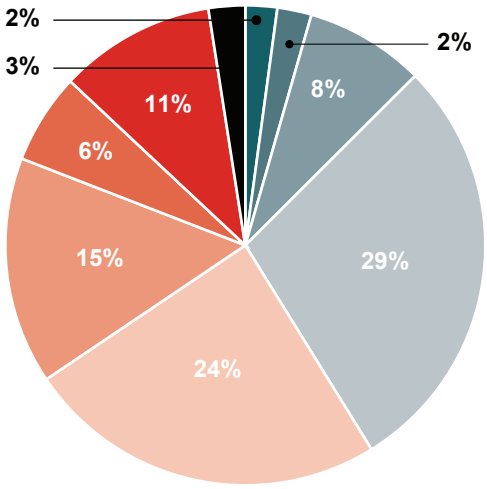
1 DISTRICT E-NEWS WEEKLY MAIL



3 ADS IN THE SQUAMISH CHIEF NEWSPAPER

WHO WE HEARD FROM

We recognize that many people have distinct experiences and barriers to transportation. The following sections describe specific demographic information. We thank everyone who shared their perspectives with us. People who participated in this section of the survey were anonymous. The intention behind collecting demographic information is to understand who we are hearing from. We want to make sure that we are hearing from diverse groups in Squamish.

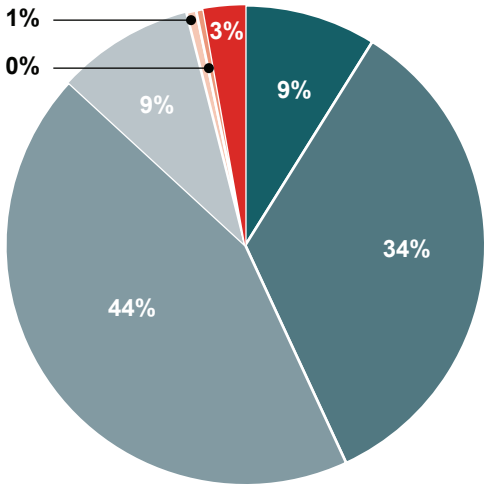


- 15 years or younger
- 16-19
- 20-29
- 30-39
- 40-49
- 50-59
- 60-64
- 65+
- Prefer Not to Say

606 People Responded

Age

Most people said they were between the ages of 30 and 49.



- 1 person
- 2 people
- 3 - 4 people
- 5 - 6 people
- 7 or more people
- Don’t know
- Prefer Not to Say

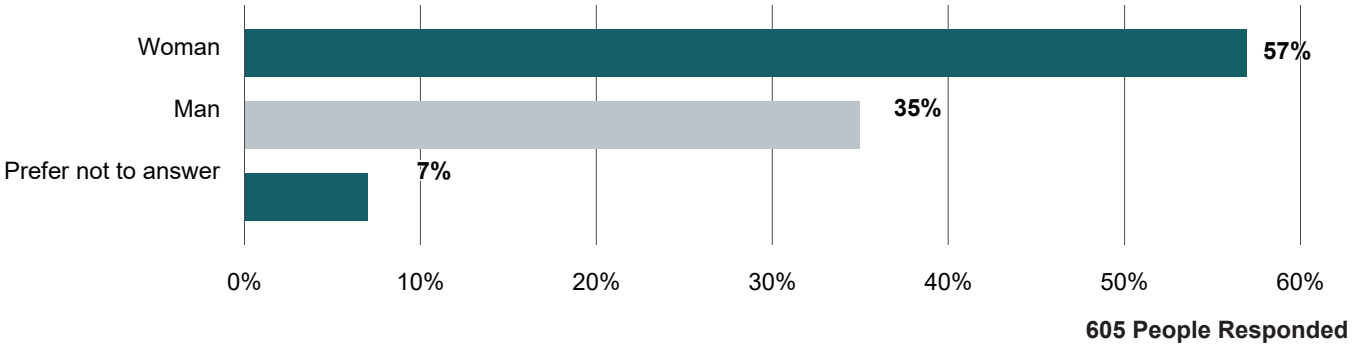
607 People Responded

Number of Household Members

Most people said that they had either 2 people (34%) and 3-4 people (44%) in their household.

Gender

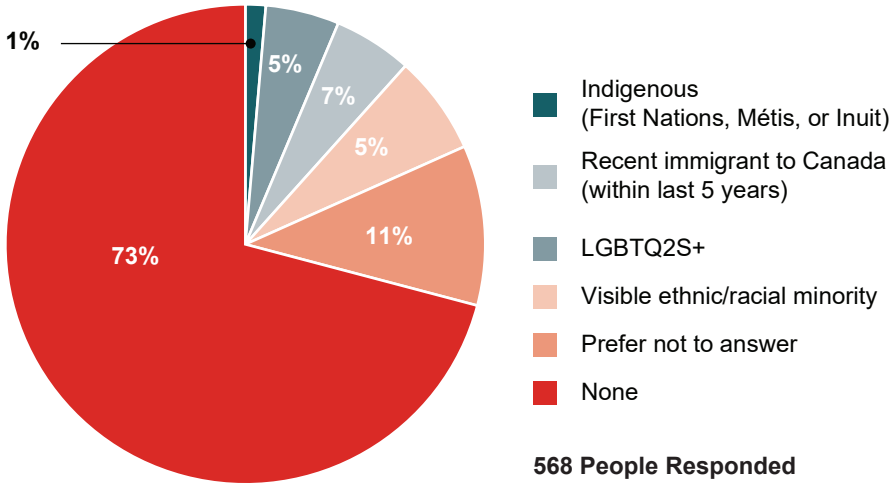
Most people who we heard from identified as women (57%). Some (35%) identified as men. We asked if people identified as transgender woman, transgender man, two spirit, non-binary (gender queer), not listed gender, and don't know. One person identified as two-spirit, three people identified as non-binary and three people said that they did not know their gender identity.



605 People Responded

Indigenous, recent immigrant to Canada, LGBTQ2S+, and ethnic or racial minority

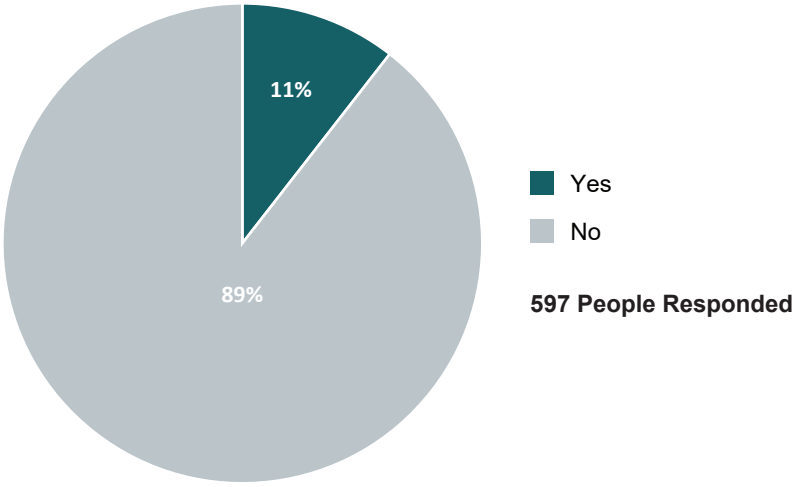
Some people who participated and shared their perspectives with us identified as Indigenous (1%), recent immigrants (5%), LGBTQ2S+ (5%), and visible ethnic and racial minorities (7%).



568 People Responded

Some community members shared their identities as follows:

- Indigenous: Métis
- Sexuality: Asexual, Bisexual
- Gender: Two-Spirit, Queer, Transgender, Gay, Lesbian, Female, and Male
- Age: Senior
- Ethnicity: Punjabi, Pakistani Iranian, Indo-Canadian, East Asian, Chinese, Asian, Filipino
- Race: Mixed race
- Mobility: Disabled
- Immigration Status: Immigrant



People who experience accessibility barriers

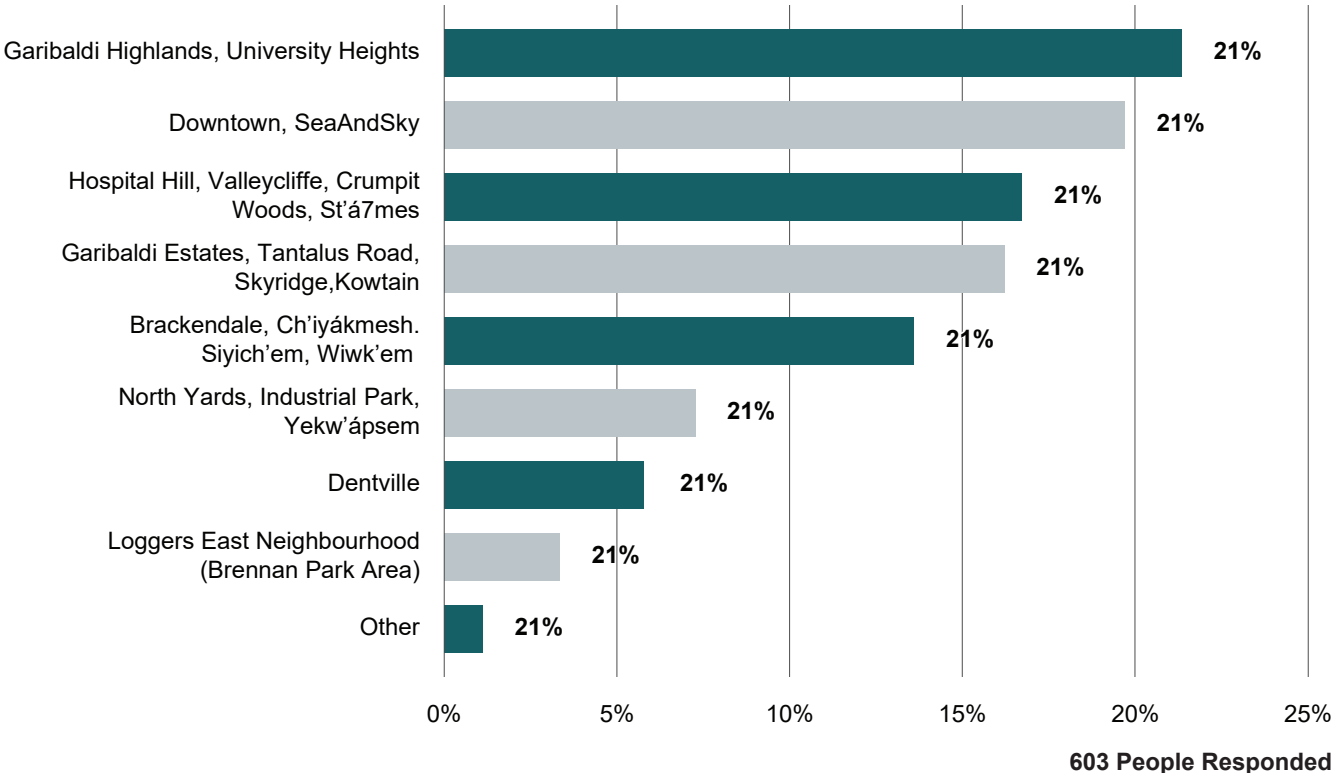
Some people (11%) identified as a person who experiences accessibility barriers to transportation.

Squamish residents

100% of people identified as someone who lives in the District of Squamish. Only two people said that they do not live in Squamish.

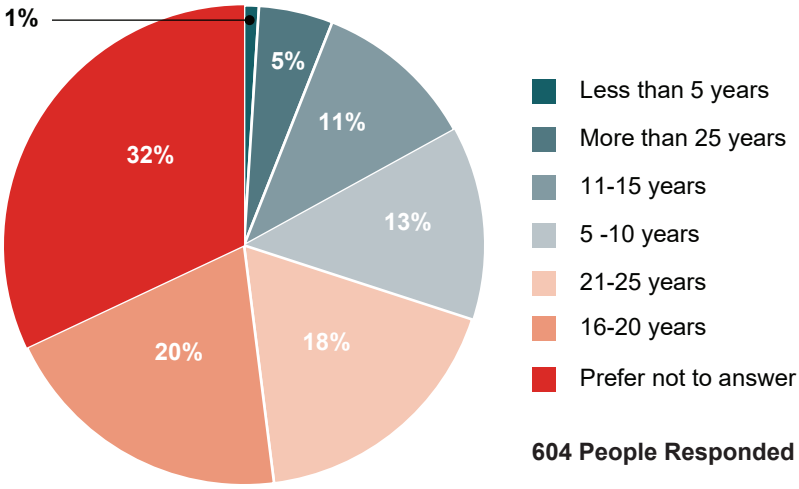
Squamish residents' neighborhoods

We heard from people who live in all neighbourhoods of Squamish. We heard from people across all neighbourhoods.



Other

- Klahanie

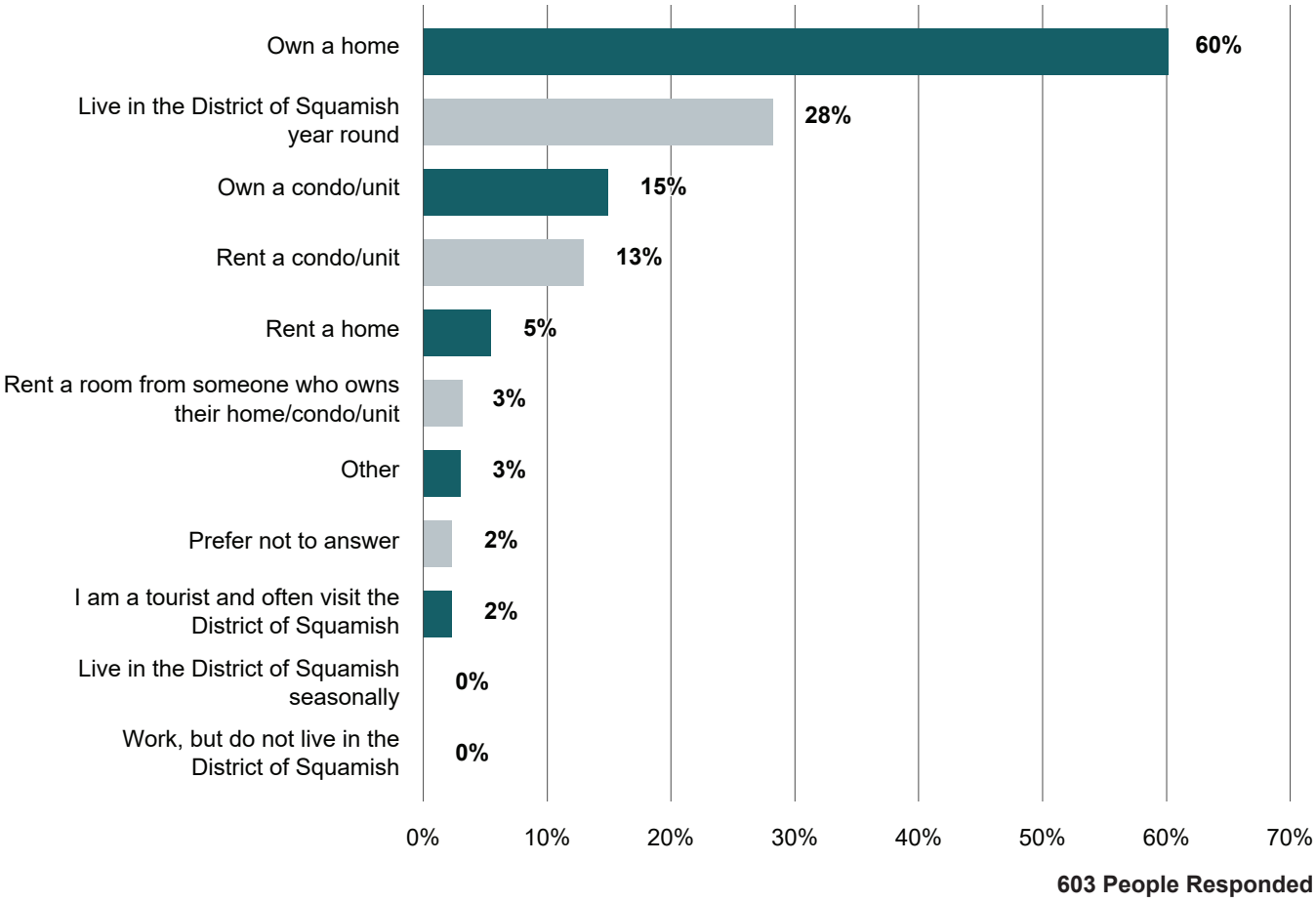


Length of time living in Squamish

Approximately, the majority of people have lived at least 5 years in Squamish.

Housing situation

In total, 75% own a home or condo. Some people (21%) said that they rent a home, condo, or unit.

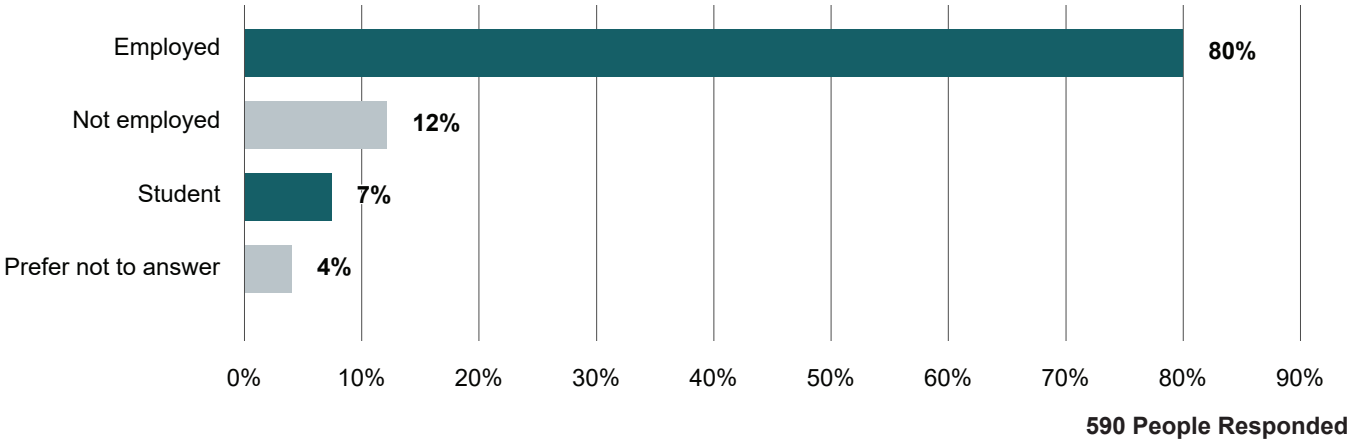


Other

- Student Housing
- Hilltop House
- Market Rental housing
- Live with parents
- Townhouse
- Live in an RV

Employment

Most people (80%) who we heard from were employed.

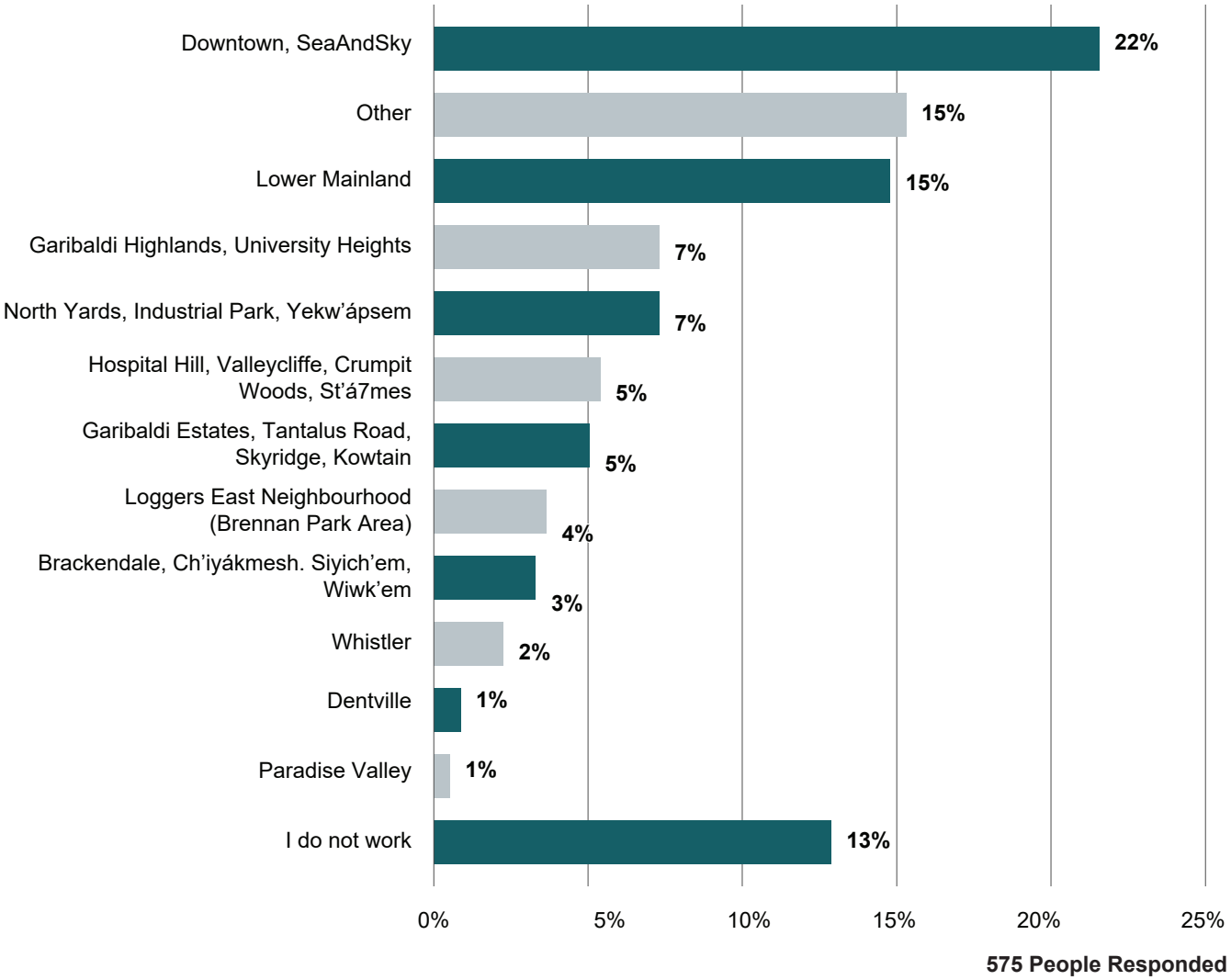


590 People Responded



Neighbourhoods that people work in

The top five neighbourhoods that people work in was: Downtown (including Sea And Sky) (22%), other areas (15%), Lower Mainland (15%), Garibaldi Highlands and University Heights (7%), and North Yards, Industrial Park and Yekw'ápsem (7%).

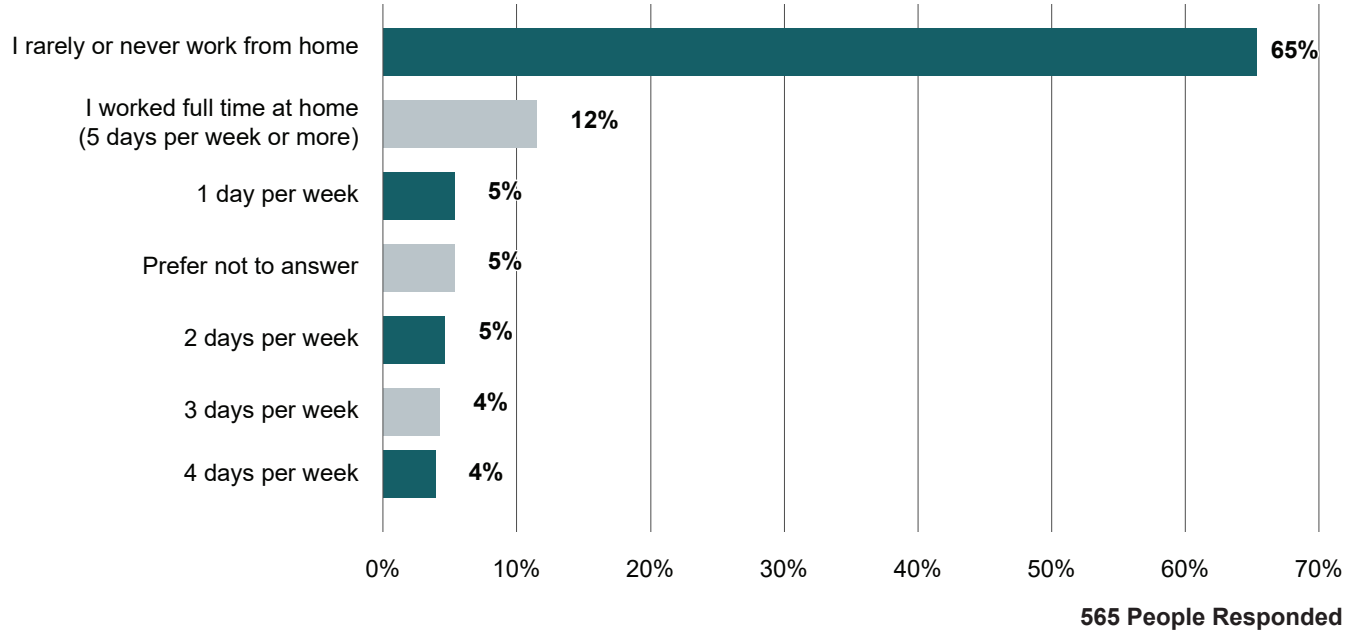


Other

- Work from home
- Whistler
- Vancouver
- West Vancouver
- Oceanfront
- South Parks Area
- Sea to Sky Area
- Northern BC
- North Vancouver
- Garibaldi Estates, Downtown and around Squamish
- Pemberton
- Government Road
- Furry Creek – Squamish Valley
- Sea to Sky Corridor
- Downtown Squamish
- Burnaby
- Britannia Beach
- Alice Lake

Frequency of working from home before the covid-19 pandemic

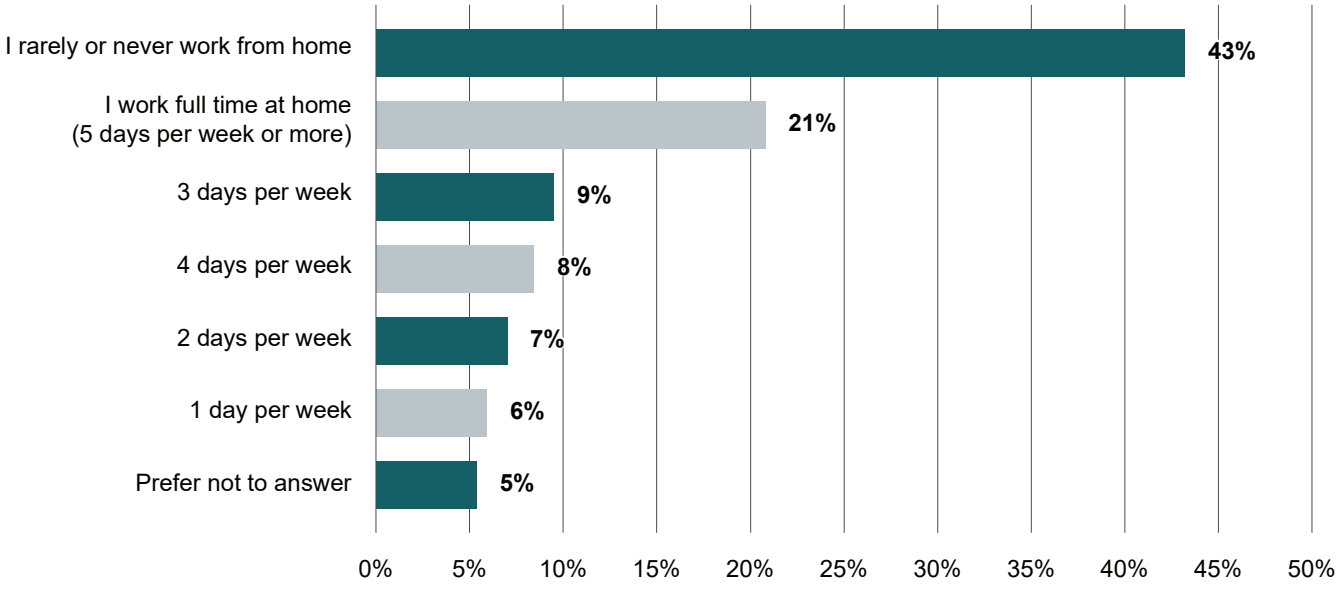
Most people (65%) rarely or never worked from home before the pandemic. Some people (12%) worked full time at home. Also, some people (4 - 5%) worked part time.



565 People Responded

Frequency of working from home

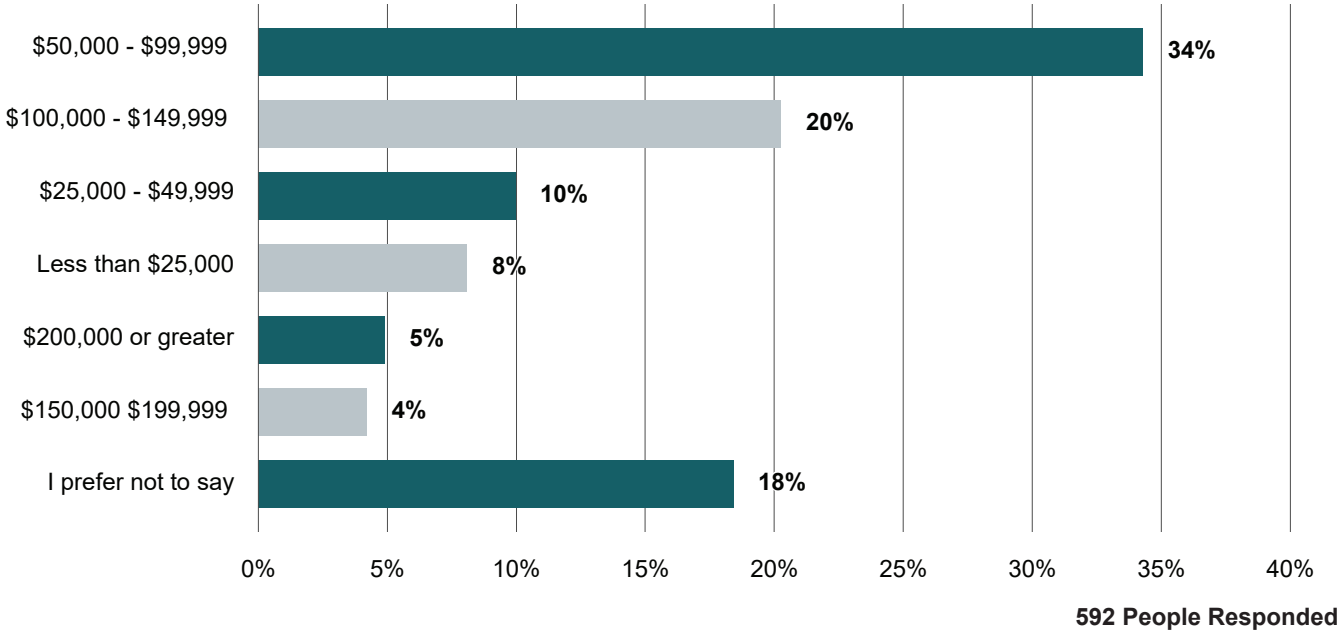
Currently, many people (43%) rarely or never work from home. Some people (21%) work full time at home. Also, some people (6% - 9%) work part time at home. This is an increase in people working from home after the pandemic.



558 People Responded

Personal income per year

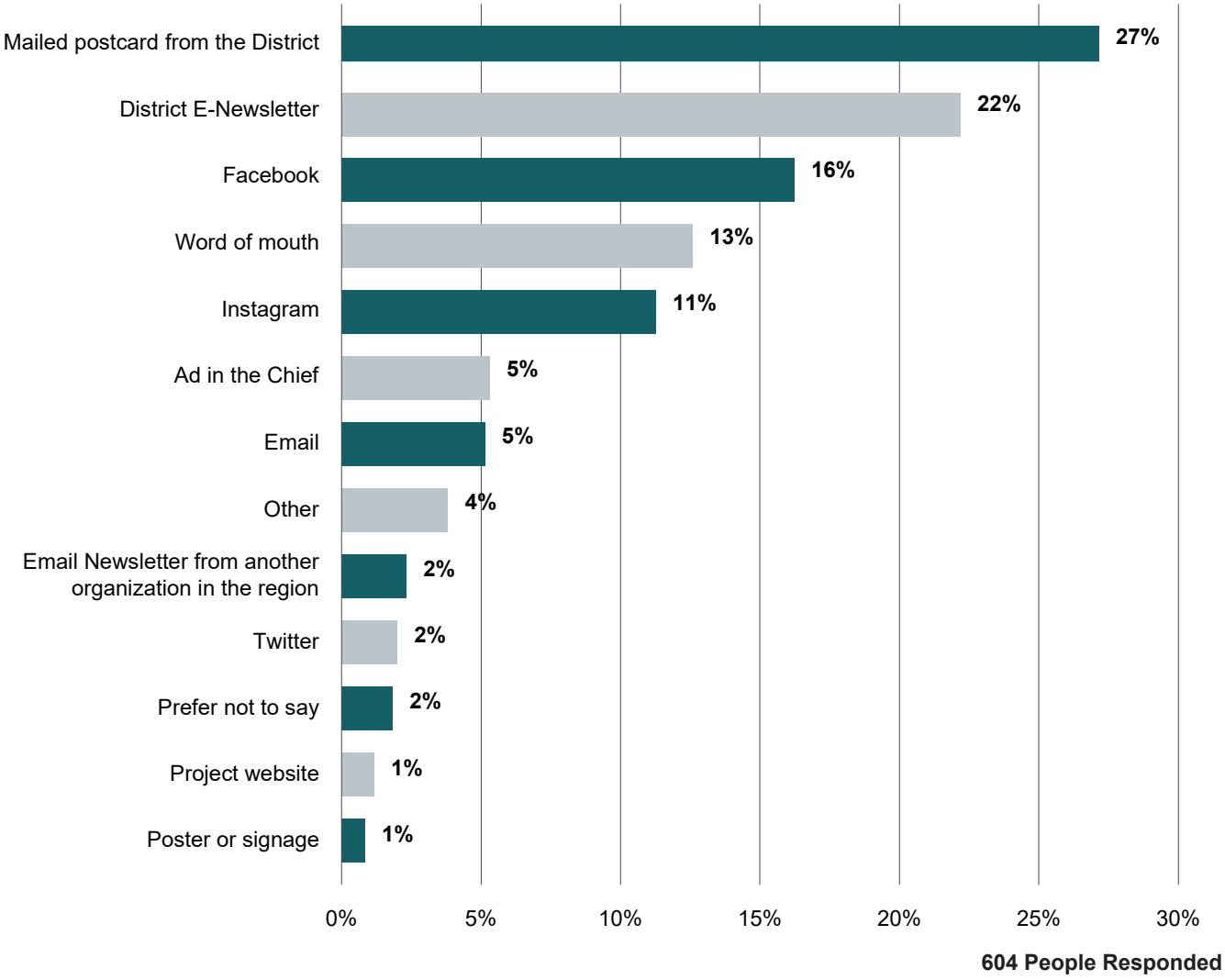
Approximately, half of people (54%) made a yearly personally income between $50,000 and $149,000. The living wage of the Lower Mainland is 20.52 per hour. According to the 2020 Census, the median after-tax household income sits at $96,000 per year in Squamish.



592 People Responded

Ways that community members heard about the survey

The top four ways that community members heard about the survey was from a District mailed postcard (27%), District E-Newsletter (22%), Facebook (16%), and through word of mouth (13%).



Other

- Squamish reporter
- School
- Squamish Youth Council
- Found out through a colleague
- Chamber of Commerce
- Relative

NEXT STEPS

Thank you to everyone who participated in this first phase of the Transportation Master Plan! We will be considering what we heard to help inform preliminary reccomendations for the Plan. We will be asking the community for feedback on preliminary recommendations and options to refine in the Transportation Master Plan later in the process.

For updates and more information about this project, please see: squamish.ca/transportation2040

TRANSPORTATION CHALLENGES SUMMARY

WALKING	
KEY ISSUE	**DESCRIPTION**
Sidewalks and pathways	• Missing or no sidewalks and paths • Lack of accessible sidewalks for people with mobility aids • Inadequate sidewalk maintenance (i.e., snow removal) • Lack of sidewalks near retail nodes • Poor lighting
Pedestrian Crossings	• Inappropriate pedestrian crossings at key intersections and stops • Need for a pedestrian bridge over the blind channel • Inadequate signage
Speeding	• Drivers speed on roads where there are no sidewalks compromising pedestrian safety

CYCLING	
KEY ISSUE	**DESCRIPTION**
Lack of adequate bike lanes and paths	• Lack of protected and separated bike lines • Inadequate bike path connectivity to recreational and community facilities and areas • Lack of appropriate lighting • Blind spots at key crossings and intersections
Maintenance	• Lack of adequate snow removal of bike lanes and paths • Bike lanes are not well maintained
Bike Parking and Storage	• Vehicles park over bike lanes • Not enough secure bike parking and storage
Speeding	• Electric scooters and bikes speed on bike routes
Bike Crossings	• Crossing the highway is a safety concern

TRANSIT	
KEY ISSUE	**DESCRIPTION**
Bus Routes & Services	• Infrequent bus service and long wait times • Circuitous routes • Lack of reliable or no service in residential neighborhoods • Confusing and hard to read bus schedules and inadequate bus schedules (i.e., no service after 10pm) • Need for improved regional transit (i.e., Whistler – Squamish-Vancouver transit) • Lack of safety on buses
Bus Stops	• Not enough bus stops or stops placed at inconvenient locations • Need for bus shelters • Lack of proper lighting at bus stops
Lack of affordability	• Lack of affordable bus fares

DRIVING	
KEY ISSUE	**DESCRIPTION**
Lack of Parking Options	• Lack of parking options: » For residents and tourists during weekdays and weekends » For people with mobility challenges » For overnight parking » For larger vehicles and inability to enter parkades (i.e., trucks) » Near local businesses • Issue of vehicles parked on the side streets, roads, and bike lanes • Inadequate parking hours (i.e., 2 hours limits)
High Traffic Volume & Congestion	• Congestion on/at: » Local streets » Weekends and at peak times during the week » Highway 99 » Intersections with left turns • Difficulty getting in and out of the downtown core • The closing of Baily Street has caused traffic congestion • Congestion caused by a high increase in population growth and lack of proper infrastructure • Trains impede traffic flow
Intersections	• Lack of three way stops • Drivers rolling through or not stopping at stop signs and intersections

SCHOOL ZONE	
KEY ISSUE	**DESCRIPTION**
Speeding	• Drivers speeding in and around school zones comprises school children's safety • Lack of law enforcement of speed limits
Traffic Congestion	• High traffic congestion in school zones at peak times
Intersections	• School children walk along the sides of roads
Lack of sidewalks	• Inadequate snow removal
Lack of appropriate public transit and school bus service	• Need for bus schedule improvements for school children and youth

DRIVING	
KEY ISSUE	**DESCRIPTION**
Weather	• Inadequate snow removal
Driver Compliance	• Vehicles speeding on local streets and speeding limit issues (i.e. downtown) • Distracted driving (i.e., use of cellphones) • Cyclist and pedestrian safety and accessibility is compromised by lack of driver compliance
Proper Lighting	• Poor lighting in the evening hours • Lack of visible Highway and street lines • Inadequate traffic lights

COMMUNITY PRIORITIES SUMMARY

KEY ISSUE	DESCRIPTION
Multi-Use Pathways (MUPs)	• Create MUPs and a connected inter-City network for all active modes, including MUP design for people with mobility challenges and disabilities • Preserve trails that might be eliminated from development • Improve MUP design with plants, trees, and lighting • Upgrade MUPs for use in all seasons (i.e., winter)
Sidewalks	• Maintain sidewalks and install wheelchair friendly and inclusive sidewalk design • Install sidewalks on busy pedestrian routes and major roads • Upgrade and maintain existing sidewalks (i.e., widen sidewalks) • Enhance sidewalk connectivity • Improve downtown curb slopes for accessibility purposes
Pedestrian Crossings	• Add proper signage at key pedestrian crossings • Establish safer pedestrian crossings to prevent j-walking • Install a pedestrian bridge crossing when the highway is completed
Snow Removal	• Improve snow removal of pedestrian crossings, sidewalks, and pathways
Lighting	• Proper lighting for pedestrian crossings, sidewalks, trails, and pathways
Neighborhood Retail Nodes	• • Plan complete neighborhoods to incentivize active transportation to and from local shops and businesses
Bike Routes, Paths, and Lanes	• Improve signage along bike routes and paths • Install protected bike lanes and add more bike lanes • Enhance the cycling network throughout Squamish, especially to and from parks and recreational facilities • Upgrade bike routes to accommodate e-bikes and e-scooters • Implement e-bike sharing and incentive programs • Install safe parking for all types of bikes, including e-bikes • Install bike racks and secure bike parking and storage » Install charging stations for e-bikes and scooters

TRANSIT & RIDERSHIP	
KEY ISSUE	**DESCRIPTION**
Bus Routes & Service	• Less circuitous local routes • Increase frequency of regional and local buses (i.e., day and nighttime hours and 24/7 service) » Increase commuter bus services to and from Squamish » Install a passenger train (i.e., a sky train) • Separate bus lanes from other modes • Utilize low carbon buses
Bus Shelters	• Add protected bus stops in a wide range of residential neighborhoods » Include benches
Incentivize Transit	• Improve the affordability of fares and monthly passes • Include credit card scanners to pay bus fares

ROAD & TRAFFIC SAFETY	
KEY ISSUE	**DESCRIPTION**
Parking	• Increase parking options for people with mobility challenges and disabilities (i.e., a multi-level parkade and for mobility scooters) • Increase parking options for visitors and residents (i.e., off street parking) close to local businesses and in new residential developments and downtown • Prevent cash in lieu of parking policies • Do not permit drivers to park in bike lanes or on roadsides
Traffic Flow	• Enhance traffic infrastructure to decrease congestion and volume, especially on Highway 99 and downtown • Create alternate local traffic routes to mitigate congestion at peak traffic times • Upgrade lights and signals at busy intersections • Improve sightlines for drivers to enhance traffic safety (i.e., at pedestrian crossings)
Traffic Calming Measures	• Add one-way streets where appropriate • Install roundabouts and sidewalks • Apply traffic calming measures at key intersections and neighborhoods
Second Egress	• Develop a second egress out of downtown
Road Upgrades	• Improve signage • Widen streets • Improve visibility and blind spots (i.e., street and highway lighting and lines) • Pave roads and maintain streets (i.e., fill potholes)
Driver Compliance & Change Speed Limits	• Increase speed limits above 30km to improve traffic flow • Lower speed limits to 30km in neighborhoods with no sidewalks • Enforcement of: » Speed limits and distracted driving laws (i.e., school zone, highway, and e-bike speed limits) » Do not permit drivers to roll through or ignore stop signs and traffic light signals
Snow Removal	• Improve
Access to Electric Vehicles (EV)	• Enhance EV infrastructure and EV car sharing opportunities

SCHOOL SAFETY	
KEY ISSUE	**DESCRIPTION**
Traffic Safety improvements	• Set speed limits where pedestrians, and especially school children, walk, ride, and roll » RCMP enforcement is required near schools » Change speed limits to 30km in and around school zones • Enhance active transportation infrastructure near schools (i.e., sidewalks) • Install bus shelters and stops for school children • Divert commuter traffic away from school zones
Traffic Calming Measures	• Install speed bumps in school zones
Transit	• Free bus passes and more affordable bus fares

RIDE SHARE AND HAILING	
KEY ISSUE	**DESCRIPTION**
Car Share	• Improve car sharing options (i.e., Evo, Modo etc.)
Ride Hailing	• Improve ride hailing options (i.e., Uber, taxi etc.)

VERBATIM FEEDBACK – IDEAS TOOL

What are your ideas for improving transportation in Squamish?

Remove slip lanes and extend sidewalks

Providing sidewalk extensions reduces pedestrian crossing distances and increases th e pedestrian space. Sidewalk extensions physically and visually narrow the roadway w hile increasing the available waiting space and provide areas for street furniture and be nches, transit stops, trees, and landscaping. https://globaldesigningcities.org/publicatio n/global-street-design-guide/designing-streets-people/designing-for-pedestrians/sidew alk-extensions/

Raised crossings as the default downtown

https://www.toronto.ca/wp-content/uploads/2021/01/8f22-ecs-specs-roaddg-raised-cro sswalk-intersection-guideline-Jan2020.pdf

Bicycle detectors for crossings

Push buttons for crossing forces cyclists to the side of the road, which leads motorists t o pull up beside them, which creates a dangerous and stressful situation in which they may turn right into the cyclist. Bicycle detectors can keep them in the center of the lane where there is less ambiguity for all road users. https://nacto.org/publication/urban-bik eway-design-guide/bicycle-signals/signal-detection-and-actuation/

Curved ramps for elevated crossings

Where elevated crossings must be used over Highway 99 ramps with gradual curves a re much more comfortable for cyclists of all ages and abilities over the current switchba ck style https://www.mtlblog.com/montreal/montreals-rev-bike-lane-extension-to-the-w est-island-will-include-a-new-bridge-over-the-a-40

Plan for fast personal electric devices in the future. I e E-Bikes, e-scooters etc. don't make any more dan gerous dual direction bike paths.

Close Cleveland Ave (Winnipeg --> Main) to Vehicle s

Parklets for the Corridor Trail

The Corridor trail is a bit tight if you need to stop for any reason. Some pull outs with be nches would be nice for trail users to be able to step off and chat or rest or relax and sp end more time outside without blocking the flow of traffic

Parking is difficult and needs a serious plan

This builds off of parklett idea suggested on the list. The concept is to move parking out side downtown in combination with shuttle service. One could even try trollies to enhan ce the image. The advantage is a series of parking lots could be purchased cheaper ou tside downtown where land is a premium. This also helps connect more people. Perha ps retail can help such as Walmart that has excess capacity. This could also help conv ert downtown area into a walker/biker friendly town by say eliminating traffic on Clevela nd Ave.

More bus' in the early morning to support for exampl e the industrial area. People start early. More often 3 bus' an hour in prime time 9-5.

Frequency

By Bylaw prohibit other than class 1 E-bikes. They a re a hazard to others on the Valley trail etc. even wh en they have power choices

Provide bus shelter, even if temporary, at the critical bus stop at Westway and Spruce.

Add a connection for bus only from Northridge Drive to Plateau Drive in order to extend bus service to Crumpit Woods.

This will allow for servicing a bigger part of Valleycliffe as well & on the way back to Squamish could also take Valley Drive to come out at those lights. This would avoid Behrner & Clarke which is already dangerous & will become much worse once Redbridge is completed.

bike lane in the industrial area that is safe (barrier between biker and traffic) and connected to other bike lanes

Eg: connect up the (awesome) Loggers Land and Discovery trail bike paths with a bike path lane that crosses these and goes up to Gov\t St, plus a bike path along Gove street that is safe. Currently a line on the road that cars cross in order to park is hazardous. Many people commute along govt street - connects north yards, brackendale and business in industrial section as well as connects the existing bike paths.

I hope part of the transportation plan is also thinking about amenities in areas that we currently need to drive/bike/bus to get to shops

Eg: Small grocery store, deli, coffee shops in places like Valleycliffe and Garibaldi Highlands. How much traffic/transportation would be reduced if you could get basic decent groceries, coffee, pub, restaurant in your neighbourhood? Rezone and rethink neighbourhoods that are currently residential only (think Portland Oregan for examples.)

I've heard that parking is a big problem for people in the downtown area.

How can we future proof that? Maybe car sharing services, bike programs, parking lots ...

Transit exchange: Improved bus connections between intercity and local routes

A multi-modal transit exchange would improve transfers and reduce dependence on cars. Currently, there are no good connections between local buses and routes to Vancouver/Whistler. -Skylynx, Squamish Connector, and The Shred Shuttle stop at the Adventure Centre, which isn't served by a local bus. -Squamish Connector at Garibaldi Village stops at the middle of the mall, the main local bus stop is at the north end. -Whistler has their intercity bus loop next to a sheltered stop served by all local routes. -Pemberton is building a multi-modal transit hub.

Fixed pedestrian bridge and marina move

It would great to connect the newly developed area on the east side of the Mamquam channel to the downtown with a pedestrian bridge. The town should purchase or try to get a deal with the owner of the marina that would be limited by the bridge. Maybe a land swap? The Brit could be tall enough to allow small boats, but taller boats would have to stay on the ocean side of the bridge. Locking the town into paying for a bridge that raises or pivots is to expensive

Extend Corridor Trail out to our lakes

I'd love to see an extension of the Corridor Trail out to Alice Lake, Cat Lake and Brohm Lake with a pedestrian/bike overpass between Brohm and Cat Lake. A bike path out to the lakes would give many locals better access to our lakes in the summer and would also benefit Squamish Tourism. If Tofino and Ucluelet can Connect their towns via a path, I don't see why we can't connect our town to our lakes via a bike path.

Speed limit reduced to 40km/hr throughout all residential areas of Squamish. Terrible sidewalk infrastructure = terrified pedestrian.

Reduce speed limits

Physical traffic calming

Raised pedestrian and cycle crossings along with the addition of a wide sidewalk with a bike lane that physically narrows the street. These physical additions have a far greater impact on vehicle speeds than speed limits. This should be done to Buckley/Bowen/Queensway, Westway, Government Rd, Mamquam Rd, Garibaldi Way and Tantalus Rd.

Parking lot requirements

For any parking lot with more than 20 spaces create a safe travel space for pedestrians and bikes. Parking lots like Chieftain Center (Save On/Shoppers), Squamish Station (Nesters/Valhalla Pure) and Independent to Canadian Tire have very little accommodation for a pedestrian or cyclist to survive the journey from the street to the bike rack.



SQUAMISH

HARDWIRED *for* ADVENTURE