WHAT WE HEARD REPORT



SQUAMISH

HARDWIRED *for* ADVENTURE

PHASE TWO ENGAGEMENT

DISTRICT OF SQUAMISH
TRANSPORTATION MASTER PLAN


SQUAMISH
CLOTHING

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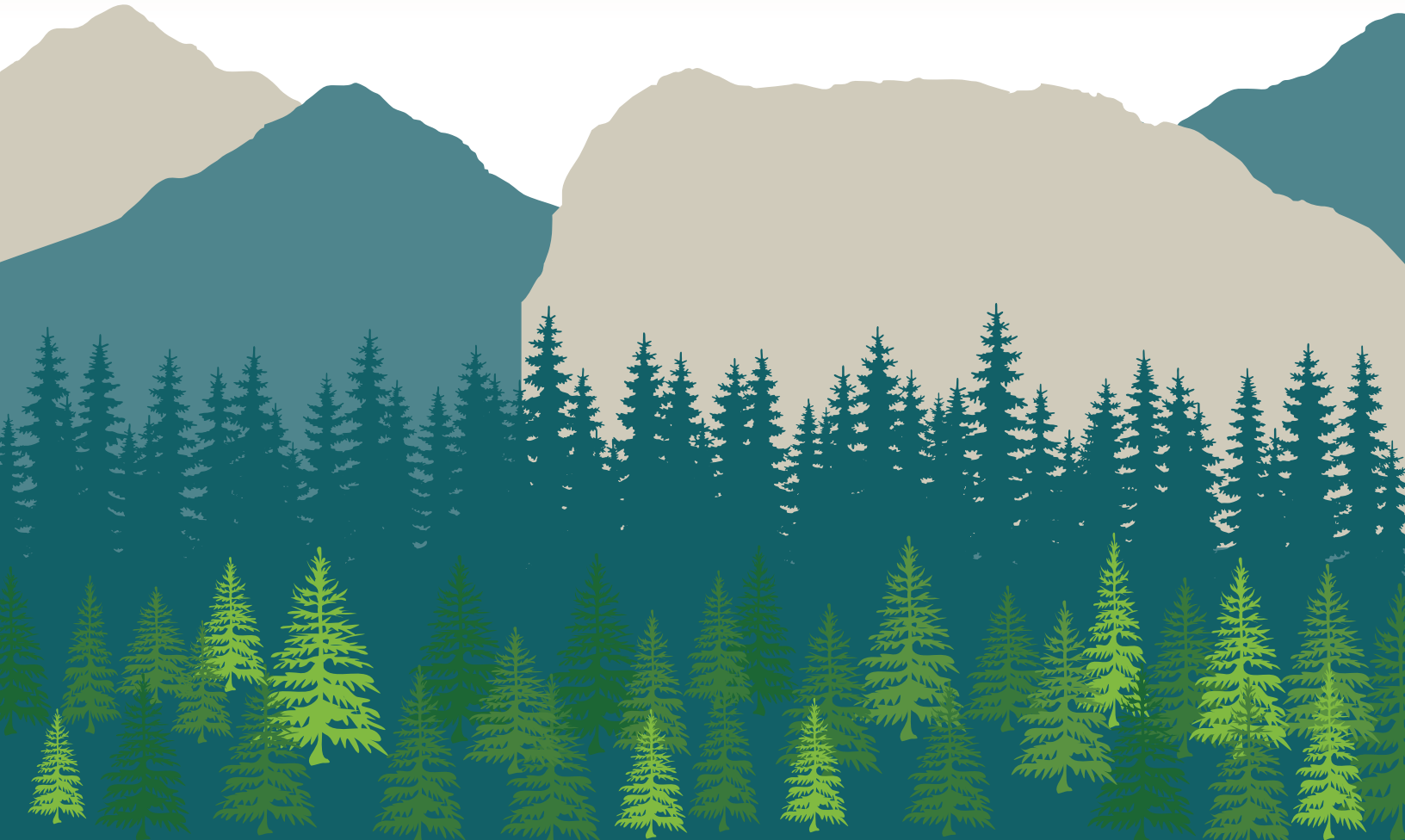
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PURPOSE OF THIS REPORT

The District is grateful to all the participants who took the time to provide their detailed feedback during the second round of engagement. This report shares a detailed summary of the feedback gathered, which helps inform the final Transportation Master Plan.

What's a "What the District Heard Report"?

A "What the District Heard Report" communicates the feedback and insights gathered during community engagement activities. Its purpose is to summarize the key points raised by participants, reflect their concerns and suggestions, and demonstrate how their input will influence future actions and decisions.



ABOUT THIS PROJECT

The District of Squamish began developing a Transportation Master Plan in November 2022 and completed a first round of community engagement in January 2023. A second round of community engagement was carried out to determine if the draft plan was on the right track.

What the District did

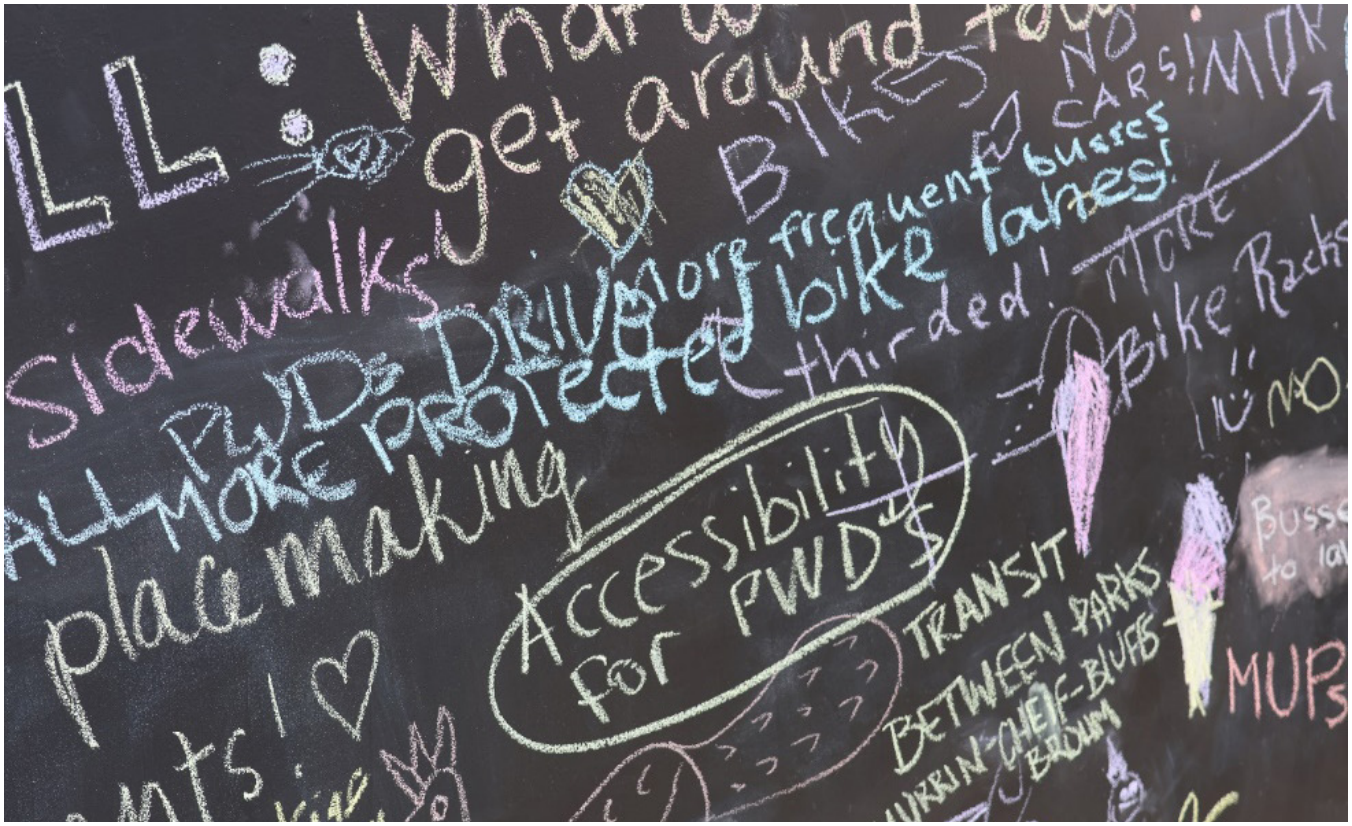
The District heard from a total of 661 participants. From January to September 2024, there were several opportunities for participants to participate and provide feedback. Participants were invited to drop by and speak with us at a pop-up or open house:

- **Squamish Nation Engagement Fair:** January 25, 2024
- **Pop-Up at Open Street Day:** Saturday, July 27, from 10am to 3pm (Cleveland and Winnipeg)
    - 136 participants
- **Junction Park Pop-Up:** Saturday, August 10, from 10am to 2pm
    - 179 participants
- **Brennan Park Open House:** Thursday, September 11, from 5pm to 7:30pm in the Tantalus Room
    - 23 participants

In addition to the community events, participants were invited to take the online survey to provide feedback. The survey was open from July 25 to September 15, 2024.

- **Online Survey: Thursday, July 25 to Sunday, September 15, 2024**
    - 287 participants

The District also reached out to key interested parties such as the RCMP, SD48, MoTI, VCH, Squamish Nation, BC Parks, BC Transit, CN Rail, Tourism Squamish and the Community Advisory Committee to discuss the draft plan and hear feedback.



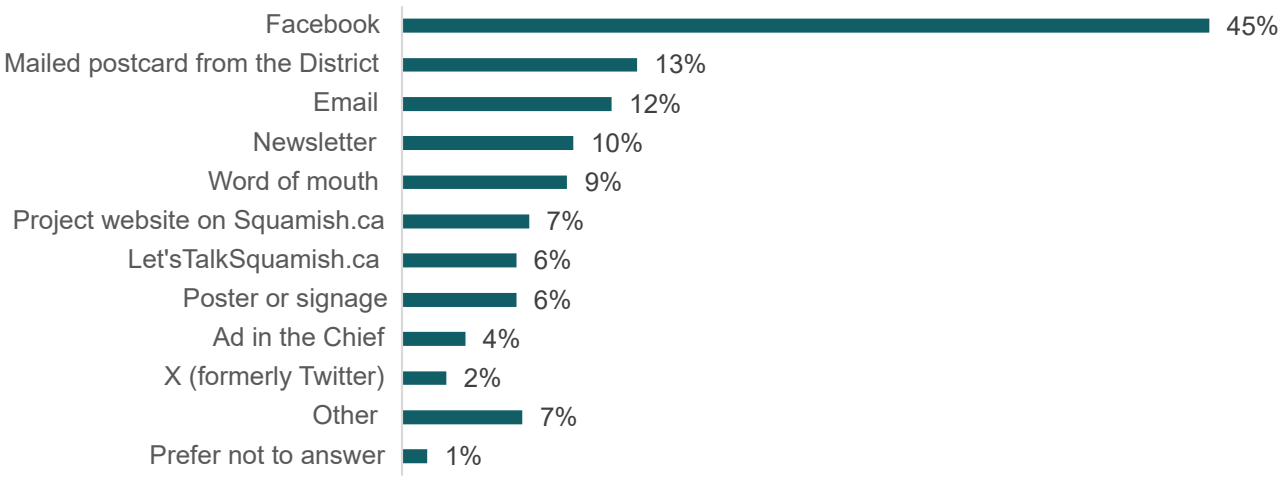
For a more detailed summary of what the District heard from the public and interested parties, go to What the District Heard section on page 9.

How the District got the word out

We spread the word 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

How participants heard about the survey



What the District asked

In this second round of engagement, the District asked about participants' level of support for the draft vision, goals, and priorities, for additional thoughts participants had, and much more!

OVERALL KEY THEMES

Below is a summary of the main themes and key statistics from the Phase 2 engagement process. For a more in-depth look at participants' feedback, please visit the "What the District Heard" section for further details.

Draft vision

Strong support with focus on feasibility

81% of participants supported the draft vision for Squamish's transportation future, which focuses on safety, affordability, sustainability, and reliability.

Participants highlighted the need for better transportation options like public transit, biking, and walking. Some, however, raised concerns about whether the vision was realistic and called for more specific timelines and measurable goals.

Active transportation

High support for safe and connected routes

80% of participants agreed with the proposed active transportation routes. They liked the focus on routes that are safe and accessible.

Suggestions included better lighting, more pedestrian overpasses and underpasses, and safer bike lanes. Participants also appreciated the environmental benefits and the focus on making it quick and cost effective to implement.

Public transit

Requests for more frequent and accessible services

67% of participants supported the proposed upgrades to public transit stops, including more frequent buses and better shelters to protect the public from the weather.

Many participants also asked for more transit stops in underserved areas like Valleycliffe and Brackendale, and for buses to run more often, especially in the evenings and on weekends.

Road network

Focus on improving safety and traffic flow

71% of participants agreed that the proposed road network improvements would help reduce traffic delays and improve safety.

Participants suggested better management of intersections, such as adding roundabouts and clearer signage. They also called for safer pedestrian crossings, improved bike lanes, and intersection improvements to busy intersections like Cleveland Avenue and Highway 99.

Investment priorities

Focus on safety and connectivity

When asked where to prioritize transportation investments, participants chose safer and better-connected active transportation routes and road safety improvements as their top priorities.

Key themes across feedback

- **Environmental and sustainability goals:** Many participants stressed the importance of reducing pollution and noise in supporting a more sustainable transportation network.
- **Equity and accessibility:** Participants raised concerns about how affordability and accessibility would be measured, calling for better accessible infrastructure and the aging population.
- **Implementation:** There was a strong desire for clear timelines, realistic goals, and collaboration between Squamish's local government and other organizations to ensure success.

Next steps

This feedback will shape the final version of the Transportation Master Plan. The plan aims to balance economic growth, environmental sustainability, and equal access to transportation for all community members.

WHAT THE DISTRICT HEARD

Below is a detailed summary of what participants shared through the online survey, at the two pop-up events, and during the open house. The summary reflects how often certain themes came up and the variety of opinions expressed throughout the process.

Squamish Nation Feedback

The District engaged with the Squamish Nation, including an engagement fair where the Squamish Nation members hosted District staff at Totem Hall and provided feedback on a number of ongoing District projects and initiatives including the Transportation Master Plan (TMP). The following is an overall summary of what the Nation members shared with District staff. Key themes identified are highlighted below.

- Need for improved active transportation connections between Squamish Nation Reserves and the District's existing active transportation network.
- Need for improved transit access to Squamish Nation Reserves, including increased frequency and new stops near Squamish Nation Reserve lands.
- Safety improvements at Valley Road and Highway 99 for Squamish Nation members traveling to and from St'á7mes using all modes.
- Improved emergency access to St'á7mes.

Interested Party Feedback

The District hosted meetings with several interested parties. While we did not meet directly with all organizations, we held a Community Advisory Committee workshop, where a range of organizations were invited to participate.

- RCMP
- SD48
- BC Transit
- MoTI
- VCH
- Squamish Natio
- BC Parks
- BC Transit
- CN Rail
- Chamber of Commerce
- BIA
- Tourism Squamish
- the Community Advisory Committee.

Below are some of the key themes the District heard from these groups:

Vision and themes: Participants emphasized the importance of thoughtful land use and creating neighbourhood centres where people can work, live and play. They also suggested adding the word "accessible" to the vision statement.

Coordination with MoTI: There was a focus on setting up meetings and translating higher-level goals into actionable projects, with an emphasis on identifying important projects for Squamish. Discussions touched on funding opportunities for partnerships to improve connections to Highway 99 that support housing projects.

Speed Enforcement and Highway Use: Discussions covered speed enforcement on the highway, the role of RCMP, and the potential need for parallel road options as Squamish grows. The challenges of enforcing speed limits on certain stretches were also mentioned. Conversations included a preference not to lower speed limits artificially where compliance is unlikely, particularly on the highway through Squamish.

Active transportation: Key points included the need for bike share programs, proper maintenance and lighting for biking and walking in winter, and safe pedestrian zones for seniors. There were also concerns about visibility at crosswalks, secure bike parking, and separating pedestrian and bike paths. Some participants were worried about cyclists riding the wrong way on bike lanes and the opportunity to improve the pathways along the dikes.

Transit: Participants shared that fuel pricing impacts regional transit operations and costs. They commented that while the plan supports rail service connections if opportunities arise, it does not actively pursue them due to previous challenges. They mentioned that the intersection at Cleveland/99 was highlighted as a potential area for improvement to benefit transit operations. Participants suggested including the

adventure center or finding an alternative location for regional buses to connect with local buses for frequent transit service. They emphasized the importance of having covered shelters for transit users and expressed anticipation and a positive outlook towards the development of the Garibaldi exchange.

Policy and Enforcement: Discussions included the Idaho stop, no right turn on red, and highway speed limits, with considerations on how these policies would be enforced and their impact on safety.

Road safety: There were various suggestions and concerns about improving road safety through design changes, such as adding chicanes, speed humps, and more lights in certain areas. The discussion included several suggestions for improving road safety and design. These suggestions focused on enhancing lighting at downtown crosswalks, upgrading Loggers Lane to provide dedicated active transportation infrastructure, and addressing issues with the timing of traffic lights at Highway 99 and Cleveland Avenue. Additionally, there were various concerns and proposals for improving road safety through design changes, such as adding chicanes, speed humps, and more lights in certain areas. These measures aim to create a safer and more efficient transportation system.

Goods movement and vehicles: There were discussions about supporting continued rail service, providing more off-street parking downtown, and concerns that pay parking could push more cars into residential areas. Terminal operators also expressed a desire to transport more goods by train.

Emergency Response: Considerations were made about how road design changes, like speed humps, would affect emergency response times.

Additional comments: The importance of connecting with underserved neighborhoods and proactively planning for changing demographics, including future young populations, was emphasized.

Public Engagement Feedback

Level of support for the Plan's Vision and Goals

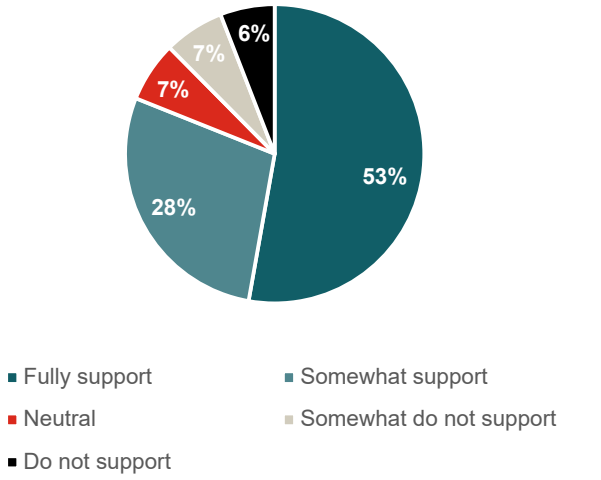
Vision

The District asked how much participants supported the draft vision.

The Draft Vision:

In 2040 and beyond, everyone in Squamish has access to safe, affordable, sustainable, and reliable transportation options that contribute to our quality of life and the vibrancy of our community.

Most participants (a total of 81%) said that they generally support the vision. The following data is reflective of participant feedback from the survey and in-person engagement activities.



323 participants

The District asked participants to share their thoughts on the vision, and several key themes emerged:

Support for the Vision: Many participants liked the draft vision, appreciating its focus on safety, affordability, sustainability, and reliability. They felt it set a good direction for future growth and community involvement.

Concerns About Feasibility and Specificity: Some participants were concerned about whether the vision could realistically be achieved. They thought it might need to be more ambitious or specific and emphasized the need for clear details and realistic timelines to ensure it succeeds.

Transportation and Accessibility: Participants stressed the importance of improving transportation options like public transit, bike lanes, and pedestrian paths. They also pointed out, however, that accessibility —including those with disabilities and those who rely on cars, needs more attention.

Environmental and Community Impact: Many participants appreciated the vision's focus on reducing traffic and pollution. They also emphasized the need for community input and making sure the vision reflects the actual needs and preferences of residents.

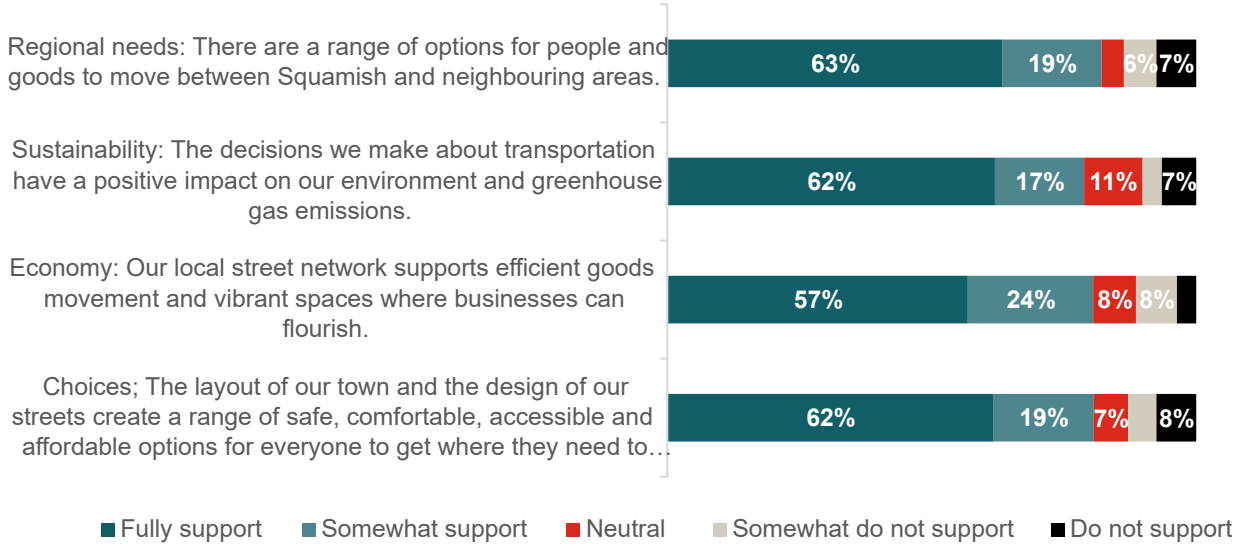
Parking and Traffic Management: A common theme was the need for better parking options and traffic management.

Equity and Inclusivity: Some participants questioned how equity and affordability would be measured. They stressed the importance of considering the needs of all community members, especially vulnerable groups.

Implementation and Collaboration: Participants emphasized the need for clear plans on how to implement the vision and called for collaboration between different District departments. They wanted more communication on how progress will be made.

Goals

The District asked how much participants supported each goal. Most participants generally supported all goals. The following data is reflective of participant feedback in the survey and in-person engagement activities.



Up to 310 participants

The District asked participants to share their thoughts on the goals and several important themes emerged:

Affordability and Accessibility: Many participants stressed the need to make transportation options affordable and accessible. There were concerns, however, about how affordability would be measured and whether the solutions would be fair for all.

Safety and Congestion: Safety was a major concern, particularly for people walking and biking. Participants called for safer, more comfortable facilities. There were also worries about traffic congestion, especially downtown, and how new housing developments might make it worse.

Parking and Transportation Options: Many participants emphasized the desire for enough parking, especially near shops and businesses. Some were worried about new developments that have reduced parking. Some stressed the desire for more alternative transportation options like bike paths and better public transit.

Sustainability and Environmental Impact: Sustainability was a key focus, with strong support for reducing carbon emissions and promoting eco-friendly transportation. Some participants, however, were concerned about the practicality and cost of achieving these goals.

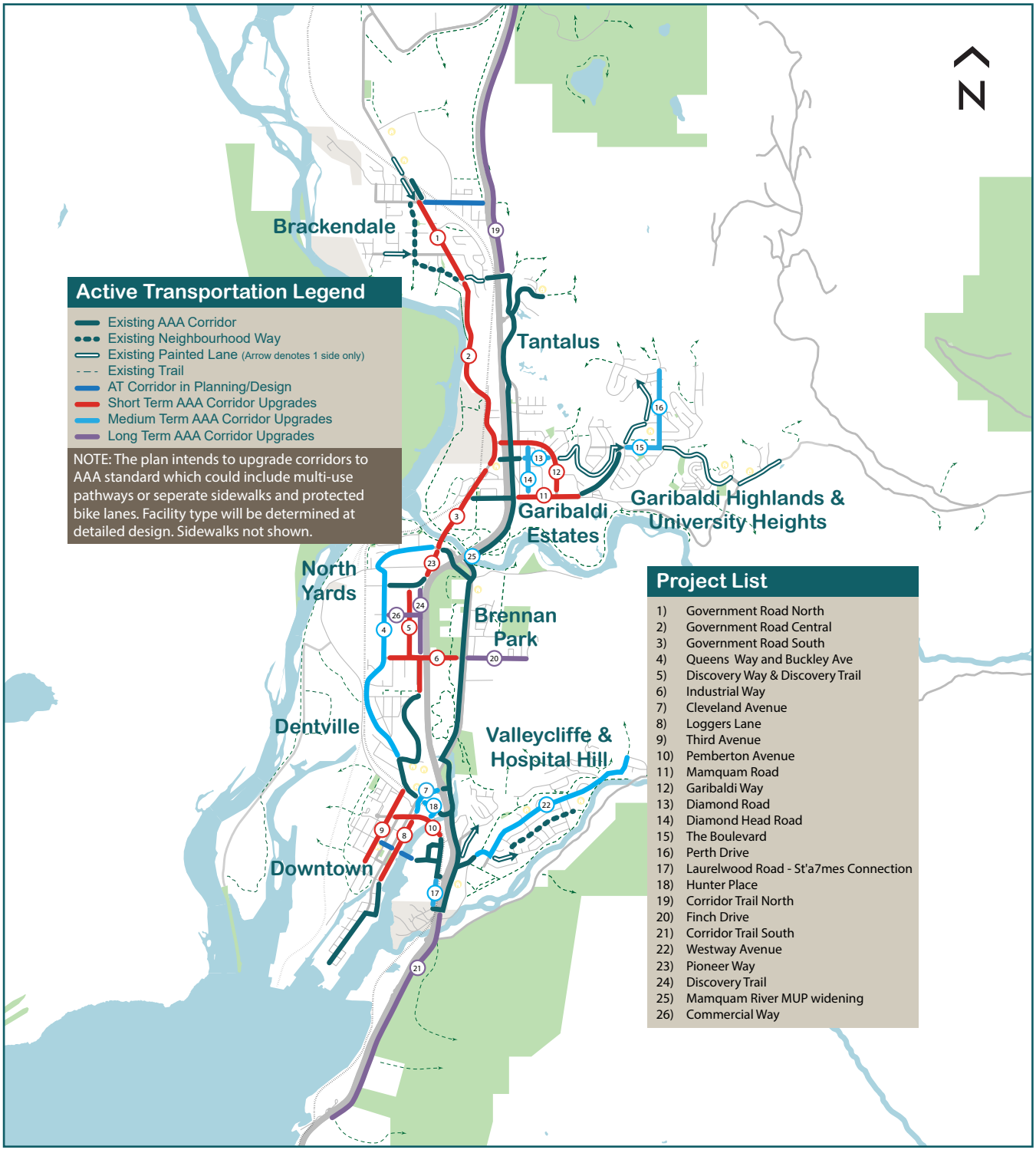
Regional Transportation Needs: Some participants highlighted the desire for better regional transportation, such as more affordable and efficient ways to travel to nearby cities like Vancouver and Whistler. They also called for improved public transit and new routes to ease traffic congestion.

Community and Economic Development: Participants noted the importance of supporting local businesses and ensuring that transportation plans help the community's overall economic growth. They also wanted more community involvement and attention to the needs of different groups.

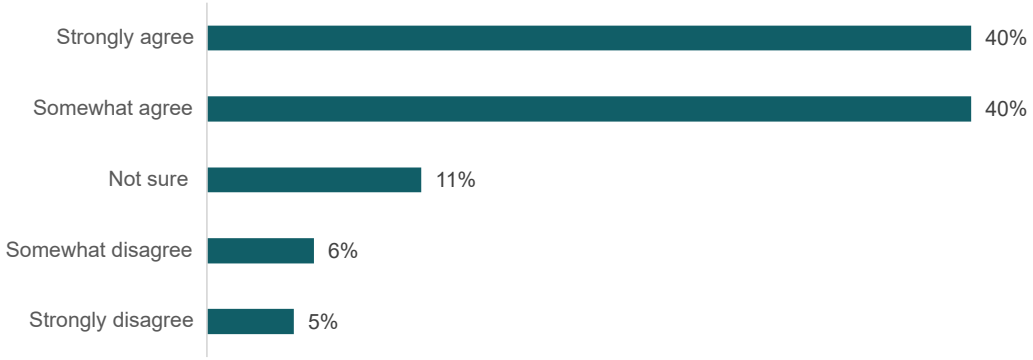
Active Transportation Routes

The District asked for feedback on the proposed active transportation routes shown on the Active Transportation Routes Map (see below map).

Active Transportation Route Map



The District asked if participants agreed with the proposed active transportation routes (see Active Transportation Routes Map for more information). Most participants (80%) generally agreed with the proposed routes.



283 participants

What Participants Liked About the Active Transportation Routes

Connectivity: Many participants liked that the paths are well-connected and can take you anywhere in Squamish without suddenly ending on a car road. They felt the routes connect homes, workplaces, business centers, schools, and hospitals, making daily travel easier.

Safety and Accessibility: Many participants appreciated that the routes are designed to be safe and accessible for all ages and abilities. They liked the protected bike lanes and separation of pedestrians and cyclists from cars.

Quick-Build Practicality and Convenience: Many participants liked that the routes could be implemented quickly and cost-effectively. They appreciated how the proposed network accommodates various transportation options, including walking, biking, and e-bikes/e-scooters. They also liked the direct routes to main business areas and the focus on making downtown pedestrian-friendly.

Specific Improvements: Many participants liked the improvements downtown and the connections with Valleycliffe and Brackendale. They appreciated the Corridor Trail extension towards Alice Lake and better access to Valleycliffe from downtown. The focus on Government Road was seen as necessary since it's a central and direct route for pedestrians and cyclists.

Environmental and Community Benefits: Some participants liked that the routes help build community by making it easier to reach schools, stores, and parks.

Suggested Changes

Infrastructure Improvements: Some participants suggested better lighting for bike lanes, creating sidewalks where there are none, and improving intersections to make them safer for biking. They also wanted more pedestrian overpasses and underpasses for safe crossings of Highway 99.

Safety Concerns: Many participants were concerned about safety and recommended speed bumps, clear signage, and better separation of electric transportation from slower, self-propelled modes.

Biking: Some participants emphasized the need for protected bike lanes and better connections between neighborhoods and downtown. They also wanted routes to be accessible for all ages and abilities.

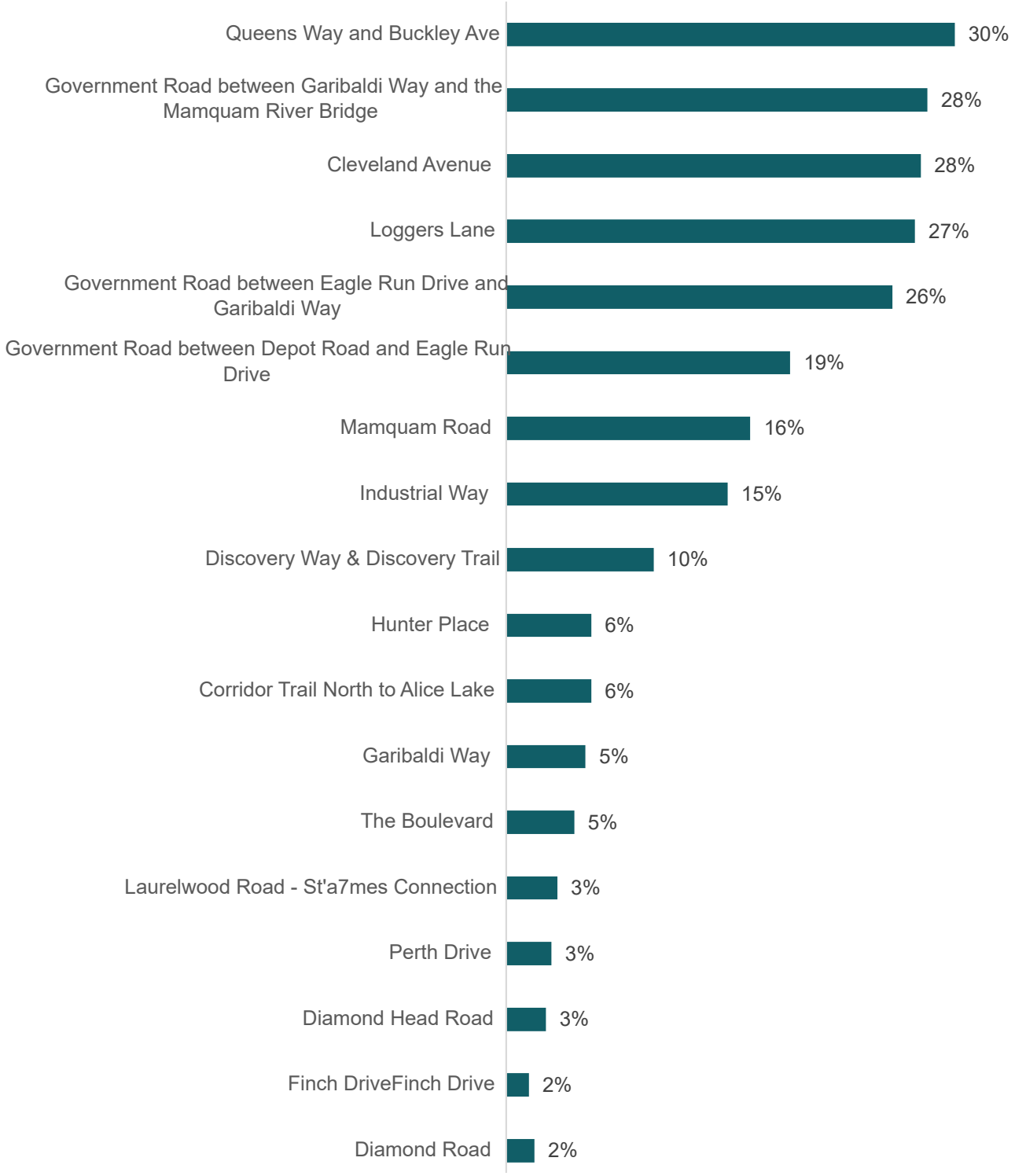
Environmental Impact: Some participants stressed the importance of environmentally friendly travel and reducing pollutants by encouraging walking, biking, and using electric bicycles. Some suggested integrating natural landscapes and public spaces into route planning to enhance the overall experience.

Accessibility: Some participants wanted the routes to be accessible for those with disabilities and those using strollers or wheelchairs. They also suggested adding rest areas along trails and improving access to key locations like hospitals and schools.

Safety and Weather-Related Concerns: Some participants were worried about the practicality of active transportation in a city with a lot of rain.

Active Transportation Priority Routes

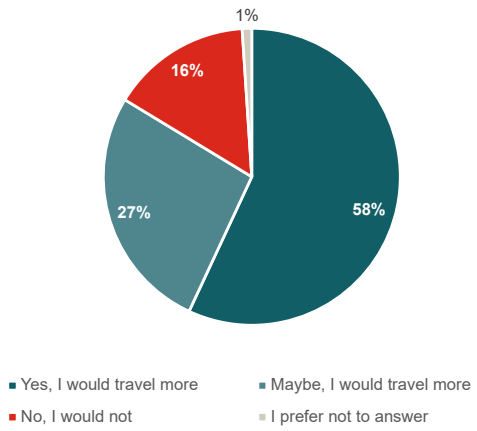
The District asked participants to select up to three routes that they felt were the highest priority. The top three routes selected by participants were Queens Way and Buckley Avenue, Government Road (between Garibaldi Way and the Mamquam River bridge), and Cleveland Avenue (between Highway 99 and Bailey Street).



265 participants

Future Travel by Active Transportation

The District asked if participants would choose to travel by active transportation more when these routes are completed. Most participants (85%) would travel more or possibly travel more.

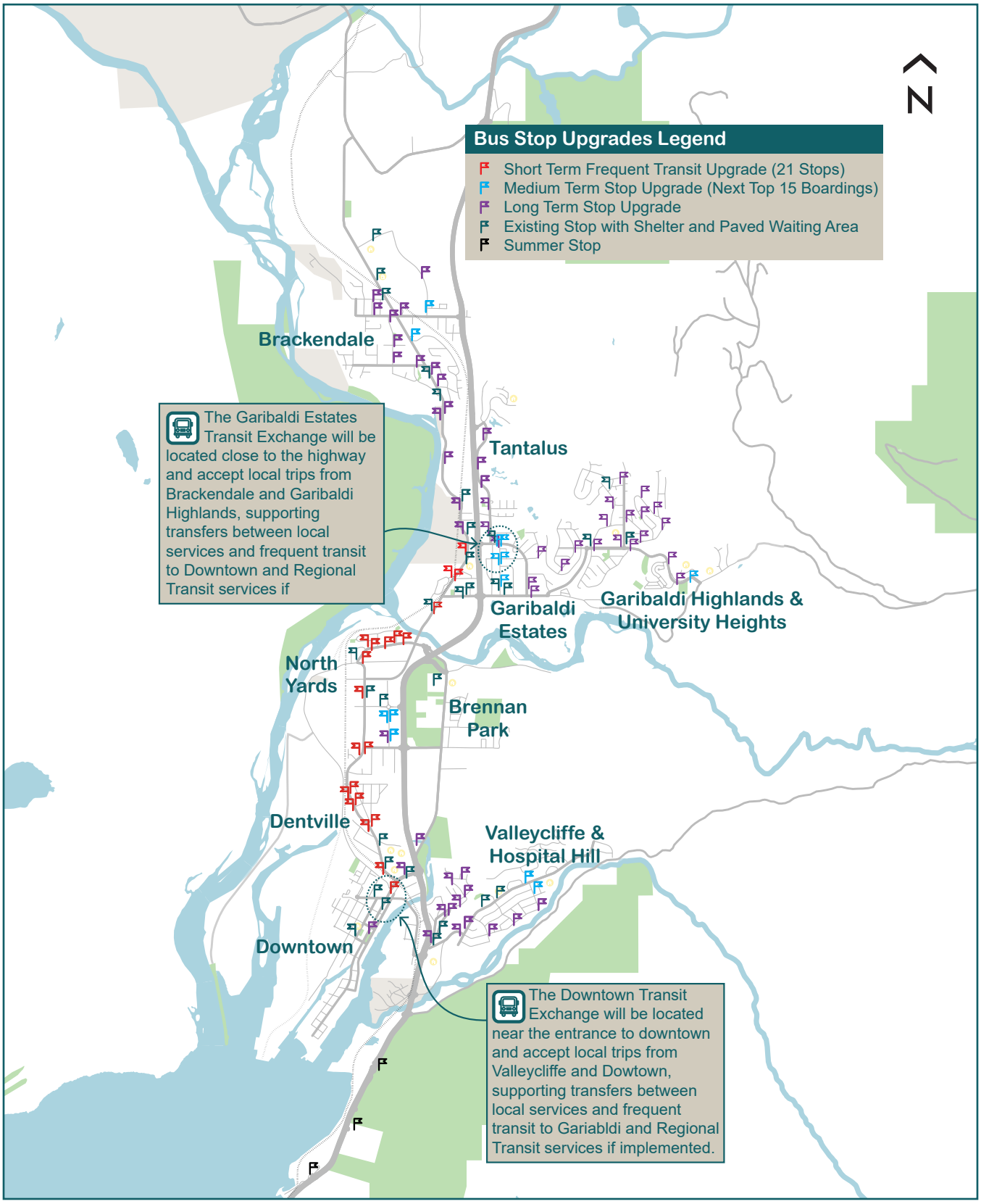


283 participants

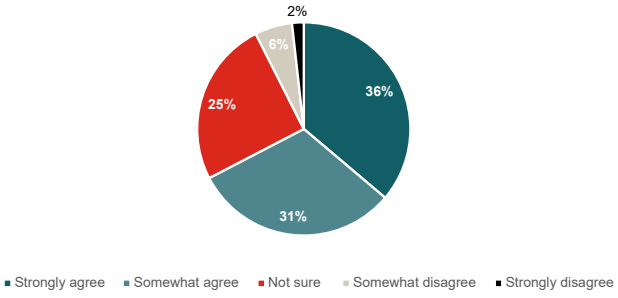
Public Transit Stop Upgrades

The District asked for feedback on the proposed public transit stop upgrades shown on the Public Trasit Stop Map (see below map).

Public Transit Stop Map



The District asked participants if they agreed with the stop upgrades and priorities on the public transit upgrades map. Most participants (67%) generally agreed. The significant number of 'not sure' responses (25%) may be attributed to the fact that many survey participants (78%) said they do not use public transit (see section below on Current Transit Use)



281 participants

The District asked participants what their thoughts were on the proposed public transit stop upgrades. The following are the top themes that arose:

What Participants Liked About the Proposed Transit Stop Upgrades

Convenience and Accessibility: Many participants appreciated the frequent transit route, with buses arriving every 15 minutes or less. The convenience of transfer stations and transit exchanges would make travel between neighborhoods easier.

Safety and Comfort: Many participants liked the safe and protected areas for waiting, with upgraded facilities including transit shelters, seats, and waste bins. The focus on lighting, weather protection, and real-time bus arrival times was also appreciated.

Transit Exchanges: There are mixed views on transit exchanges. Some participants see them as a good idea for consolidating and clarifying bus routes, while others are concerned about their location and the space they occupy.

Suggested Changes and Additions

Transit Stops and Shelters: Some participants emphasized the need for more transit stops, especially in underserved areas like Valleycliffe, Brackendale, and Paradise Valley.

Transit Exchanges: Some suggested having transit exchanges, making it easier for passengers to navigate the transit system.

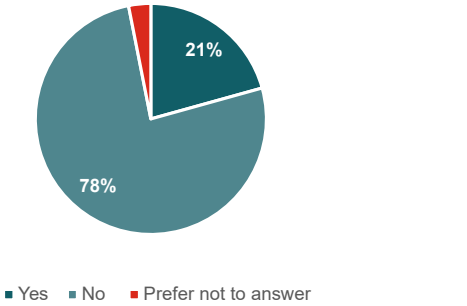
Frequency and Convenience: Many expressed the need for more frequent bus services, especially during evenings and weekends. They wanted buses to run every 15 minutes or less to make transit a more viable option for daily commutes.

Accessibility and Safety: Some participants expressed the need for improved accessibility for seniors and those with disabilities. There is also a focus on creating safe and protected waiting areas with proper lighting and weather protection.

Service Optimization and Facility Improvement: Suggestions included optimized routes, and improved facilities like transit shelters, seats, and waste bins. These improvements aim to enhance the overall waiting environment and make transit more convenient and comfortable.

Current Public Transit Use

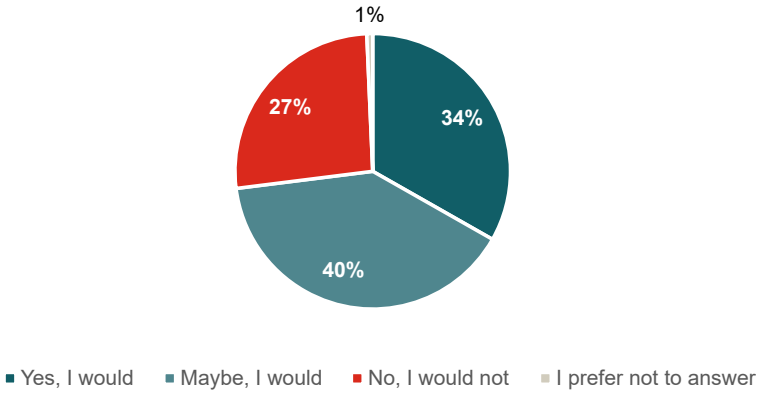
The District asked participants if they regularly use transit today. Most participants (78%) do not regularly use transit.



285 participants

Future Travel by Public Transit

The District asked participants if they would travel by public transit more when these upgrades are completed. Most participants (74%) would or possibly would travel by public transit more.

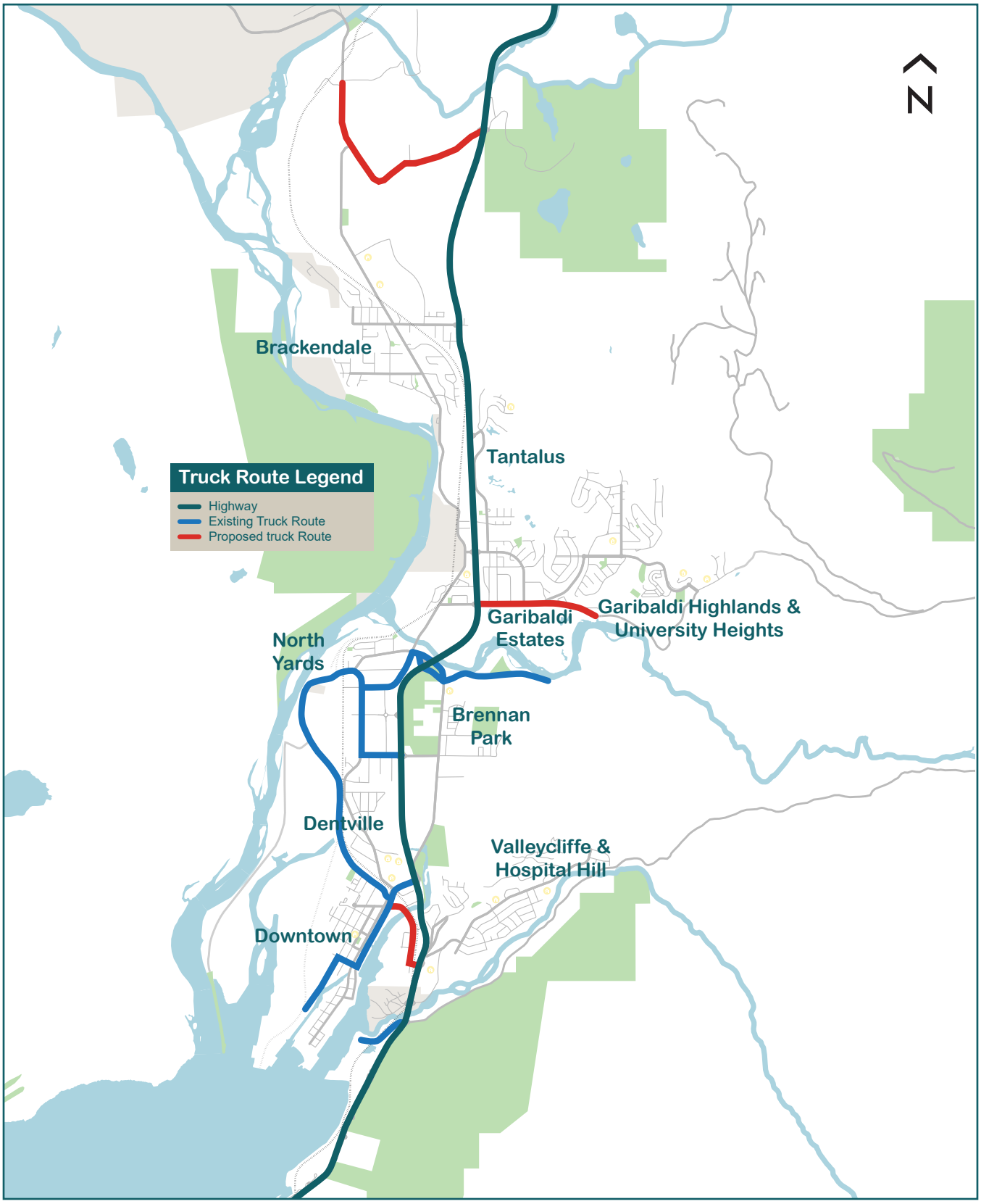


286 participants

Truck Routes

The District asked for feedback on the proposed truck routes upgrades shown on the Truck Routes Map (see below map).

Truck Routes Map



The District asked participants what their thoughts were on the proposed truck routes shown on the truck route map.The following are the top themes that arose:

What Participants Liked About the Proposed Truck Routes

Efficiency and Congestion Reduction: Many participants appreciated that the proposed routes aim to decongest main traffic areas, particularly downtown. They believe these routes will help streamline traffic flow and reduce bottlenecks, especially at key intersections like Cleveland Avenue and Highway 99.

Operational Benefits: Some participants shared that truck routes are seen as beneficial for reducing operating costs. They said that there is a need for efficient delivery routes and to avoid blocking driveways and congesting streets.

Suggested Changes and Additions

Truck Routes and Traffic Management: Participants had multiple suggestions and concerns regarding establishing truck routes. They expressed the need for specific routes to avoid residential areas, the importance of emergency access routes, and the necessity of roundabouts at key intersections. Some participants highlighted the need for improved traffic flow and reduced congestion, particularly in downtown areas and near major intersections.

Safety Concerns: Many participants emphasized the need for safety measures such as reflective signs and clear guidance at intersections and bends. Some had concerns about the safety of bike lanes and pedestrian paths, especially where they intersect with truck routes.

Environmental Impact: Some participants mentioned minimizing noise and air pollution, particularly in residential areas. Some suggested that truck routes be planned with environmental protection in mind, such as reducing emissions and avoiding routes through green spaces.

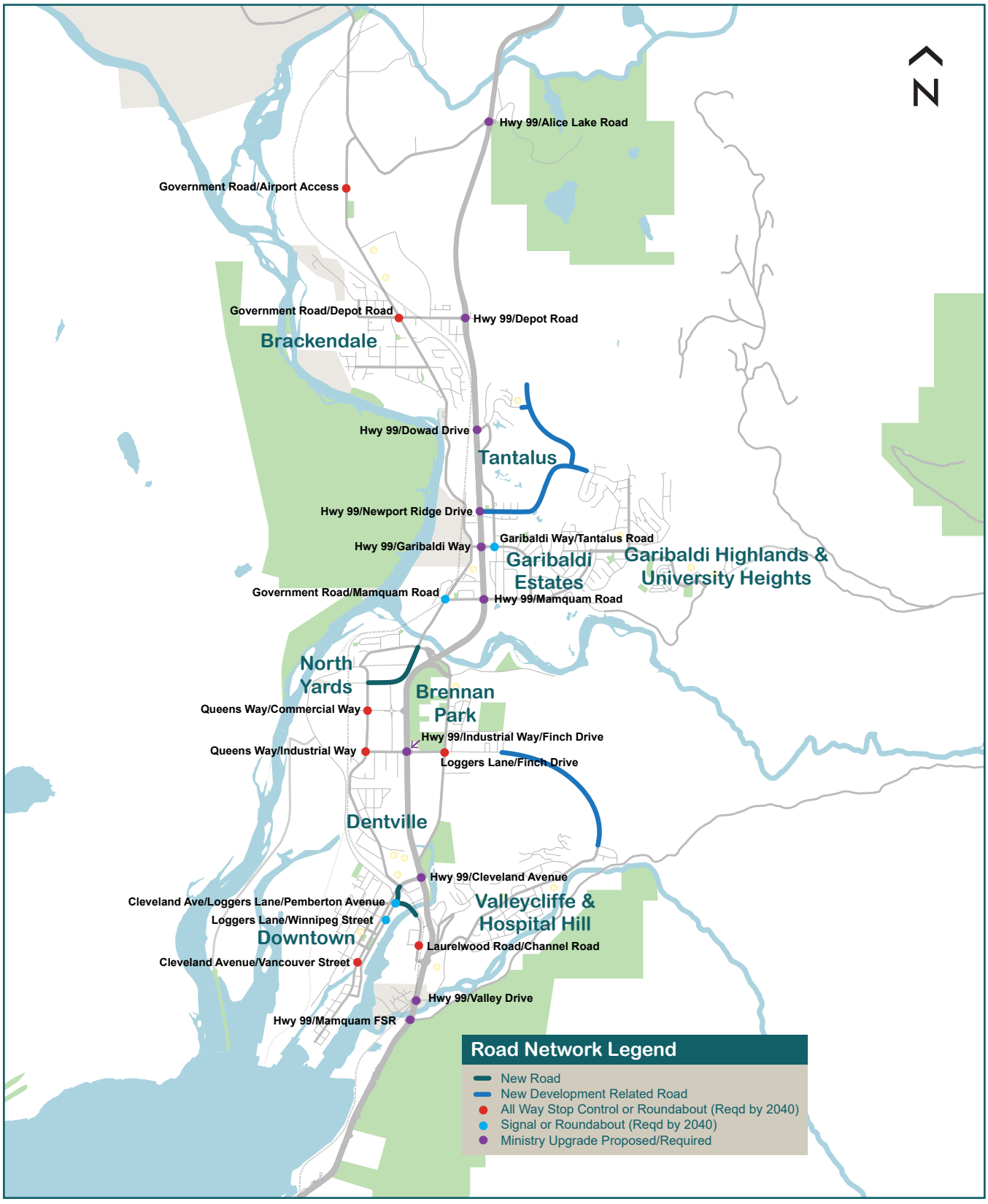
Community Impact: Many participants worried about increased traffic, noise, and safety risks in residential neighborhoods. Some participants suggested avoiding routing trucks through areas with high pedestrian traffic, such as downtown and residential neighborhoods.

Infrastructure Improvements: Some participants suggested improvements, such as repairing and upgrading roads to accommodate truck traffic and building new bridges or alternate routes to alleviate congestion. Some called for better integration of truck routes with active transportation routes, ensuring that bike lanes and pedestrian paths are safe and well-maintained.

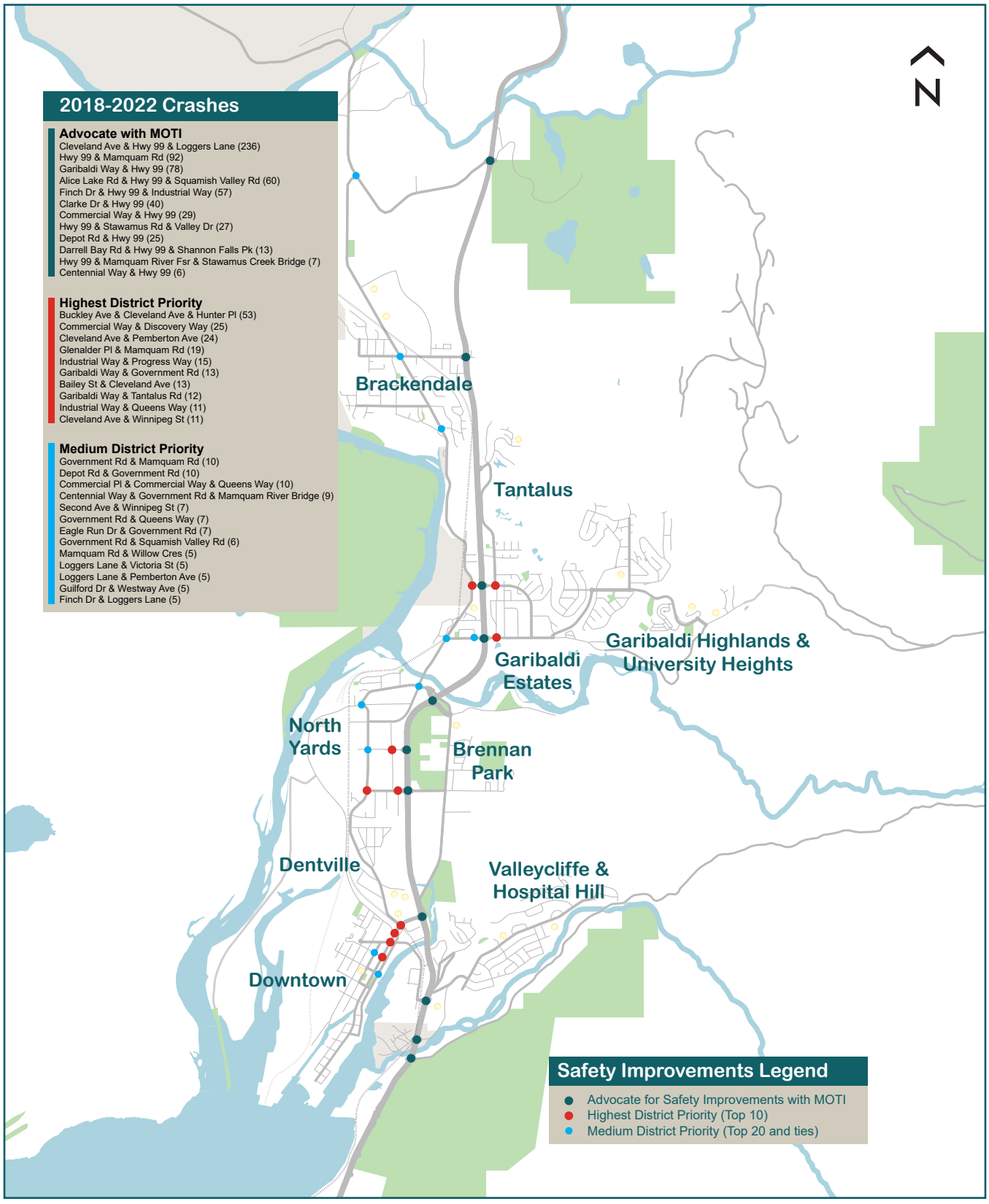
Road Network

The District asked for feedback on proposed road network and safety improvements and road network and traffic delay improvements (see both maps below).

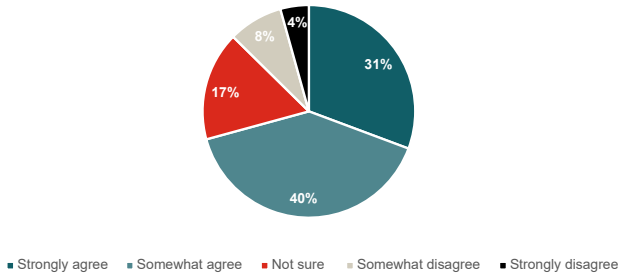
Road Network and Traffic Delay Map



Road Safety Improvements Map



The District asked participants if they felt that these improvements capture motor vehicle issues related to traffic delays and safety. Most participants (71%) generally agreed.



275 participants

The District asked participants for their thoughts on road network improvements to improve safety and reduce delays shown on the road safety and traffic delay maps. The following are the top themes that arose:

What Participants Liked About Proposed Road Network Improvements

Road Network Expansion: Some participants support the idea of adding new connections, such as a second road to Valleycliffe and the Highlands, to accommodate growth and improve safety.

General Approval with Concerns: While many people support the proposed improvements, there are concerns about the effectiveness and practicality of some measures. For example, some respondents are worried about the impact of new truck routes on residential areas and the need for better planning and coordination with the Ministry of Transportation and Infrastructure (MOTI).

Suggested Changes and Additions

Traffic and Intersection Improvements: Many participants highlighted improving traffic flow and safety at various intersections. They suggested the need for roundabouts, traffic signals, and better signage to reduce congestion and accidents. Specific intersections mentioned included Cleveland Avenue/ Vancouver Street, Alice Lake/Highway 99, and the exit from the Sea-to-Sky Gondola.

Pedestrian and Cyclist Safety: Some participants highlighted the need for safer pedestrian crossings and better infrastructure for cyclists. This included adding more crosswalks, improving visibility at intersections, and creating protected bike lanes. They also wanted better protection for vulnerable road users, such as children and other pedestrians near schools.

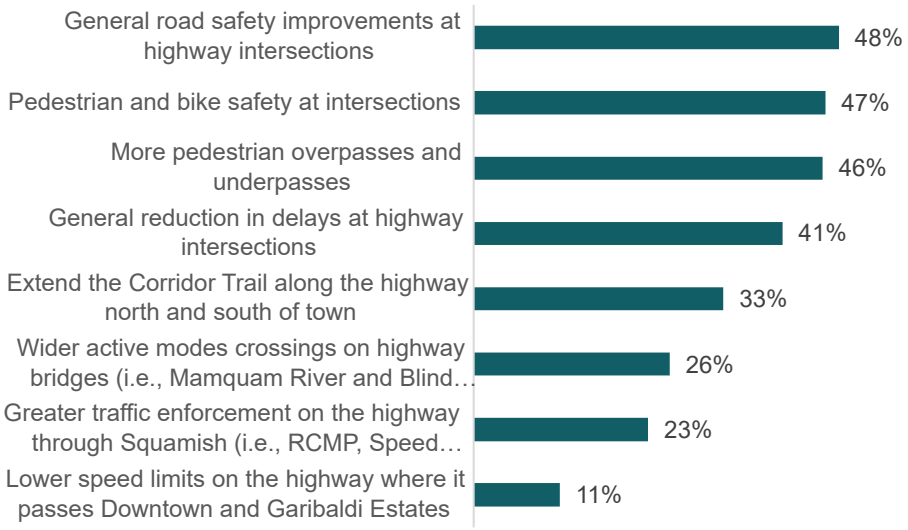
Community Concerns and Suggestions: Participants expressed concerns about specific areas, such as the intersection of Bailey Street and Cleveland Avenue and the desire for an alternative route to Valleycliffe and the Garibaldi Highlands.

Environmental and Sustainability Considerations: Some participants emphasized the importance of considering the environmental impact of road improvements. They focused on sustainable road improvements that are effective and long-lasting.

Specific Requests and Feedback: Participants had specific requests for changes, such as adjusting signal timing at busy intersections, adding dual left turn lanes, and addressing perceived issues with highway on-ramps. They also commented on the desire for better planning and optimization of road design to reduce traffic delays and improve safety. Many participants shared a range of specific requests (see Appendix A to read more).

District Priorities for the Highway Corridor

The District asked what the District should advocate for as a priority with the BC Ministry of Transportation and Infrastructure and for participants to choose their top 3 priorities for the highway corridor. The top 3 priorities were general road safety improvements at highway intersections, pedestrian and bike safety at intersections, and more pedestrian overpasses and underpasses.



281 participants

The District asked if they had any other thoughts on priorities for the highway corridor.

Traffic Flow and Congestion: Many participants suggested improving traffic flow and reducing congestion by increasing the number of lanes, adding overpasses and underpasses for pedestrians and cyclists, and generally improving intersections. Specific areas mentioned include Murrin Park, Cleveland Avenue, Alice Lake intersections, and Mamquam Road.

Safety Enhancements: Participants recommended better line painting, road markings, lighting, safer crossings, and dedicated paths for pedestrians and cyclists. Some called for more RCMP resources to enforce speed limits and winter tire regulations, and for the installation of speed-averaging cameras.

Public Transportation and Alternative Routes: Many participants want improved public transportation options, such as regional transit, connections to Vancouver and Whistler, and reduced dependency on Highway 99.

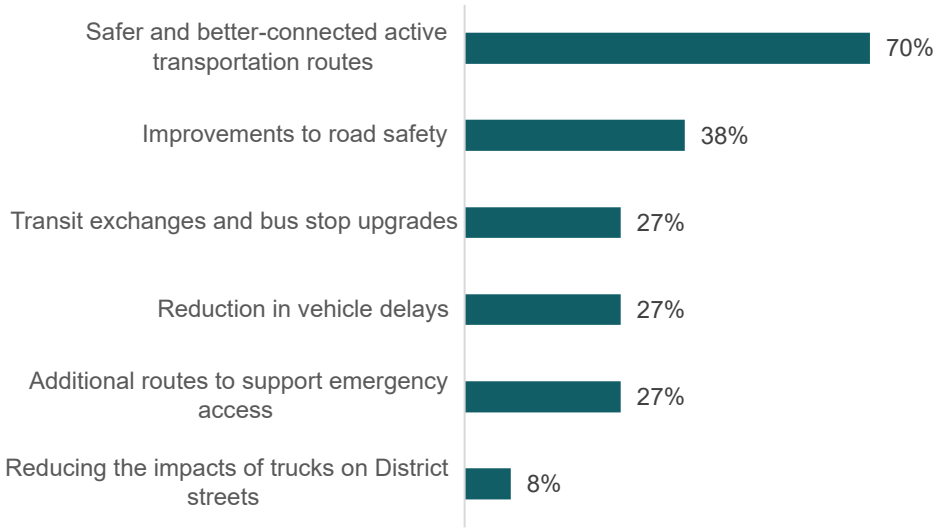
Environmental and Noise Concerns: Some participants addressed the desire to reduce noise, dust, and emissions, as well as to protect the surrounding ecological environment. Participants suggest including the installation of noise barriers and taking effective environmental protection measures during planning and construction.

Technological Innovations: Some participants want intelligent traffic control systems, real-time information displays about accidents or highway closures, and the use of speed cameras for automatic traffic law enforcement.

Community and Accessibility: Improving access to recreational areas, schools, and other community facilities was a recurring theme. Some participants called for better parking facilities and more accessible routes.

Priority Areas for Investment

The District asked if participants had to choose how to prioritize investment in transportation, what their top two areas for investment would be. The top two priorities were safer and better-connected active transportation routes and improvements to road safety. The following data is reflective of participant feedback in the survey and in-person engagement activities.



315 participants

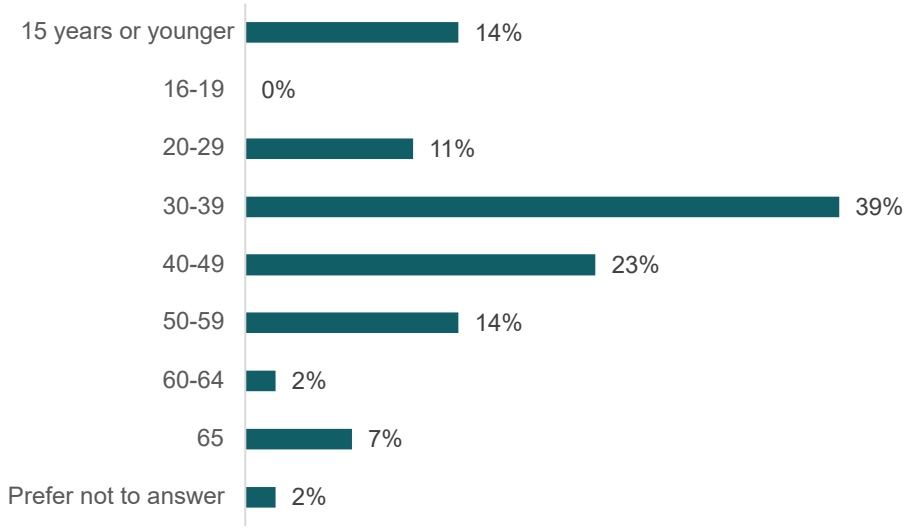
WHO THE DISTRICT HEARD FROM

The District wanted to hear from all members of the public and diverse groups. The District asked participants more about them to know who the District were hearing from.

A note about why we ask demographic information: Collecting demographic information in a transportation master plan survey is essential to ensure that diverse voices are heard and that the plan equitably considers all community members' needs. Understanding demographics—such as age, income, ethnicity, mobility needs, and location—helps planners identify groups that may have unique perspectives, such as seniors needing accessible transit, young families requiring safe, walkable routes, or low-income residents who may rely on public transit.

Age

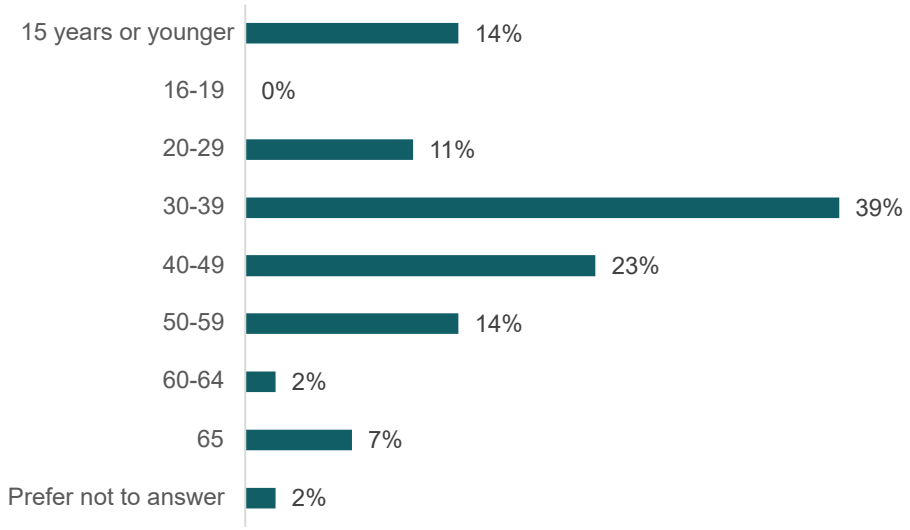
We asked participants to share their age.



286 participants

Household

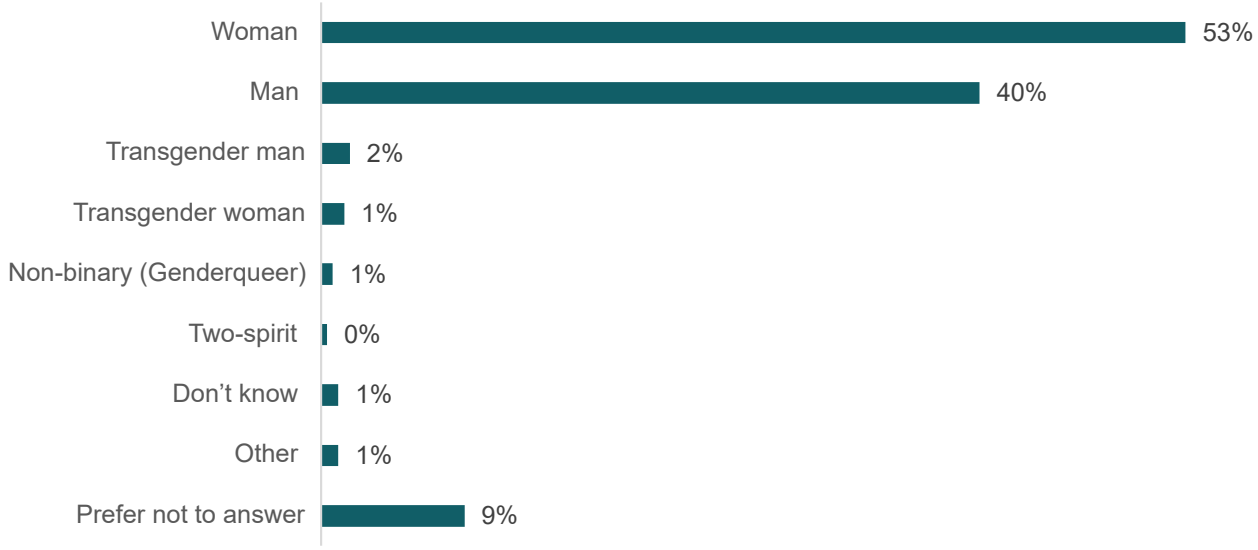
We asked participants to share how many people lived in their household.



286 participants

Gender

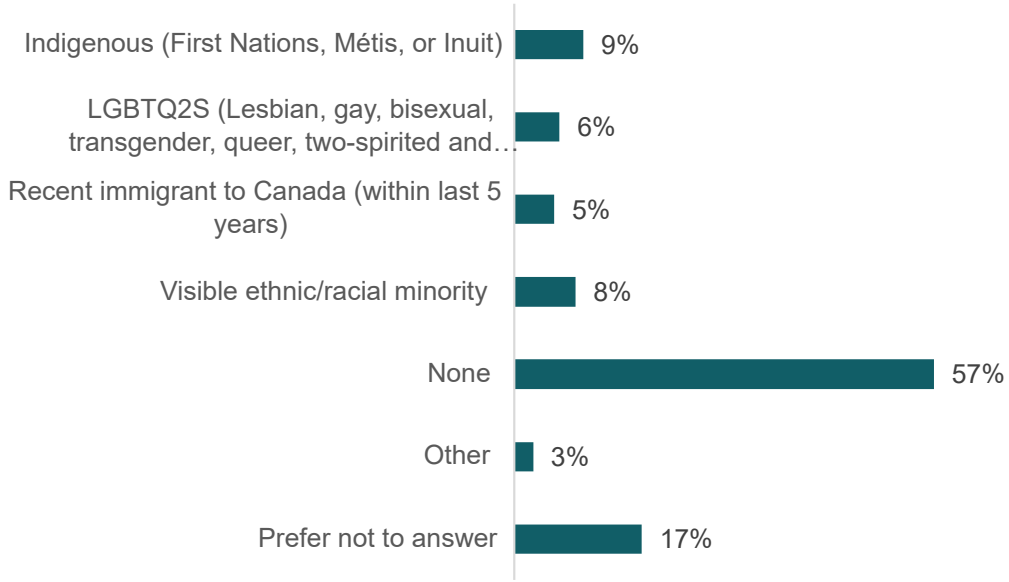
We asked participants to identify their gender. Participants were able to select all the options.



275 participants

Equity Deserving Groups - Indigenous, LGBTQ2S, Recent to Canada, Visible Minorities

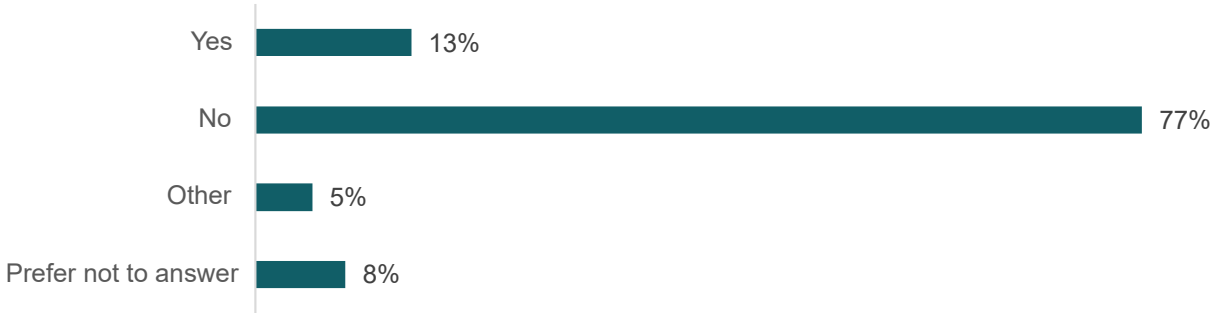
We asked participants to share if they belonged to the following groups. Participants were able to select all the options.



275 participants

Equity Deserving Groups - Participants Who Identify as Having Accessibility Issues or Barriers

Participants were asked if they had any accessibility issues or barriers that impacted on their ability to travel in the District.



282 participants

The most common reasons provided by participants who responded “Other” include:

- Families with children and youths
- Seniors with some varying accessibility barriers
- Family members with accessibility needs

District of Squamish Residents

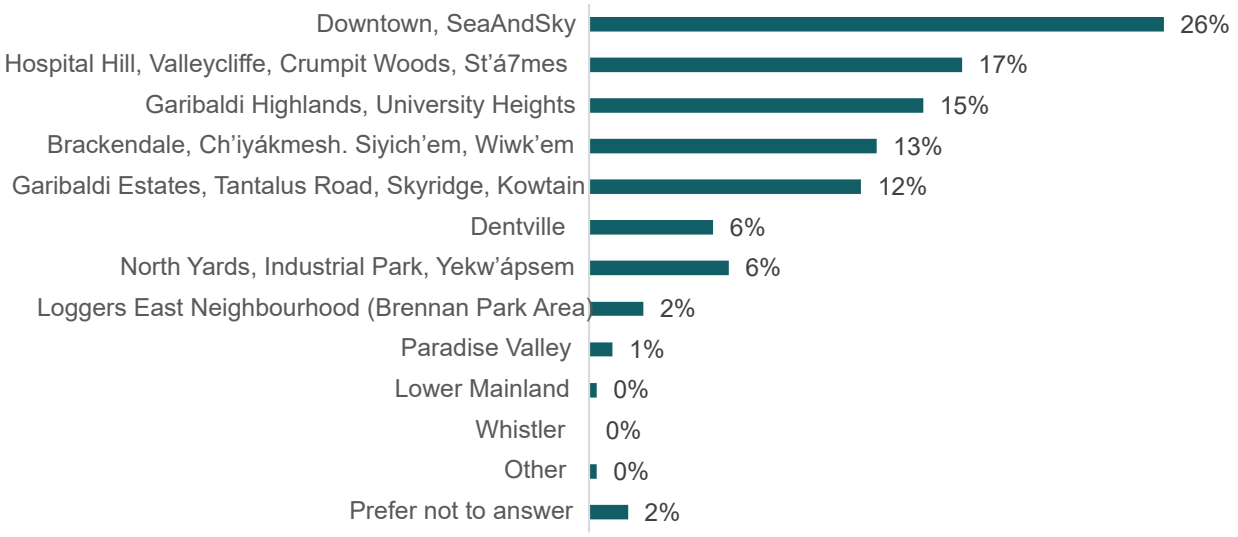
Participants were asked if they lived in the District of Squamish.



286 participants

Neighbourhood Residents

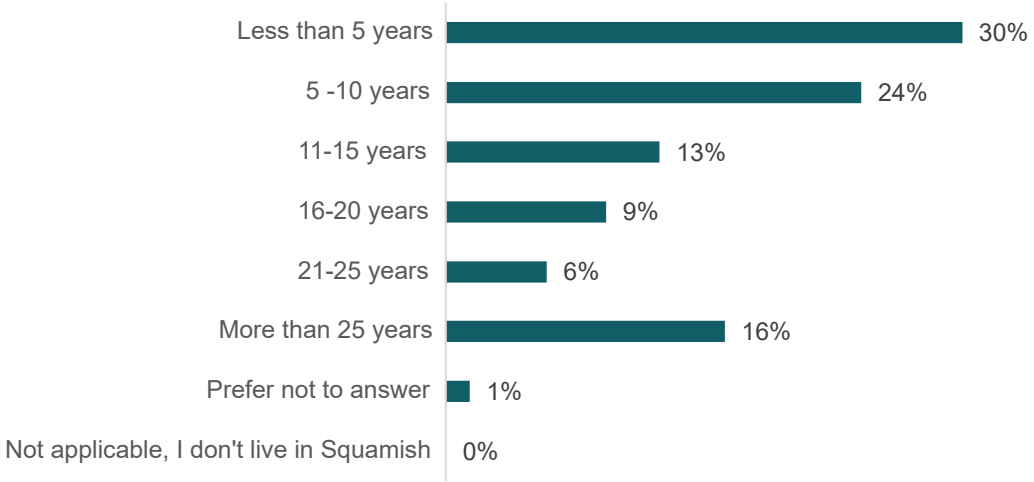
Participants were asked what neighbourhood they lived in.



286 participants

Years in Squamish

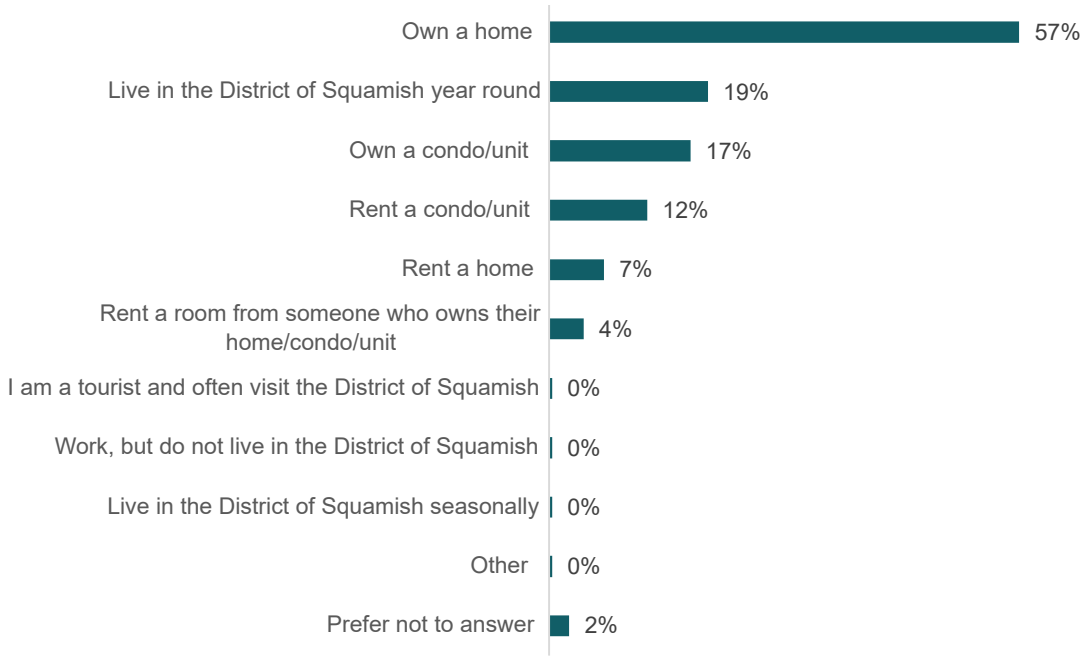
Participants were asked how long they lived in the District of Squamish.



286 participants

Current Housing Situation

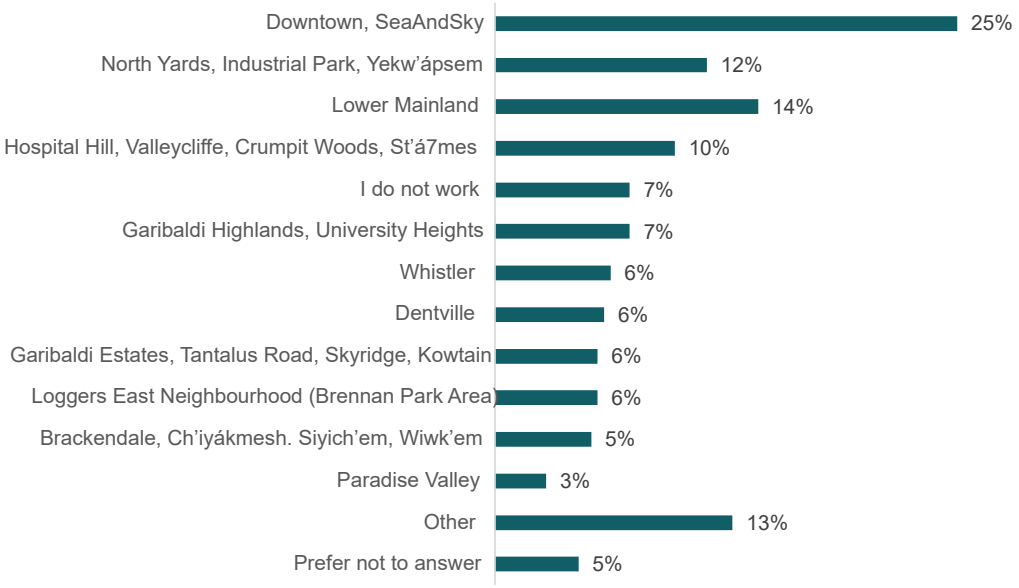
Participants were asked to describe their housing situation in the District of Squamish. Participants were able to select all the options.



285 participants

Neighbourhood Where Participants Work

Participants were asked which neighbourhood they work in.

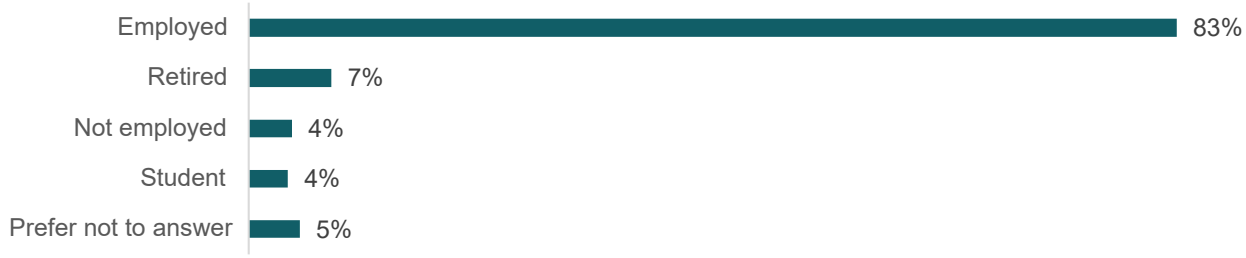


284 participants

Other:
Some participants shared that they work from home/remotely.

Employment/School

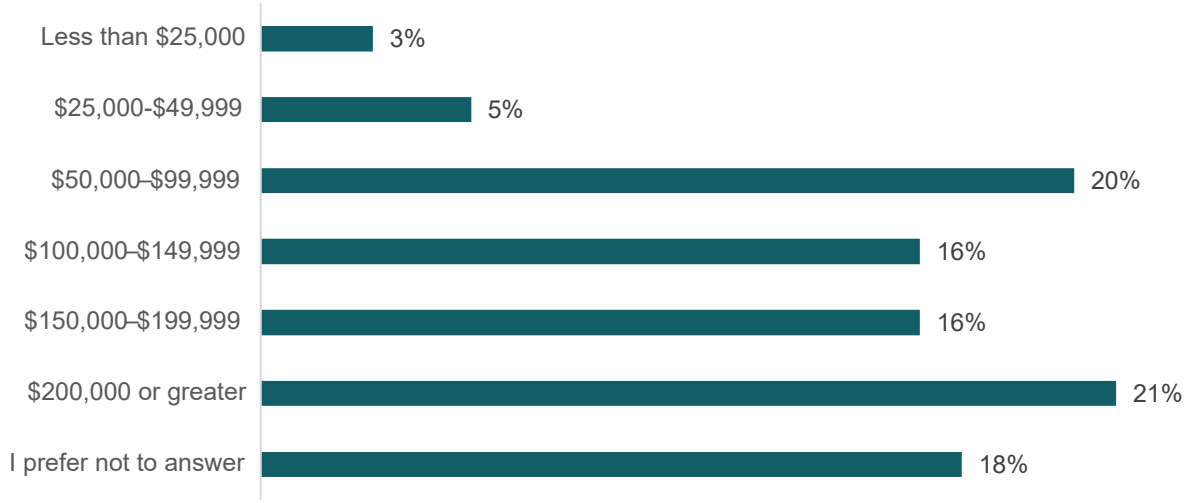
Participants were asked if they are currently employed or in school.



286 participants

Family Income

Participants were asked what their family income was.



285 participants

NEXT STEPS

Your feedback is important to us at this stage of the project. Your feedback and main themes will inform our final revision of the Transportation Master Plan. Stay tuned to see the final Transportation Master Plan at Transportation Master Plan | Let's Talk Squamish (letstalksquamish.ca)

APPENDIX A – SPECIFIC REQUESTS FOR ROAD NETWORK IMPROVEMENTS

Participants shared many specific requests in regard to the Road Network. The following provide some of the specific requests shared by participants:

- **Mamquam River Bridge Intersection:** There is no roundabout or signal planned at this intersection, making it difficult for both bikers and drivers. Roundabouts are preferred along Queens Way for reducing delays and facilitating easy left turns.
- **Highway 99 and Alice Lake Intersection:** Better-controlled intersections with traffic lights are suggested for improved safety.
- **Loggers Lane Downtown:** The cross streets on Loggers Lane downtown should have stop signs to indicate that they are not 4-way stops. Additionally, the intersection of Loggers Lane and the highway near the adventure center is confusing and needs clearer lane markings.
- **Clark Dr and Behrner Dr (Hospital), 2nd Ave and Pemberton, and Exit from Murrin Park:** These intersections are missing and need to be addressed.
- **Signal Timing at Busy Intersections:** Adjusting signal timing at a few of the most used intersections to give more time to cross-traffic is suggested to improve traffic flow.
- **Cleveland Avenue/Vancouver Street:** This intersection needs to be clearer as it is currently dangerous.
- **Westway and Guilford, 3rd and Pemberton:** These intersections need roundabouts to handle traffic congestion.
- **Government Road:** Improvements are needed along Government Road, including dual left turn lanes from Mamquam Road and Garibaldi Way to Highway 99 for southbound traffic.
- **Cleveland Avenue and Bailey Street:** This intersection needs safer pedestrian crossings and roundabouts to handle traffic, especially during rush hours and peak grocery shopping times.
- **Skyline Drive and The Boulevard:** These areas in the Highlands are problematic and need improvements.
- **Highway On-Ramps:** Many highway on-ramps are very short and difficult to merge onto, requiring attention.
- **Bailey Street onto Cleveland:** This intersection needs improvement as it often takes a long time to turn onto Cleveland due to traffic.
- **Garibaldi Way Intersection:** The intersection getting into the Independent from Garibaldi Way is problematic and needs a redesign for safety.
- **Government and Judd Road Intersection:** This intersection should be flagged for improvement as Judd Road is a major artery for a large neighborhood with more development coming.

SQUAMISH

