

Transportation Master Plan

Connecting Our Community for All

DRAFT FOR PUBLIC ENGAGEMENT

July 2024

SQUAMISH

HARDWIRED *for* ADVENTURE

How to Read this Plan

If you just have a few minutes, glance at the first few pages. If you have more time, continue reading as the plan becomes progressively more detailed.

Acknowledgements

The District recognizes that Squamish is in the core unceded territory of Sḵwx̱wú7mesh Úxwumixw. We offer gratitude to the Sḵwx̱wú7mesh People who have lived on these lands since time immemorial and reassert our commitment to Truth and Reconciliation.

This plan was prepared by ISL Engineering and Land Services Ltd. with input from District of Squamish staff and Council, community members, partners, and stakeholders.

Additional information and supporting rationale for this plan can be found in the Background Report and What we Heard reports.

(Pages 4-7) **At a glance**
Describes where we are today, the general direction and desired outcomes of the plan.

(Pages 8-13) **Where we are**
How people get around and the challenges faced in the community today.

(Pages 14-19) **Where we're going**
Outlining planned growth and desired alignment with other community objectives.

(Pages 20-85) **How we get there**
Documents the strategies and actions to achieve our aspirations.

(Pages 86-XX) **Implementation**
Sets out a list of priorities as determined through technical feasibility and public input.

Appendices
Background Report
Round 1 What we Heard
Round 2 What we Heard (To Follow)

The District is Growing

Squamish is growing quickly, and based on the direction from the Official Community Plan continued growth is anticipated. Providing greater housing and transportation choices supports everyone that wants to live in the community.





It is not possible to accommodate all trips by car

If the population grows as planned and everybody continues to get around as they do today, the road network would become overly congested and impact the livability of the community. It is not possible to increase the capacity of roadways to match, either from a constructibility or a financial perspective.



The plan provides people with choices

The community has expressed a significant desire to have safer options to get around on foot, by bicycle, and other micromobility modes (i.e., scooters).

Not everyone in the community has the ability to drive a car, the physical ability, or desire to ride a bicycle. Transit is an essential service for many and the most space efficient way to travel.

Choices that work for all ages, incomes and physical abilities



Choices that consider sustainability



While the transition to electric vehicles will address some climate and air quality problems, they do not solve the congestion and livability issues created by most people traveling by car.

The plan adopts quick build techniques

The plan includes major road projects to improve access to Downtown, and a quick build approach to building a safe and comfortable active modes network.





It's not about stopping people driving

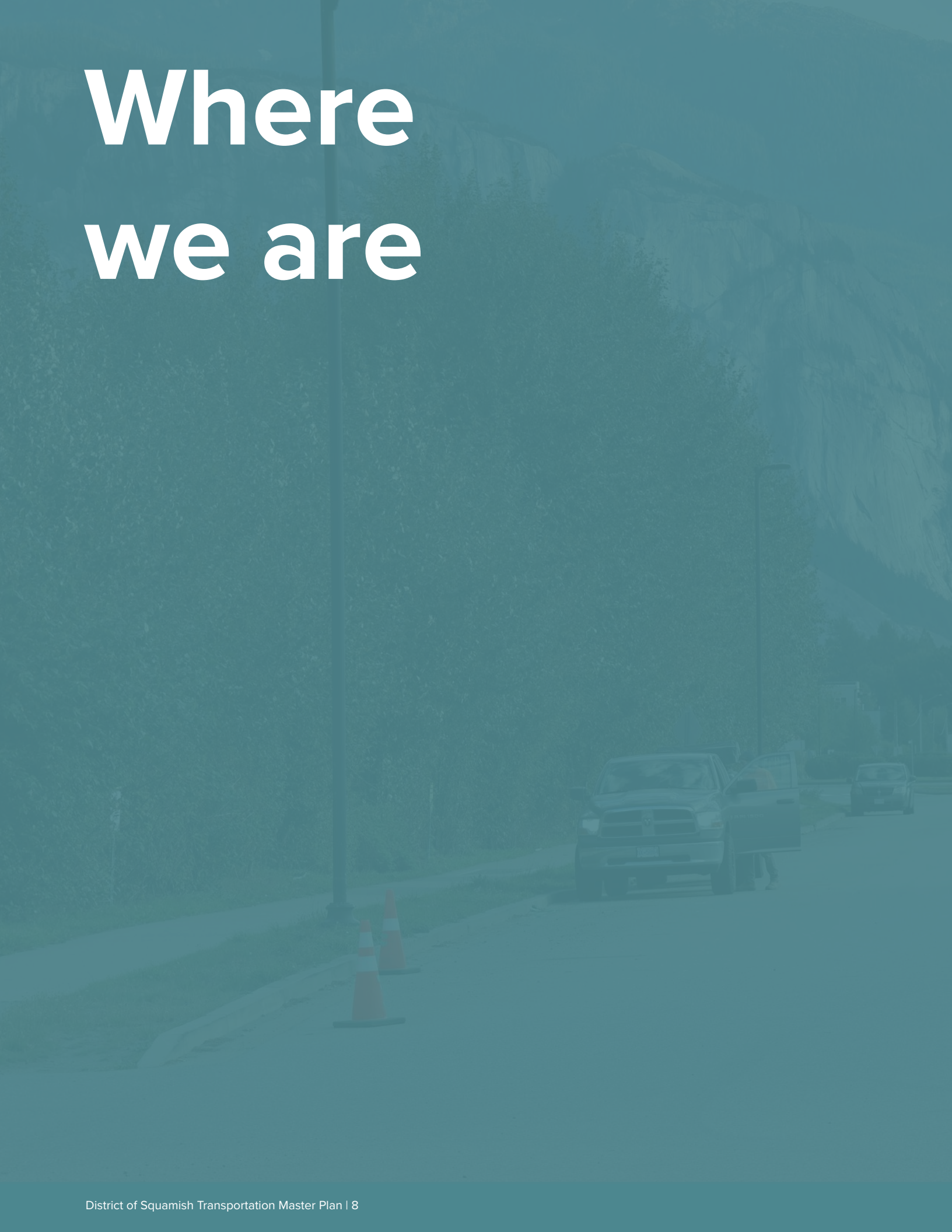
The plan aims to find a balance. Many people want to drive less, and when they have the option to do that, it makes road space and parking more available for those that need or want to drive.

It's about a community that works for everyone



The District works well for people that drive today, roads take them where they need to go, but on many streets, if you want to walk or ride a bicycle, or take the bus, there are often no facilities. This plan will provide the tools and direction to enable people to travel how they want.

Where we are





How people get around and the challenges faced in the community today.



A growing community

The 2021 census population was 23,800, while more recently, Statistics Canada now estimates the population in 2023 is 29,206, showing Squamish continues to be one of the fastest-growing communities in BC. As the District grows, it places more strain on many District-provided services, including the water supply, the management and treatment of wastewater, and, of course, the transportation system. If the community were to simply grow outward, all those new residents would have to drive to get anywhere. By providing a variety of housing options for new and existing people in the community, many will choose to live in more dense infill housing close to existing amenities. This will make it easier for many short trips to be made that are less reliant on the car. Land use plays a significant role in managing trips in the community. Adding density in planned neighbourhood nodes and along transit routes will support many District objectives.

How people get around

The most reliable estimate of how people get around the community is the 2021 census mode share for trips to work. It found that 78.6% of trips to work in 2021 were made as the driver of a vehicle, 6.5% as a passenger, 1.9% by transit, 5.5% on foot, and 4.4% by bicycle. These trips may be somewhat skewed due to the COVID-19 pandemic, and the true state of trips to work may have to wait until the 2026 census to confirm any lasting changes to trip patterns. Mode share varies throughout town, with those in existing neighbourhood nodes making fewer trips by car. Car mode share varied between 74.6% and 100% of trips, albeit sample size may be less in some neighbourhoods.

Other trips in the community

Trips to work are just one part of the story. People make many other trips during the day, including shopping, socializing, and recreation. These are often made by other modes and are given less attention because they occur outside of peak times. However, these can be some of the most critical trips for some people, such as taking children to school, taking elderly parents to the doctor, and volunteering. These trips are not well captured in Census data. In an effort to estimate mode share for all trips, a comparison of Metro Vancouver household survey trips to work and all trips were made. They indicate that today, approximately 69% of all trips within Squamish could be by driving, 15% as a passenger in a car, 1% by transit, 8% on foot, and 3% by bicycle. It is logical to expect more social trips to be made with family members, resulting in increased trips as a passenger and fewer by other modes. More information on trips is provided in the Appendices.



Access to a personal vehicle

During the first round of engagement, we asked people what modes of transportation they had access to. 81% of those that responded had access to a vehicle, but it's important to acknowledge the relatively high percentage (19%) that don't, and there was limited responses from younger residents. Squamish needs to work for those people too. 80% had access to a bicycle, far above the number of people who actually use a bicycle for transportation. This may be influenced by the mountain biking population in the town, but it highlights potential latent demand if it were more comfortable to get around by bicycle. Additionally, 21% owned an electric bicycle, which helps to remove the challenge of hills or long distances. Vehicle purchase decisions can also inform how the community will evolve.

The responses noted that 55% are considering purchasing an electric vehicle and 37% an electric bicycle, while 15% are considering purchasing a regular bicycle and a gas car or SUV. The shift to EVs can support environmental objectives, while increased electric bicycle ownership means more people are less concerned with trip distance and steeper grades.

Ease getting around

We asked how easy it was to get around by each mode of transportation, which highlights some inequity issues with the current transportation network. 85% of people felt it was easy to get around by car, compared with 19% for transit, 58% for biking or rolling, and 38% for walking.

Barriers to walking

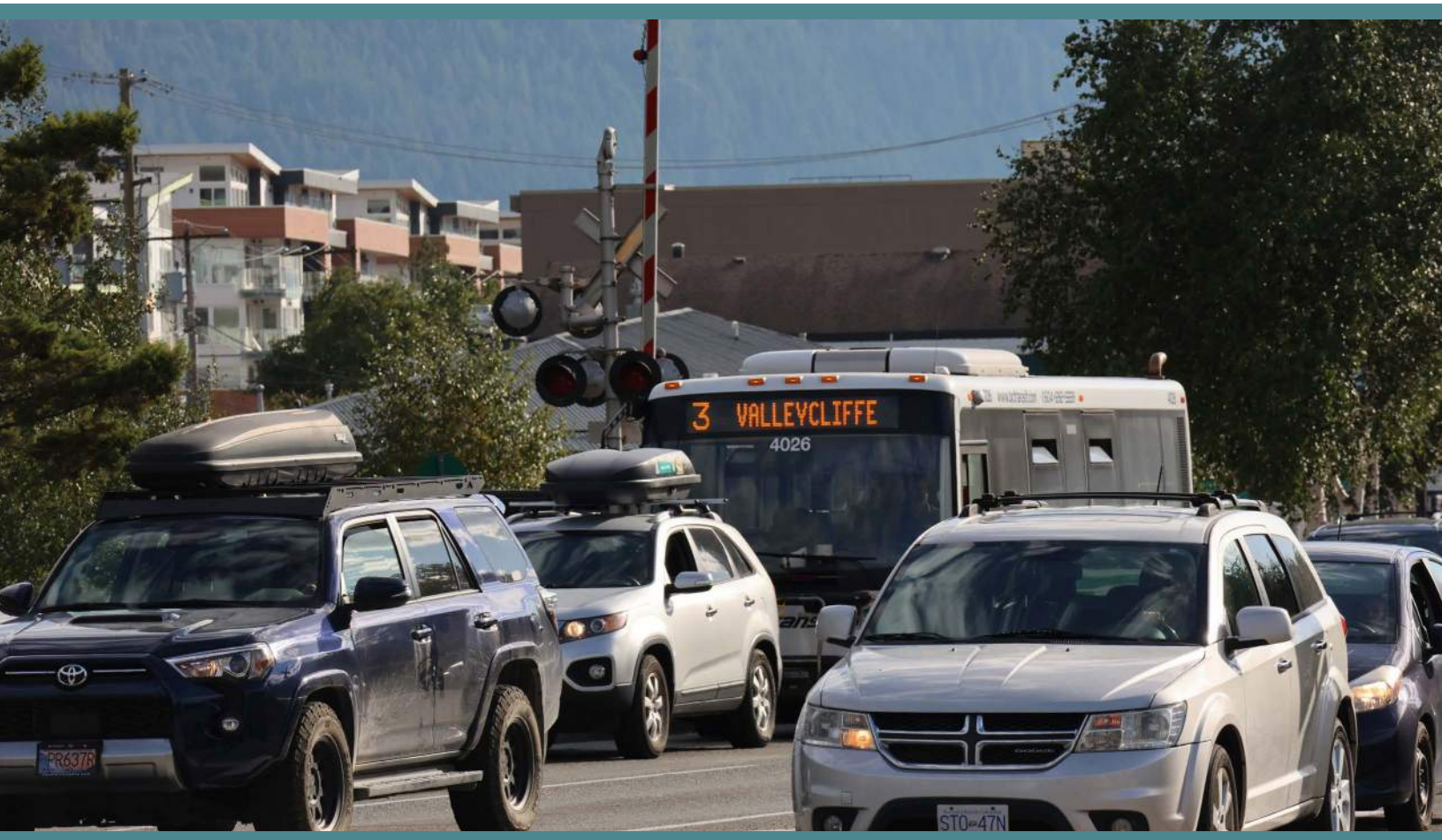
The biggest challenge to people walking more was the lack of sidewalks, but distance is also a barrier. People worried about safety, especially where there are no sidewalks and inadequate street lighting. Poor maintenance was also an issue, as were the lack of safe crossings and the risk of crime.

Cycling confidence and barriers

Cycling infrastructure is typically categorized by the level of comfort it provides, with comfort being achieved through separation from traffic or traffic calming to make it comfortable to share the road. Latent demand for cycling can only be captured where there is a connected network of infrastructure that is comfortable for most, also described as being suitable for all ages and abilities (AAA). In Squamish, people self-categorized as 12% fearless (happy riding anywhere), 61% confident (tolerate poor infrastructure but prefer separation), and 27% concerned (will only ride on facilities separate from traffic). Combined, the 27% and 61% represent significant latent demand for cycling if the network were safer and more comfortable. The biggest challenges to people cycling or rolling include a disconnected network at 58%, weather conditions at 55%, traffic safety at 54%, lack of secure bike parking at 43%, and inadequate street lighting at 37%. The plan can address most of these barriers except the weather.

Access to transit and barriers

We asked people if they felt they had reasonable access to transit within a comfortable walk, and 87% noted they do from their home. However, only 31% felt they had good access to transit from their place of work. Both are needed to capture latent demand for transit. Neighbourhoods that noted the poorest access to transit include Brackendale, Garibaldi Highlands, and Valleycliffe. The biggest challenges to people taking transit are trip length and infrequent bus schedules (60%), schedules that don't align with needs (51%), long transfers (48%), circuitous routing (43%), transit routes that don't go where they need (39%), and bus stops that are not weather protected (36%).



Driving challenges and interest in driving less

The biggest challenges to those that drive include parking downtown (63%), congestion downtown (54%), and congestion on the highway (43%). People driving also had concerns with safety, particularly distracted driving (35%), speeding (31%), and not following the rules (30%). Respondents were asked if they were interested in driving less. Of those that drive 66% noted they would like to drive less. The reasons people provided for choosing to drive include convenience (76%), no worries about weather (60%), longer trips being easier (59%), the need to carry equipment or materials (57%), and the need to drop off or pick up others (47%). Additionally, many cited reasons related to other modes having too many barriers as outlined previously.

How people would like to get around

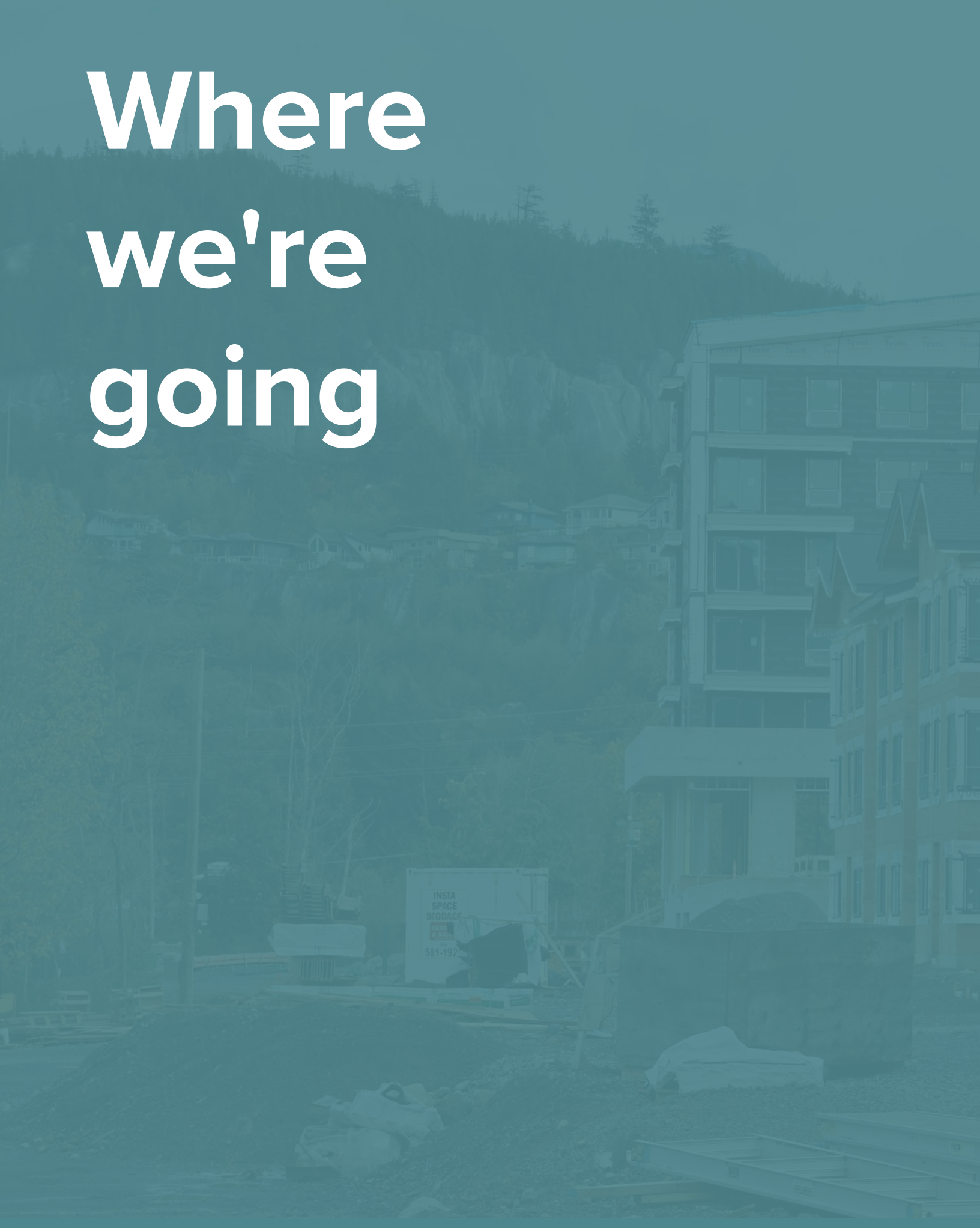
We asked people if they could commute to work or school using any mode (e.g., bike, transit, car, scooter, car share, etc.), and if they did not have any barriers, what mode would they choose. Almost half (47%) said they would prefer to bike. Some people said they would prefer to use a vehicle (17%),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



Overview of today's transportation challenges by mode

The transportation network currently works well for people who drive; the road system is well established, and while there may be minor delays at peak times, people can get where they need to go by car with reasonable certainty. For those who don't or can't travel by car, the transportation system is less favourable. While the Corridor and Discovery trails are great assets, they don't connect well to all major destinations. There are too many missing connections in the network for people walking and rolling, discouraging many from traveling by these methods. For those who want to use the bus, the network provides reasonable coverage, but frequency is not at a level where it is convenient and still requires planning. In some neighbourhoods, walking to the bus stop and waiting for the bus is often not accessible unless one is able-bodied and willing to stand waiting in the grass, dirt, or gravel at the side of the road. The transportation network needs to work for everyone in the community, not just those who drive.

Where we're going





Outlining planned growth and desired alignment with other community objectives.

The community will continue to grow

The OCP (Official Community Plan) reflects the community's values and priorities through its vision and presents community-wide goals, objectives, policies, and guidelines. The OCP outlines the 'big picture' for Squamish and assists in managing change and reconciling the community's diverse interests. The OCP also offers greater certainty for residents, landowners, governments, agencies, community groups, and investors about the future growth of Squamish. The OCP forecasts the community will continue to grow. This growth requires careful management of District infrastructure, including transportation, sewer, and water networks. Accessible and sustainable transportation is a cornerstone of a healthy, livable community. The District, through this plan is working towards an efficient, balanced, and fully integrated multi-modal transportation system. With increasing population growth and neighbourhood development densities, improving transportation network connectivity and promoting active and alternative low-emission modes, while providing for commercial transportation needs and economic functions, are key for smart and sustainable growth.

This plan aligns with other District documents and policies

This plan recognizes past transportation recommendations and incorporates recommendations from the Multi-Modal Transportation Plan, the Active Transportation Plan, and the Downtown Truck Route Study, and in some cases, adds to or updates them to reflect evolving best practices. Other District policy documents contain goals and objectives related to the transportation system. For example, the Community Climate Action Plan envisions that "*In 2030, emissions in the District of Squamish will be reduced by at least 45% from 2010 levels, and we will be on track to achieve net-zero emissions by 2050*." As transportation accounts for 52% of community emissions, it plays an important role in addressing this vision. Two major initiatives include: Big Move 2 - Shift beyond the car, i.e., getting more people traveling by active transportation and transit; and Big Move 3 - Decarbonize transportation, i.e., supporting increased adoption of electric vehicles.



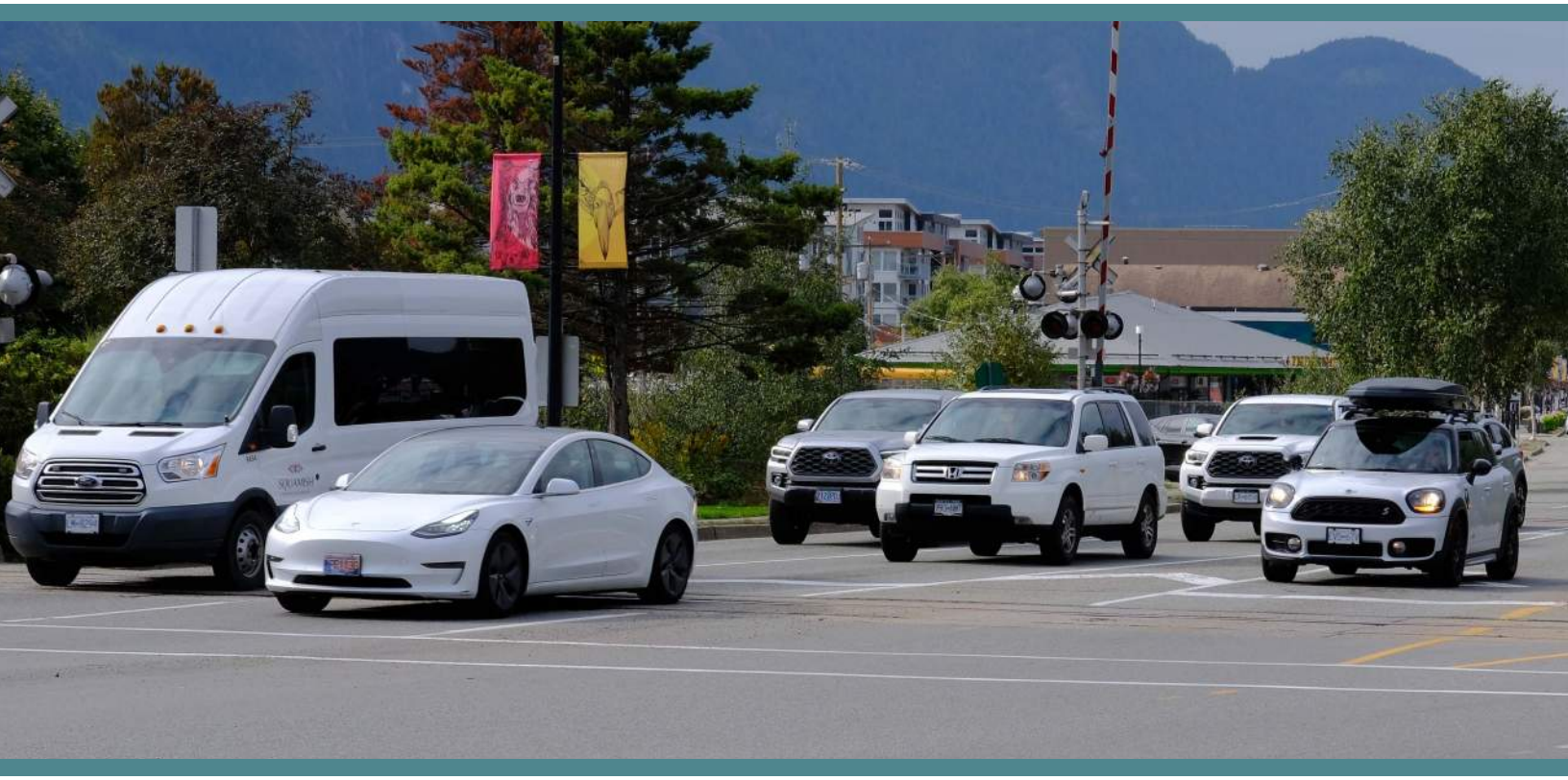


This plan aligns with provincial and federal objectives

The District doesn't simply determine a direction; in many cases, policies trickle down from federal and provincial strategies that must be supported and often implemented at the municipal level. For example, both the provincial and federal governments have road safety strategies that recognize the safety challenges of today's transportation system, such as the need to reduce deaths and serious injuries from motor vehicle crashes. This is one reason why road network improvements in this plan focus on road safety. Similarly, active transportation strategies recognize the many benefits that enabling more people to travel actively provides at all levels of government, and for that reason, actively support and fund such improvements. Most recently, the Province has begun to address the housing crisis by mandating municipal changes to increase housing supply. The Transportation Master Plan must support this new housing in a sustainable way.

We must plan for all modes going forward

Transportation planning is at a turning point in the approach to accommodating growth. In past decades, as cars gained popularity, municipalities widened roadways and intersections to make it easier for more people to drive. This worked for a while, but soon congestion returned, and there was nowhere left to widen without impacting the community's fabric. While congestion may not be as significant an issue in Squamish as in Downtown Vancouver, the principles are similar. Squamish is at a point where it needs to make decisions about how to accommodate growth. Widening roads is not possible in many locations. For example, the Downtown streets are constrained by property and building lines, and even where widening is an option, it often provides only a short-term benefit at an extremely high cost. As a community, more people need to get around on foot, by bicycle, by transit, or other emerging micromobility options. This is the only way to accommodate an increased population while maintaining a livable community that meets larger community, provincial, and federal objectives. No growth is not an option, especially today with provincial mandates for housing. New affordable housing options are needed so that the community can age in place and young adults can find affordable homes.



We're not asking everybody to stop driving

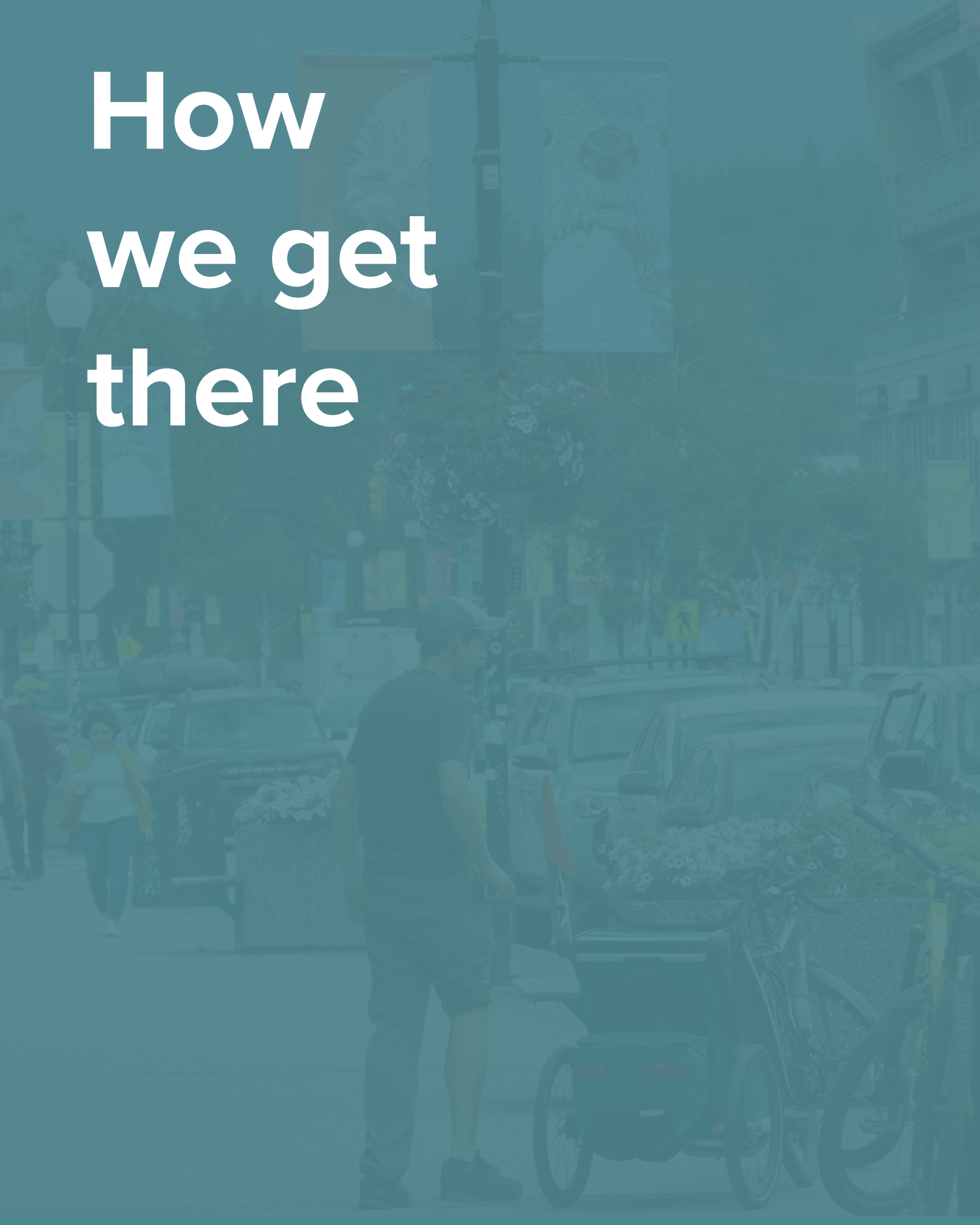
This plan may seem focused on active transport and transit, as these modes have historically been under-invested. However, this is not a plan to have everyone stop driving; it is a plan to provide people with choices. The District fully recognizes that some people either want or need to drive. When more people choose other ways to get around, it not only supports broader outcomes but also benefits those who want or need to drive by reducing strain on the road network and demand for parking. Many people told us they want to drive less, and for the network to continue to function with limited delays, we need more people to drive less.

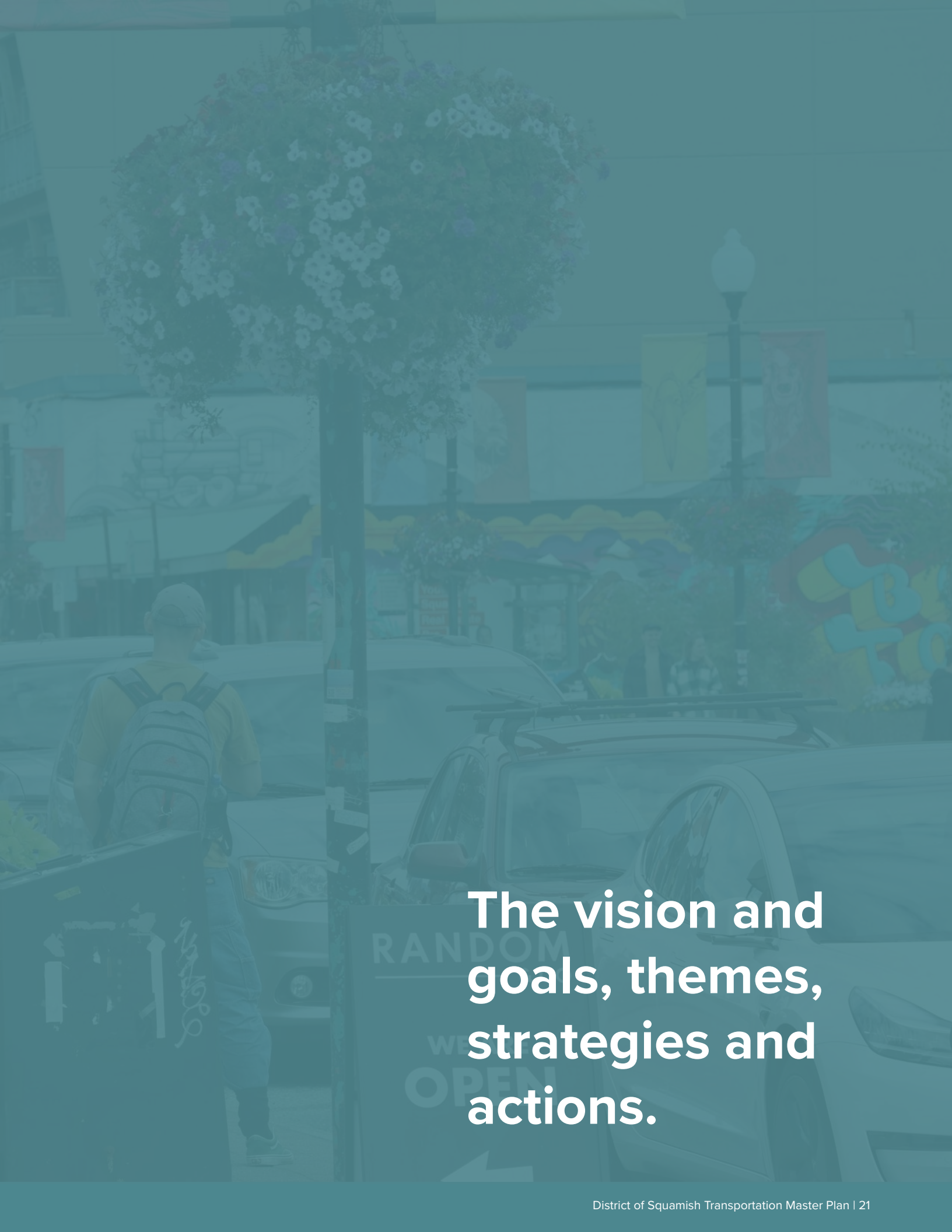
Connecting our community for all

Going forward, the District is planning a transportation system that enables everyone to get around town, contributes to broader community objectives, and is financially feasible and sustainable. To enable everyone to get around town, it must be safe, offer affordable options, and be accessible to all, regardless of physical ability or disability. The broader objectives include community health, where increased activity can improve individual physical and mental health and reduce strain on the healthcare system. It must support environmental and air quality objectives. While electric vehicles support this goal, they present traffic safety challenges, sometimes greater than gas cars, and given their cost, they are not an inclusive solution for all, nor do they reduce the transportation cost burden for people with lower incomes. This plan will provide people with choices, whether to continue driving, walk, cycle, roll, or take the bus.



How we get there





The vision and goals, themes, strategies and actions.

The Vision

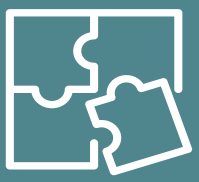
During the first round of engagement, we invited people to tell us what elements they would like to see included in the Transportation Master Plan's vision statement. They were asked to prioritize five elements for the vision statement. The top five elements were: Bikeable (59%), Walkable (53%), Safe (46%), Sustainable (34%), and All Ages and Abilities (34%). The following tagline and vision statement capture this sentiment in general statements that cover all modes. The tagline is intended to be a shorter, easier-to-digest message that can be used in social media messaging and campaigns. For example, "*Connecting our community for all, the District is building protected bike lanes on Third Avenue.*"

The Tagline: Connecting Our Community for All

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

The Goals

The vision is guided by four overarching goals outlined below. These goals will be achieved through recommendations grouped into themes related to policy, infrastructure, collaboration, and monitoring. Specific strategies and actions will be advanced under each theme, with many strategies and actions supporting multiple goals. For example, providing frequent transit service and improving the waiting experience supports both transportation choices and sustainability goals.



Choices

The layout of our town and the design of our streets create a range of safe, comfortable, accessible and affordable options for everyone to get where they need to go.

- Mixed land use and complete neighbourhoods will reduce trip lengths and enable more trips to be made actively.
- Street design will prioritize safety of all transportation modes.
- Decisions must support community health and social connections.



Economy

Our local street network supports efficient goods movement and vibrant spaces where businesses can flourish.

- The truck network supports goods movement while minimizing impacts.
- The curbside is managed to support deliveries, parking for all modes, and placemaking.
- Personal transportation costs are reduced in the community, enabling more local spending.



Sustainability

The decisions we make about transportation have a positive impact on our environment and GHG emissions.

- Green space will be a priority element of street designs.
- Stormwater management will consider how to reduce run-off to mitigate increased rainfall.
- Transportation emissions will be reduced through both adoption of electric vehicles and mode shift.

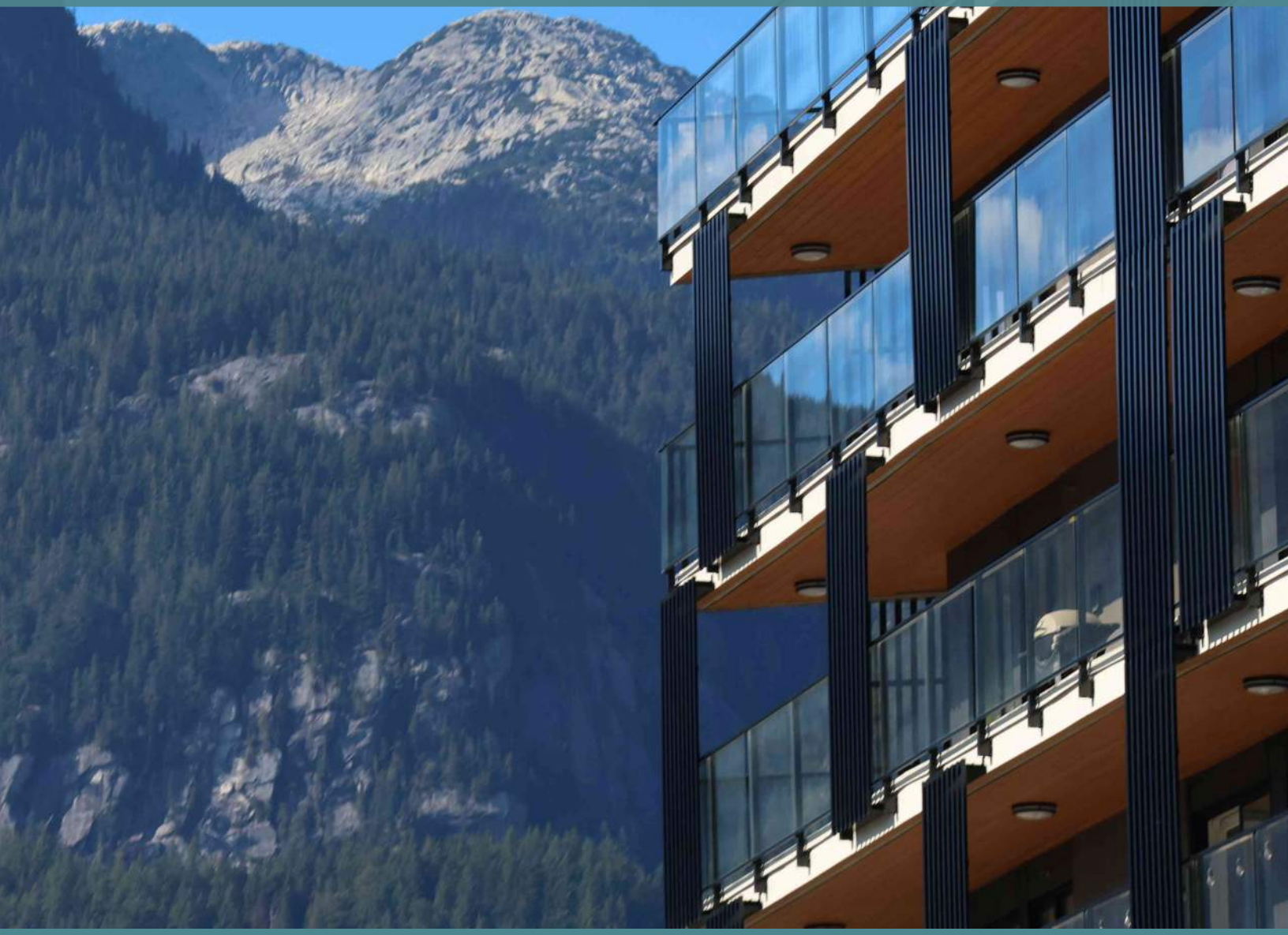


Regional Needs

There are a range of options for people and goods to move between Squamish and neighbouring areas.

- Regional transit will be pursued to reduce auto demand on the Sea to Sky Highway.
- Rail, air and marine transportation options will be embraced.
- The highway serves both local and regional trips and is critical to emergency response.

Theme 1: Align and update policies and bylaws that guide transportation, land use and development initiatives



Policy provides the mechanism to embed good transportation decision making in District practices. Theme 1 provides recommendations for new and updated policies that will support the District's vision and goals.

Strategy 1.1: Update the Official Community Plan Bylaw (No. 2500)

Strategy 1.2: Update the Subdivision and Development Control Bylaw (No. 2649)

Strategy 1.3: Update the Zoning Bylaw (No. 2200)

Strategy 1.4: Update the Traffic Bylaw (No. 2220)

Strategy 1.5: Other Policy Updates to Support Community Goals

Strategy 1.1: Update the Official Community Plan Bylaw (No. 2500)

With land use and transportation being so intrinsically linked, it's important that the Transportation Master Plan and the Official Community Plan complement each other. Future updates should be aligned to better enable this coordination.



Action 1.1.1

Update the Official Community Plan

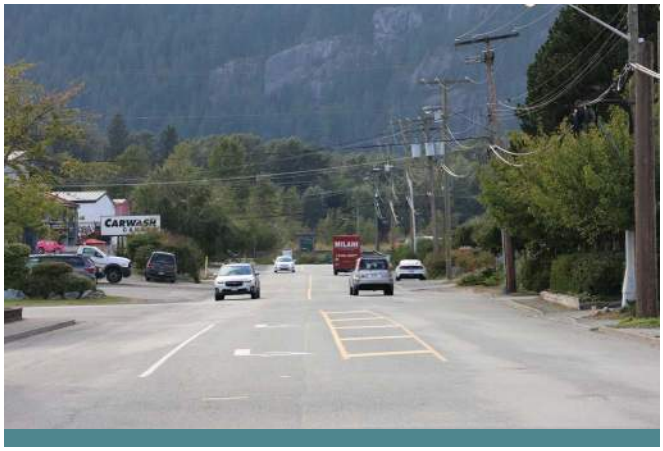
Building on the Official Community Plan (OCP), rather than addressing only high-level elements of transportation and other community plans, update the OCP to more directly relate land use and transportation decisions. This includes considering all street functions (i.e., link and place functions), the transportation benefits of densification and transit-oriented development, and the need to support changing land use with sustainable modes of transportation. The OCP can support new design standards for streets to access land as well as the location of land use itself.



Strategy 1.2: Update the Subdivision and Development Control Bylaw (Bylaw No. 2649)

The Subdivision and Development Control Bylaw influences the built environment, particularly the design of streets, more than any other regulation. Updating it to reflect best practices will support broader outcomes.





Action 1.2.1

Update cross-sections to reflect best practice

Street cross-sections should be updated to reflect best practices for all modes, including suitable through zones, placemaking elements, curbside functions, green infrastructure, trees, and facility widths. Consideration should be given to how each decision relates to the broader outcomes the District is striving to achieve. One approach could be designing from the property line inward, with vehicle capacity considered last.



Action 1.2.2

Add traffic calming on all local streets

To date, traffic calming is typically provided as a reactionary measure to an identified speeding or traffic volume issue. Even where no issues are raised, there is potential for a single driver to drive faster than desired and cause a serious or fatal injury. To improve road safety, traffic calming measures such as speed cushions and curb extensions should be the default for such road classifications and documented within the Bylaw.



Action 1.2.3

Update the street classification system to reflect both link and place functions

The road network classification system currently considers only the function of carrying traffic. The classification system should be updated to reflect a street's dual roles as both a link and a place. New cross-sections **(Action 1.2.1)** should be developed for each unique combination of place and link. For example, a collector road may be designed differently depending on land use.



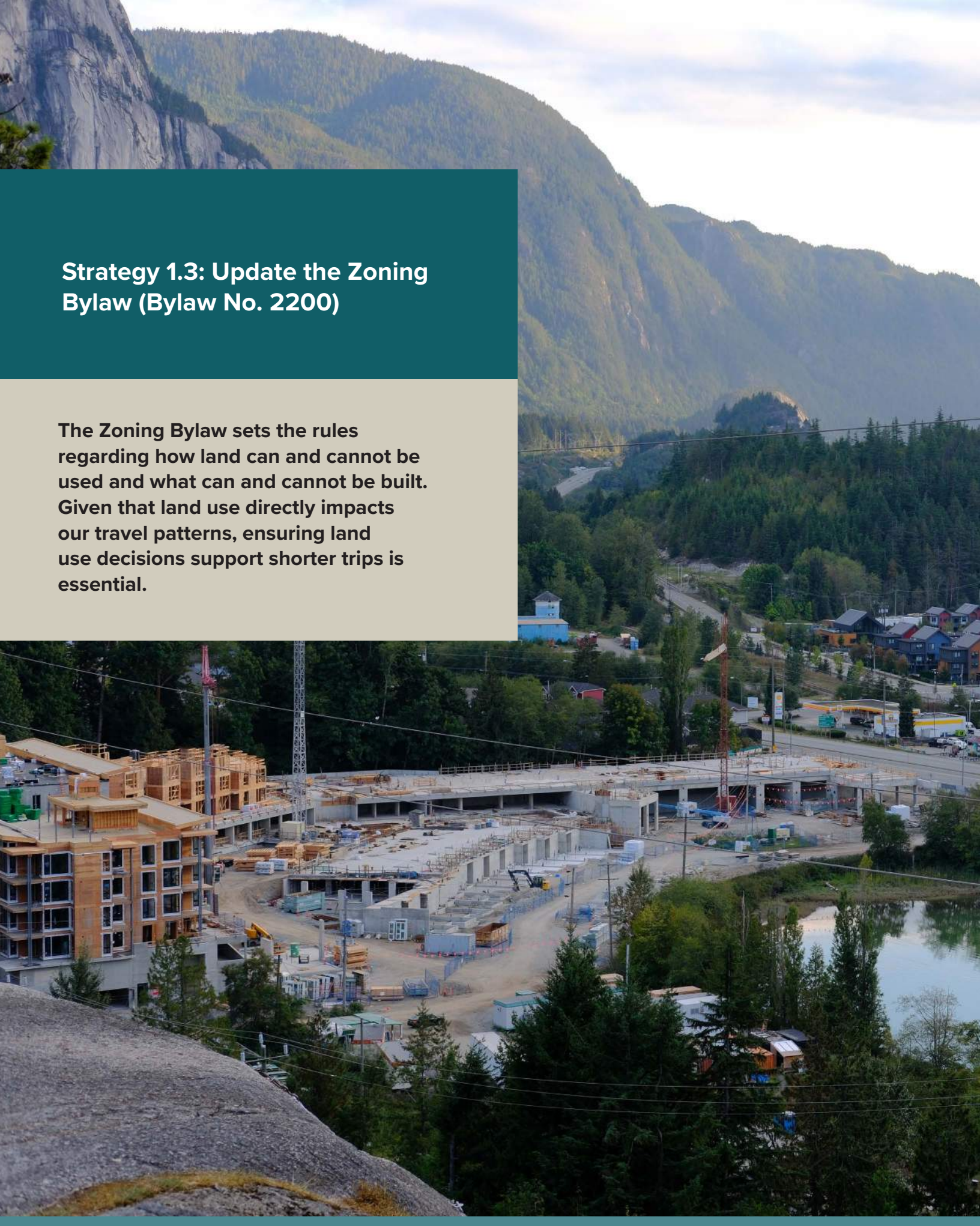
Action 1.2.4

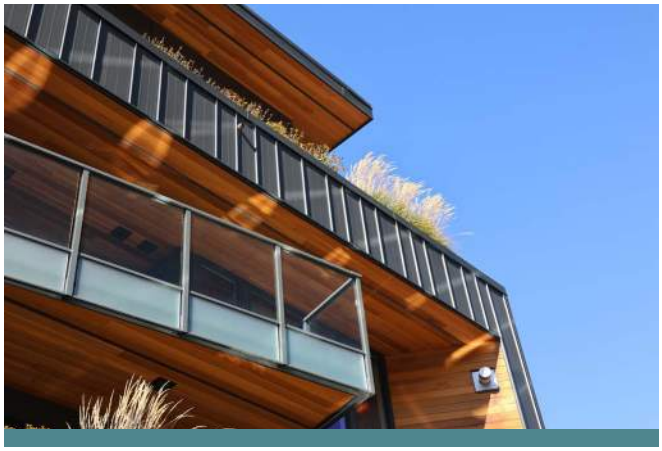
Create user friendly design guidance

To support the consistent application of updated design principles, guidance should be clearly laid out in a public-friendly Complete Street Design Guide. This guide would set out the planning and design principles that the District strives to achieve. It should include guidance on determining trade-offs, preferred street elements, interim and ultimate design approaches, and provide practical examples of different scenarios.

Strategy 1.3: Update the Zoning Bylaw (Bylaw No. 2200)

The Zoning Bylaw sets the rules regarding how land can and cannot be used and what can and cannot be built. Given that land use directly impacts our travel patterns, ensuring land use decisions support shorter trips is essential.

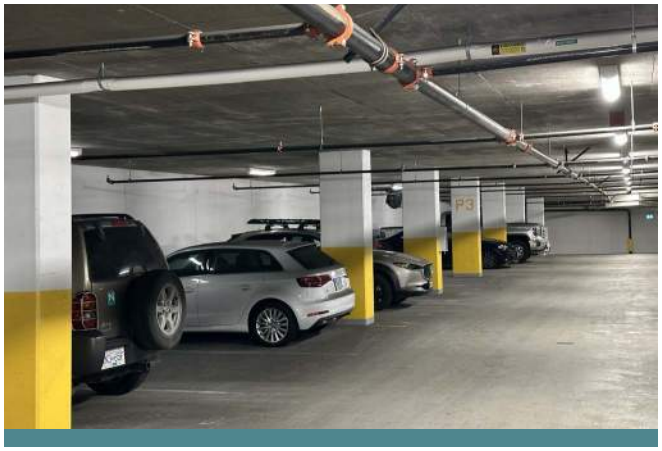




Action 1.3.1

Incorporate Provincial housing legislation as required

To address housing supply and affordability challenges, the Province has created housing legislation to reduce barriers to increased housing density. Increased density creates more trips, but when combined with mixed land uses and located in areas with good active transportation and transit connections, it provides a way to meet growth targets while maximizing trips by sustainable transportation modes.



Action 1.3.2

Update parking requirements for motor vehicles

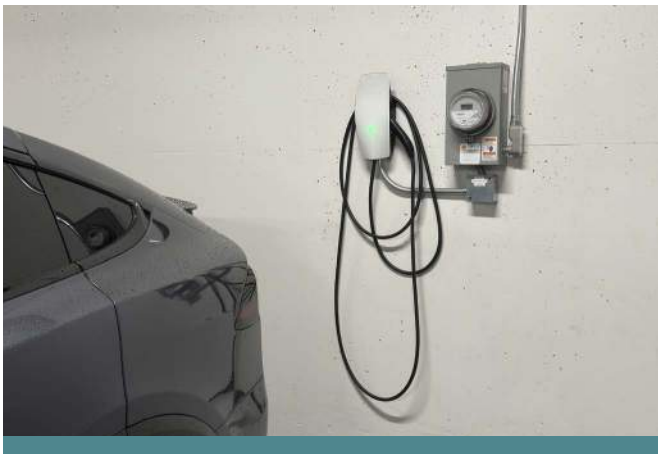
It is recommended that the District remove any parking minimums, provided suitable alternatives are offered, allowing developers the opportunity to create less car-centric homes. Alternatives could include access to transit or transit passes, plentiful bicycle parking, funding of supporting infrastructure, and car share stalls, to name a few examples of alternatives that can be requested in place of personal car parking.



Action 1.3.3

Monitor parking requirements for bicycles

For multi-family homes, which should be located close to sustainable transportation connections, sufficient storage for bikes, scooters, and other micromobility modes is essential to encourage active travel. This should include communal bike rooms, secure and accessible bike storage (including for cargo bikes), and enforcement mechanisms.



Action 1.3.4

Monitor requirements for EV charging in new developments

To support Provincial and Community Climate Action Plan objectives for EV adoption, parking stalls or garages in multi-family homes and townhomes, as well as new single-family homes, must be pre-ducted, if not wired, to accommodate the simple installation of personal charging infrastructure. Additionally, they should have sufficient electrical capacity to enable all residents to use EVs in the future.

Strategy 1.4: Update the Traffic Bylaw (Bylaw No. 2220)

The Traffic Bylaw provides regulations on where a person can walk, cycle, drive, and park their vehicle. It also includes maps, such as cycling routes and truck routes. As the District aims to shift its transportation network towards more sustainable modes, this bylaw offers small nudges to encourage or discourage travel by each mode in alignment with District goals.



Action 1.4.1

Update default speed limits on District roads

The District is currently completing a project exploring reduced posted speed limits on municipal roads. By improving safety, the project aims to support broader outcomes such as encouraging sustainable transportation options, enhancing neighbourhood connectivity, and supporting an equitable transportation network for all road users. Once complete, the findings should be integrated into District policy.

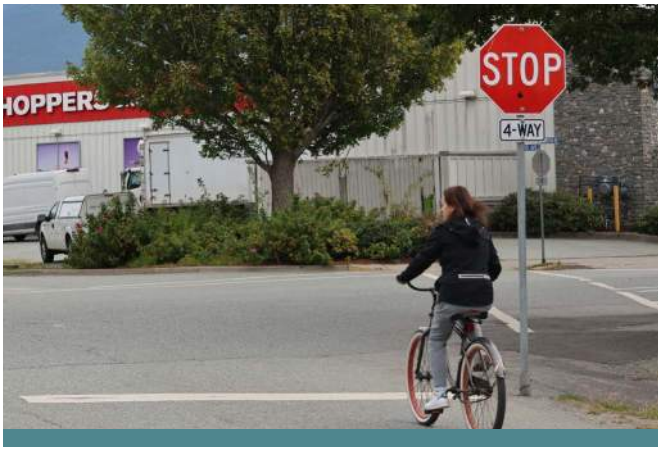




Action 1.4.2

Develop a No Right Turn on Red (NRTOR) policy to improve safety

NRTOR improves safety and accessibility for vulnerable road users by preventing drivers from creeping forward into the crosswalk to find a gap in the cross-traffic, which often blocks access to curb ramps. Furthermore, as drivers typically look left, they can miss people walking or rolling from the right. The District should consider implementing NRTOR at all District signals to improve road safety.



Action 1.4.3

Review 'Stop as Yield' condition for bicycles

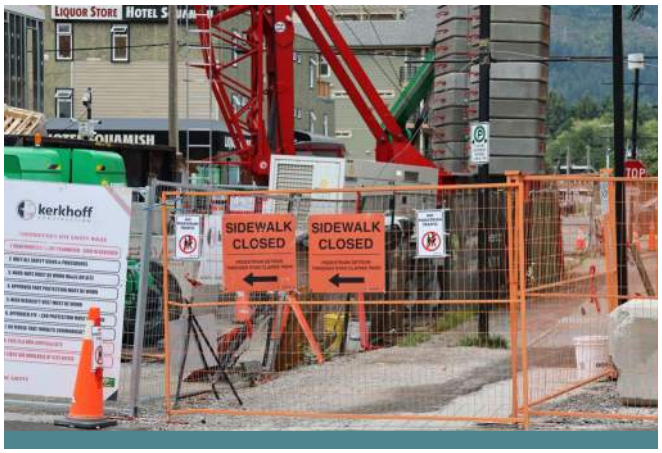
Often referred to as the Idaho Stop, this small change allows people on bicycles to roll through a stop sign with care rather than coming to a full stop. It reflects a minor but significant adjustment that legitimizes common cycling practices. The District should consider legalizing the "Stop as Yield" approach at all stop controls through a bylaw update.



Action 1.4.4

Add Elephants Feet to legitimize bicycle crossings

"Elephants feet" are a common bicycle marking used to indicate a place where cyclists can cross without dismounting. As the Motor Vehicle Act has yet to catch up with such practices, the District should legitimize these crossings by including them in a bylaw update, using language from other municipalities that have enacted similar bylaws.



Action 1.4.5

Develop policy around AT facilities during construction

The District should establish practices to maintain suitable and accessible active transportation connections for people walking and rolling around construction sites. Priority should be given to maintaining all existing functions over traffic capacity.



Strategy 1.5: Other Policy Updates to Support Community Goals

The above bylaws are the most critical to supporting the goals of the transportation plan. There are also other smaller policy moves that can support these goals.



Action 1.5.1

Update the Frontage and Sidewalk Maintenance Bylaw (Bylaw No. 2669)

The bylaw sets requirements for maintaining the sidewalks in front of property lots. As the District builds more active transportation (AT) infrastructure, the bylaw should clarify whether these new facilities will be cleared by adjacent property owners or by the District. It is recommended that strategic AT connections be maintained by the District to ensure a functional network during poor weather conditions.



Action 1.5.2

Develop a small, safe and clean vehicle procurement policy

The District will update or refine its vehicle purchasing policies as necessary to include electric bicycles for staff to get around town, electric fleet and maintenance vehicles to reduce functional emissions, and vehicles that reduce collision risks for vulnerable road users. Over time, as feasible, smaller vehicles will be considered to allow narrower streets or tighter geometries to be serviced.



Action 1.5.3

Complete an AT Spot Improvement Strategy

This plan includes many major transportation infrastructure improvements. However, as weak links in the network can suppress demand, it's important to identify all such requirements and, over time, create capital improvement projects to address them. This strategy would identify issues, potential solutions, and high-level capital costs.



Action 1.5.4

Ensure adequate staff resources to deliver and maintain projects

As the District grows, greater staff resources are required to plan, coordinate, manage, and maintain new transportation infrastructure. With an increasing tax base, such changes can be absorbed without a significant increase in the property tax rate. However, this resourcing should be planned in advance to ensure the District can continue serving the community reliably.



Action 1.5.5

Incorporate Diversity, Equity and Inclusion (DEI) into all policies

The District has completed its Accessibility Strategy, and the findings should be applied to all transportation projects. Accessibility is core to this plan and all elements of the transportation network should be viewed and assessed through a DEI lens. Recommendations going forward should consider the needs of everyone in the community and how they get around town.

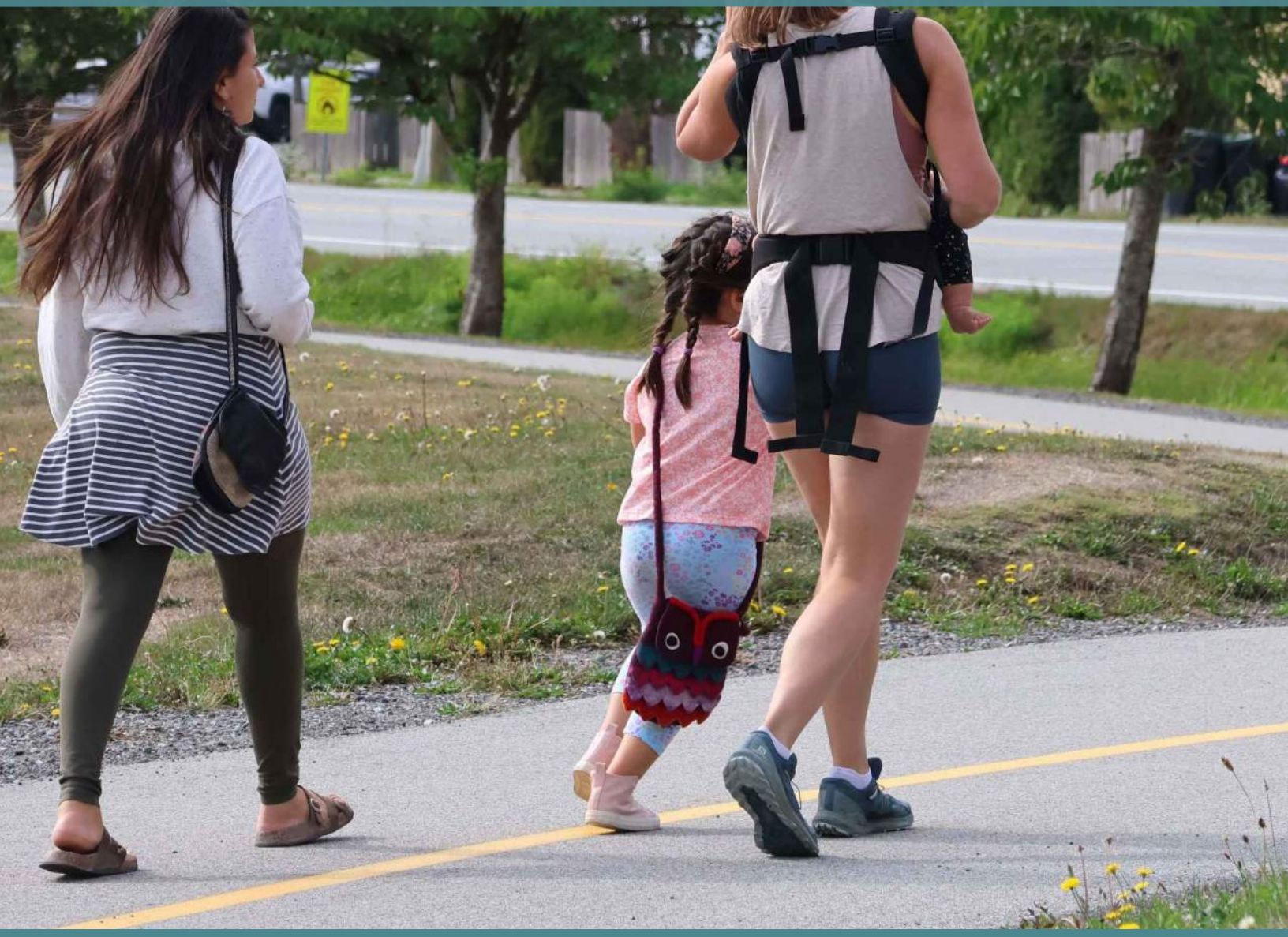


Action 1.5.6

Adopt a Vision Zero Policy and Embed in Decision Making

A Vision Zero initiative would confirm the District's commitment to reducing deaths and serious injuries on its streets. It would outline a safe system approach to street design and provide rationale and recommendations for changes to infrastructure and operations, some of which are outlined in this plan. Examples include no right turns on red, leading intervals, and protected turns, to name a few.

Theme 2: Build and maintain transportation infrastructure that accommodates everyone



To meet the evolving needs of the community, the transportation network must adapt to accommodate growth while also achieving the broader outcomes the District strives to realize. Theme 2 provides recommendations for infrastructure improvements that support the District's vision and goals. Where feasible, it seeks to add new infrastructure in a quick-build manner, allowing the network to be constructed faster and at lower cost.

Strategy 2.1: Enable more comfortable and accessible trips by walking and rolling

Strategy 2.2: Design streets and develop programs to support vibrancy

Strategy 2.3: Support transit service through improved access and reduced delays

Strategy 2.4: Improve the safety of everyone traveling in town

Strategy 2.5: Support the movement of goods

Strategy 2.6: Reduce reliance on the automobile

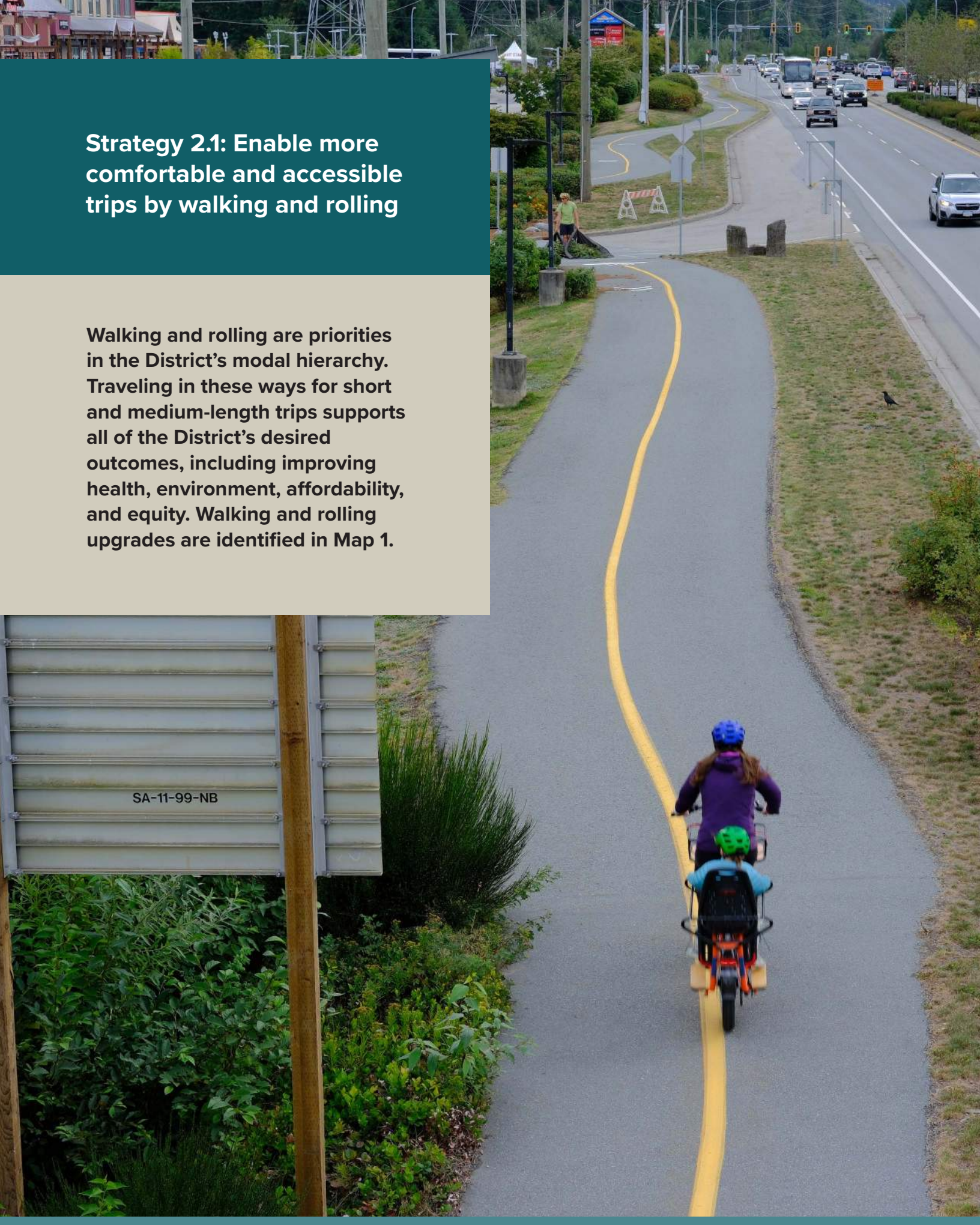
Strategy 2.7: Explore opportunities for other modes

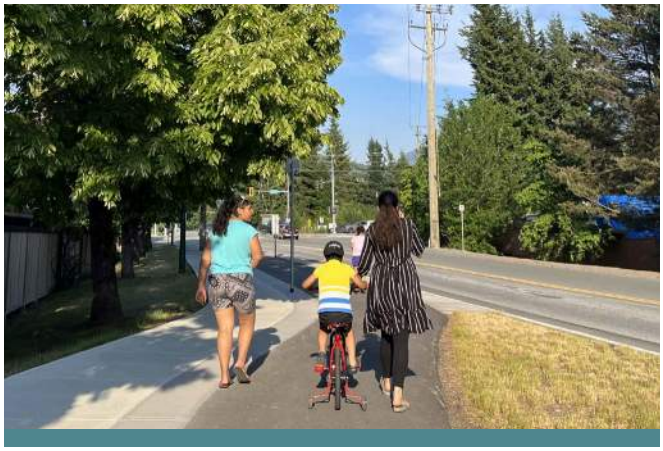
Strategy 2.8: Fund the plan in a sustainable way

Strategy 2.9: Maintain the network in a good state of repair

Strategy 2.1: Enable more comfortable and accessible trips by walking and rolling

Walking and rolling are priorities in the District's modal hierarchy. Traveling in these ways for short and medium-length trips supports all of the District's desired outcomes, including improving health, environment, affordability, and equity. Walking and rolling upgrades are identified in Map 1.





Action 2.1.1

Add sidewalks and protected bike lanes on all major roadways

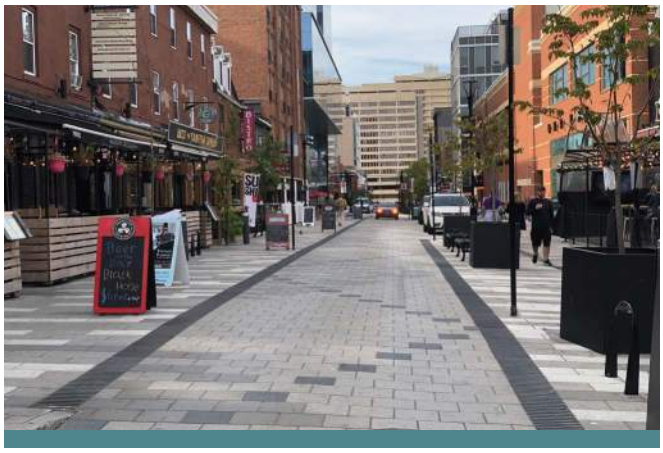
To improve network connectivity, comfort, safety, and accessibility for people walking and rolling, the District will construct (or require from developers) pedestrian and bicycle infrastructure (sidewalks and protected bike lanes or multi-use pathways) along all major roadways with appropriate grades, curb ramps, and tactile surfaces wherever possible.



Action 2.1.2

Add safe crossings for people walking and rolling

To improve safety when pedestrians have to cross the roadway, crosswalks will be provided that could include marked crosswalks, flashing beacons, pedestrian signals, full signalization, plus design enhancements including curb extensions, continuous sidewalks or raised crosswalks or intersections.



Action 2.1.3

Add pedestrian orientated streets in neighbourhood nodes

Pedestrian-oriented streets are intended to reduce traffic volumes and slow any remaining traffic to walking pace, making the street safer for people walking and rolling. Such streets typically also create additional pedestrian realm space that can be used for patios, landscaping, and public seating, drawing people to the street and adding vibrancy to the neighbourhood.



Action 2.1.4

Adopt continuous sidewalks and bike paths

An emerging technique in Canada involves maintaining the sidewalk of a collector or arterial street intersection at the same elevation across the local street. This design better conveys priority and mode hierarchy, improves safety for people walking, cycling, and rolling, and emphasizes the driver's responsibility as they cross the active modes realm, rather than the other way around.



Action 2.1.5

Remove door zone bike lanes where opportunity arises

Door zone bike lanes present a significant risk of serious injury or death if a car driver opens their door as someone is passing on a bicycle, either from the door strike or from swerving into traffic. They should no longer be considered a suitable solution, and on streets where there are legacy door zone bike lanes, they should be actively designed out.



Action 2.1.6

Create safer local streets for people walking

The District has many local streets without sidewalks, but it is not feasible to provide sidewalks on all such streets in the near term due to costs. A quicker solution is to use advisory shoulders or similar techniques to allocate space for people walking and rolling, with a central drive aisle. Drivers may move into the advisory shoulder to pass if it is clear to do so.



Action 2.1.7

Incorporate bicycle street principles into neighbourhood ways

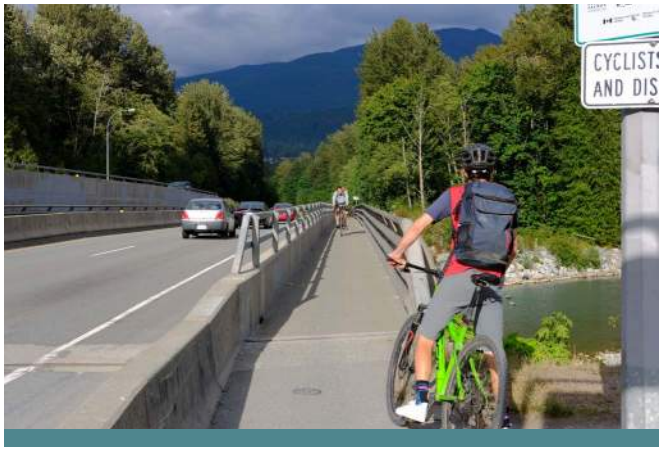
Today, the District's neighbourhood streets are signed at 30 km/h and should be comfortable enough to share the road. However, without formal traffic calming, traffic can easily exceed the posted speed. A Bicycle Street would incorporate design elements to enforce slow speeds, such as curb extensions, speed cushions, continuous sidewalks to slow down traffic turning on and off the street, and stronger messaging to drivers.



Action 2.1.8

Extend the paved trail system and connections to it

The paved trail system includes the Corridor Trail and Discovery Trail. It is proposed that, over time, these trails be extended to the District limits on both sides of the highway, with improved east-west connections from residential, commercial, and employment areas, as well as trailheads. Improving access to these spines of the active transportation network will enhance accessibility for more people in the community.



Action 2.1.9

Widen bridge crossings used by active modes

There are many river crossings in the District that currently have minimal width active transportation facilities, making them weak links in the network. Bridge retrofits are costly, but as bridges come up for replacement or rehabilitation, wider active transportation facilities that align with upstream and downstream facilities should be provided and included in the cost.



Action 2.1.10

Provide more public secure bicycle parking options

People in Squamish own a variety of bicycles, from low-cost town bikes to high-cost mountain bikes and e-bikes. Providing secure parking is essential to enable these trips. Modern solutions, such as app-controlled locking stations (e.g., Bikeep), could be one way to provide secure parking at strategic locations. Solutions should also consider the size and shape of cargo bikes.



Action 2.1.11

Provide supporting amenities for active modes

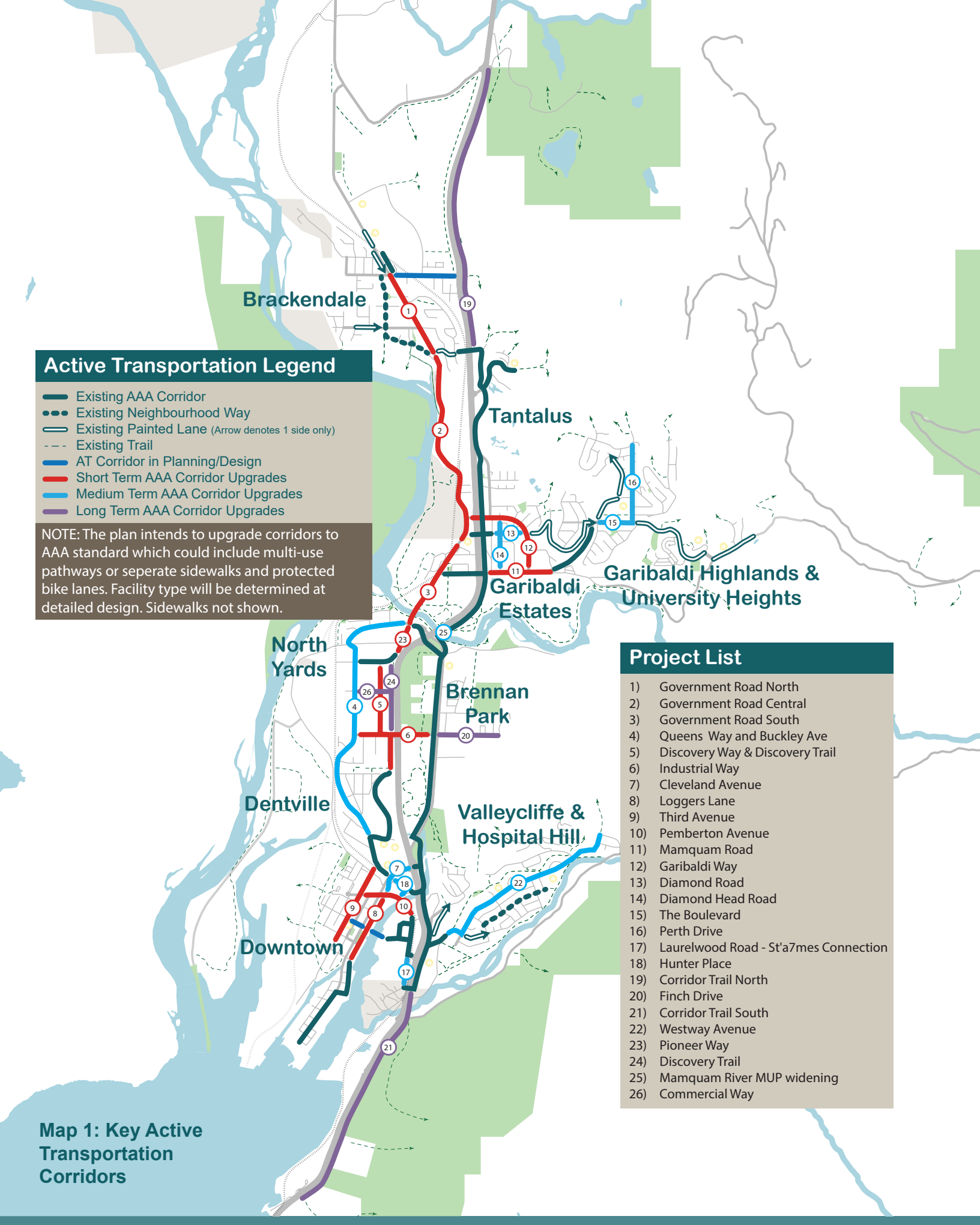
People can have more confidence and be encouraged to use the active transportation network if it is clear that the District has considered their needs. This includes providing rest areas, shaded places, washrooms, street lighting, waste receptacles, and tool stations, among other amenities. These enhancements along key active transportation corridors demonstrate a commitment to supporting people using the network.



Action 2.1.12

Improve wayfinding for people walking, rolling, and cycling

In addition to those amenities, wayfinding and branding are other visible signs that the District has considered people's needs. Providing wayfinding signage indicates the presence of a continuous route to any signposted destination. As the network expands, new wayfinding signs to key destinations should be clearly added at route decision points, including information on distance, amenities along the route, and possibly travel times.



Map 1: Key Active Transportation Corridors


VIKING
CARGO BIKES

Strategy 2.2: Design streets and develop programs to support vibrancy

Our downtown and neighbourhood nodes should be places for people, where they can shop or socialize in comfort without worrying about traffic safety, noise, or air pollution.





Action 2.2.1

Create attractive public spaces where possible

Urban design should be at the forefront of decision-making. Attractive places draw people to them, while poorly designed places can discourage visitors. This does not have to involve expensive materials and surfaces; tactical urbanism approaches, green spaces, furniture and trees can work equally well to create inviting areas, as seen through various parklets and food truck options around town.



Action 2.2.2

Continue to support street closures for large events

Squamish closes Cleveland Avenue to traffic for events such as Open Street Day. The number of people attending these events indicates a demand for more such events and an ultimate street design that is less car-oriented. The District should consider more car-free days, possibly one day per week in summer, and explore other areas around town to give people a taste of car-free streets.



Action 2.2.3

Maintain partnerships with local non-profit groups

The District already has partnerships with local non-profit organizations. Regarding transportation and urban design, these partnerships should continue or even expand to support bike valets, open street days, Squamish Art Walk, and similar events.



Action 2.2.4

Promote sustainable transportation and placemaking

Not everyone is aware of the reasons for the changes happening in their town. The District should actively promote new projects, explain the reasons for them, and highlight their benefits through social media, traditional news media, and the District eNewsletter.

Strategy 2.3: Support transit service through improved access and reduced delays

Transit is the most efficient mode of transportation from a space utilization perspective. As the population grows, increasing transit use can help reduce the demand for road space. Map 2 highlights potential transit exchange locations, transit stops and level of infrastructure at each.





Action 2.3.1

Create mobility hubs to support local and regional transit

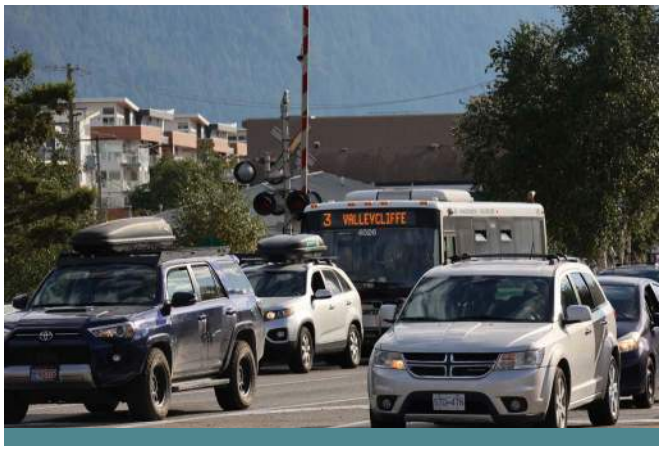
As identified in the Transit Future Action Plan, build mobility hubs in Downtown and Garibaldi Estates. These hubs could include layover stops, high-quality shelters with real-time information, seating, lighting, waste receptacles, secure bicycle parking, a drop-off facility (i.e., Kiss and Ride), park-and-ride where possible, mixed-use commercial/residential development, and EV charging for buses.



Action 2.3.2

Increase comfort and safety for people using local transit services

To support a shift to transit, stop upgrades will improve accessibility and comfort to encourage increased use. Proposed stop upgrades should include paved waiting areas, sidewalks, crosswalks, and shelters with information, seating, lighting, and waste receptacles. Map 3 identifies paved waiting areas and shelters at transit stops. The District should first focus on the frequent transit corridor, then key community nodes.



Action 2.3.3

Monitor intersection operations and address congestion that impacts transit

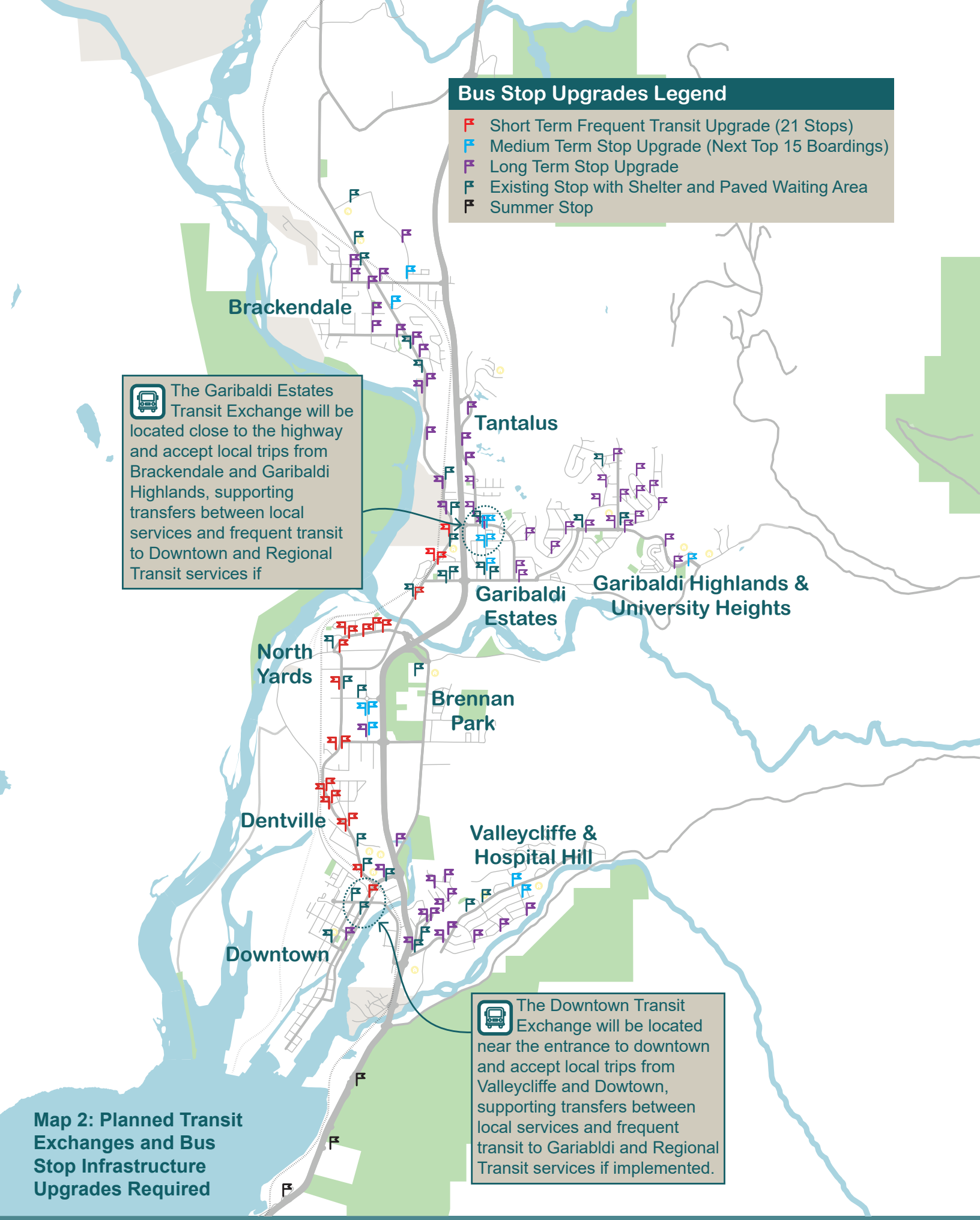
If bus services begin to experience delays due to congestion, the District should explore opportunities for transit priority where feasible. For example, review transit delays with BC Transit periodically to identify delay hotspots. Where capacity is underutilized, explore opportunities for transit priority, and consider the benefits of transit priority in areas where there may be space within the right-of-way that is easily constructible.



Action 2.3.4

Support frequent transit service between Downtown and Garibaldi

The District can work with BC Transit to improve access to and the experience of waiting at frequent transit stops. The District may add high-quality shelters with lighting, seating, and waste receptacles; improve access including sidewalks, street lighting, and crosswalks; collaborate on branding and real-time information; and construct in-lane stops rather than pull-outs to reduce bus delays.



Map 2: Planned Transit Exchanges and Bus Stop Infrastructure Upgrades Required


BUS STOP
1 Brackendale
2 Highlands
3 Valleycliffe
4 Garibaldi
9 Quest University
3 VALLEYCLIFFE
4025
CORNERSTONE
PROFESSIONAL BUILDING

Strategy 2.4: Improve the safety of everyone traveling in town

Road safety will be a higher priority than traffic capacity, with decision-making favouring conflict reduction and management as well as the safety of vulnerable road users. Map 3 highlights the top locations for vehicle collisions within the District.





Action 2.4.4

Undertake a road safety network screening review

The District will undertake a road safety network screening study to review the latest available ICBC crash data, identify locations with the highest collision rates, and determine possible causes and feasible countermeasures. This will include applying safe system principles to support the proposed adoption of a Vision Zero Strategy.

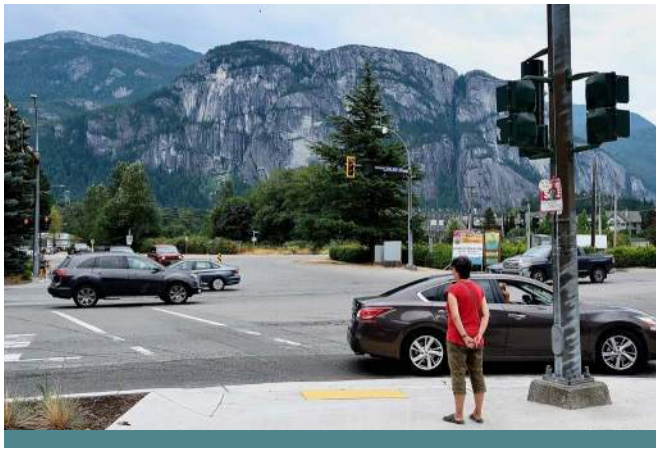


Action 2.4.1

Change to No Right Turn on Red (NRTOR) at existing District traffic signals

A policy is proposed under Theme 1 to include NRTOR at all District signals. This action suggests the District explore changes at the following signalized locations to understand the impacts of such a change:

- Cleveland Avenue/Buckley Avenue/Hunter Place
- Cleveland Avenue/Pemberton Avenue
- Mamquam Road/Glenalder Place



Action 2.4.2

Review methods of prioritizing people walking and rolling at District signals

Collisions between turning motor vehicles and pedestrians or cyclists often occur where people walk or roll with traffic. By providing those waiting for a walk signal with a head start over motor vehicles, conflicts are reduced, and driver awareness is increased. This results in a safer system at the cost of a slight increase in delay for motor vehicles.



Action 2.4.3

Add slow roll zones where conflicts are higher on active transportation facilities

Where people walking and rolling share space, such as on multi-use pathways, there are opportunities for conflict. At locations where sight lines are restricted or activity is high, the District will install "Slow Roll Zone" messaging to encourage slower speeds through these areas without the need to dismount and walk your bike or other micromobility device.



Action 2.4.5

Provide network redundancy to support emergency access and evacuation

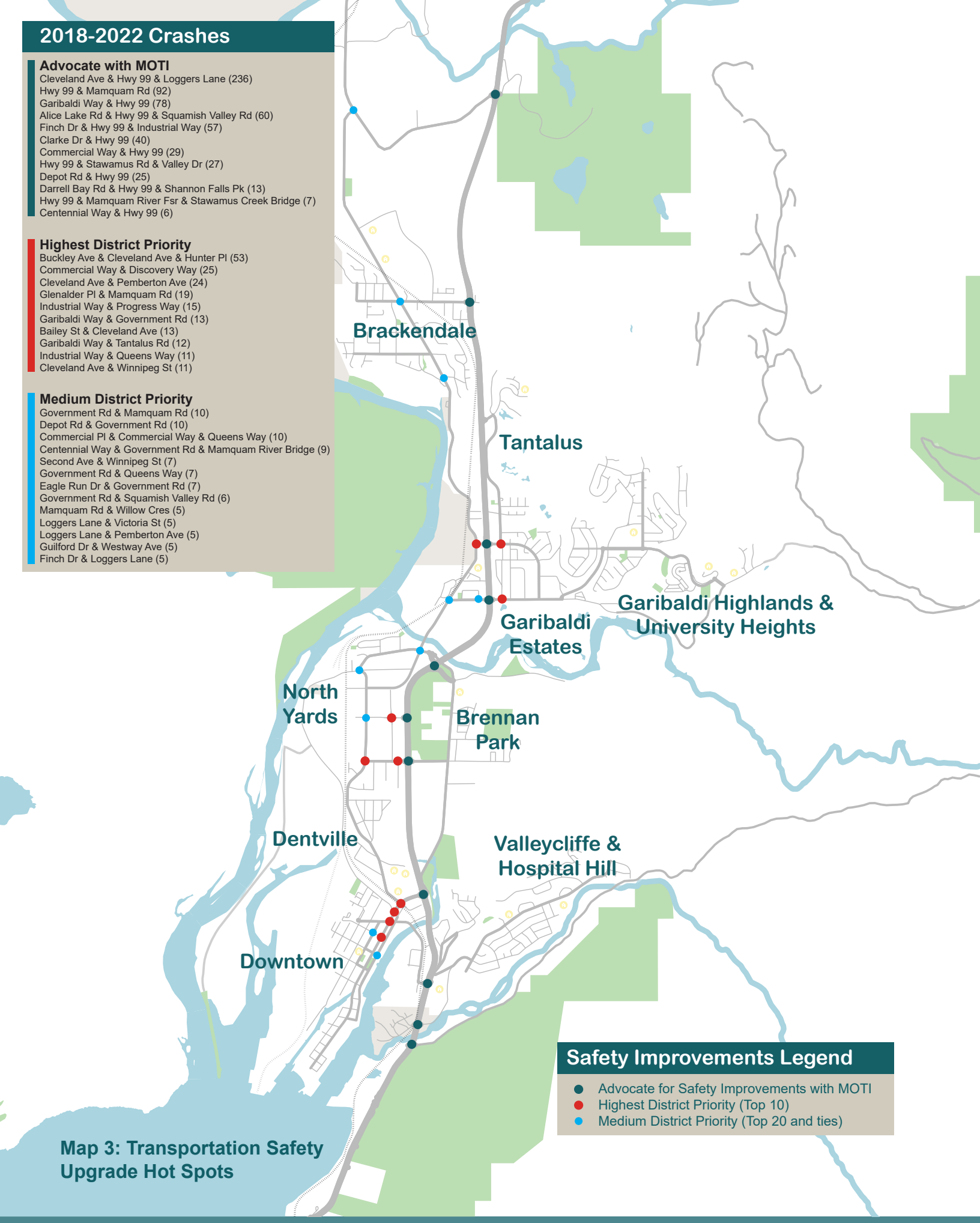
In the District, particularly on the downtown peninsula, many homes and businesses rely on a single intersection for access. Should a closure occur, it poses a risk to public safety and challenges for evacuation. The District should continue to review network redundancy needs and provide suitable route options to and from neighbourhoods.



Action 2.4.6

Enhance school zones to improve safety

The District has already reduced the posted speed to 30 km/h in school zones and added centerline calming and 30 km/h speed limit signs, as shown above. Enhancements could include visually creative solutions such as decorative crosswalks, and traffic calming elements like speed humps and raised intersections to enforce the lower posted speed.

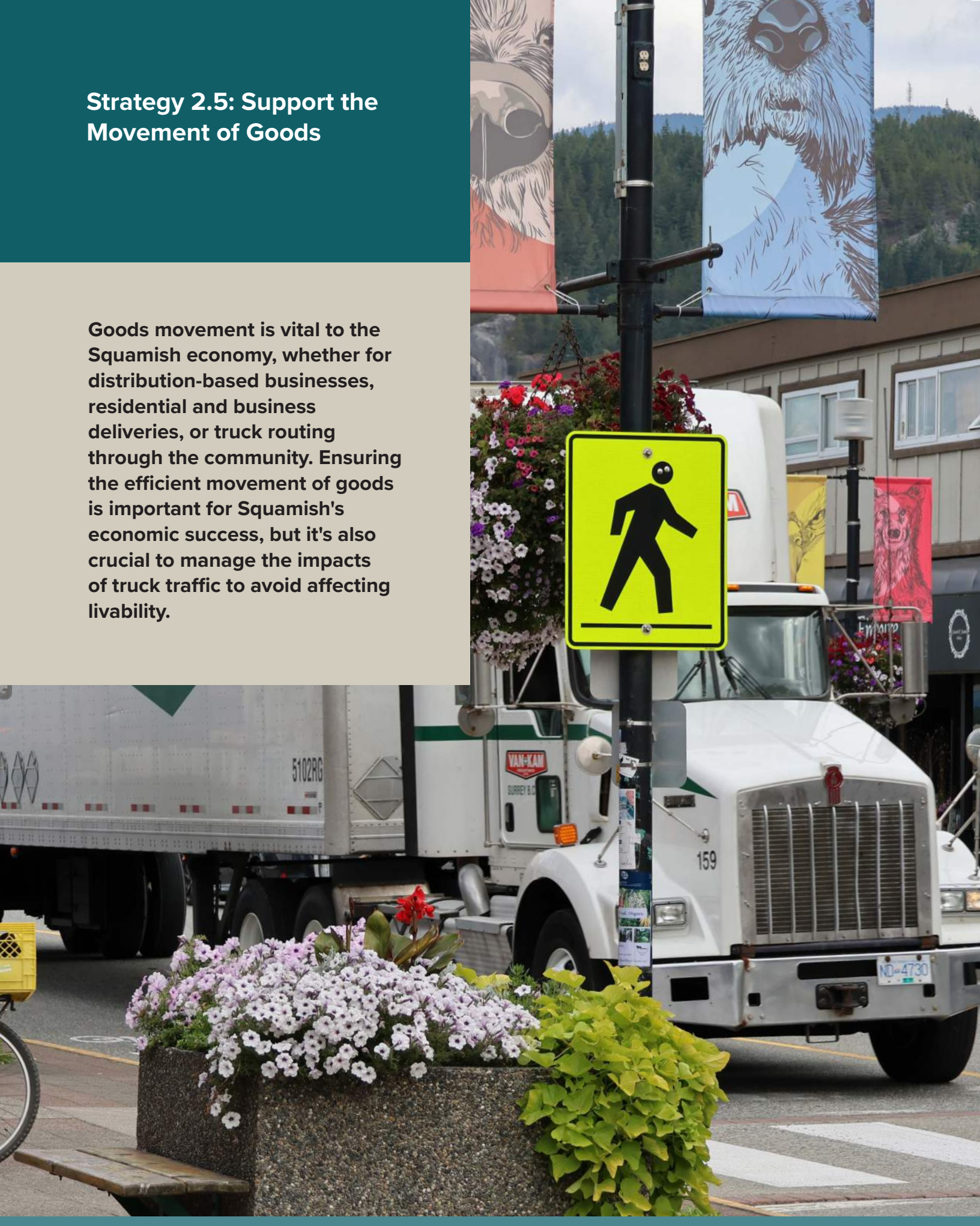


Map 3: Transportation Safety Upgrade Hot Spots



Strategy 2.5: Support the Movement of Goods

Goods movement is vital to the Squamish economy, whether for distribution-based businesses, residential and business deliveries, or truck routing through the community. Ensuring the efficient movement of goods is important for Squamish's economic success, but it's also crucial to manage the impacts of truck traffic to avoid affecting livability.





Action 2.5.1

Manage the curbside to include loading zones for deliveries

Providing an adequate supply of loading zones for delivery drivers on each block supports the delivery of goods to residents and businesses, improves business efficiency, and reduces the challenges of double parking or blocking bike lanes. The District should develop a plan for on-street loading zones, as well as a requirement for off-street loading zones where possible.



Action 2.5.2

Provide designated truck routing to all industrial locations

There are currently limited designated truck routes, and several industrial areas cannot technically be reached via a truck route. The District will update it's designated truck routes to provide suitable routes to access all industrial areas. Designating these areas as truck routes will guide future upgrades, design, and control vehicle requirements. See Map 4.



Action 2.5.3

Monitor truck routing and it's impacts

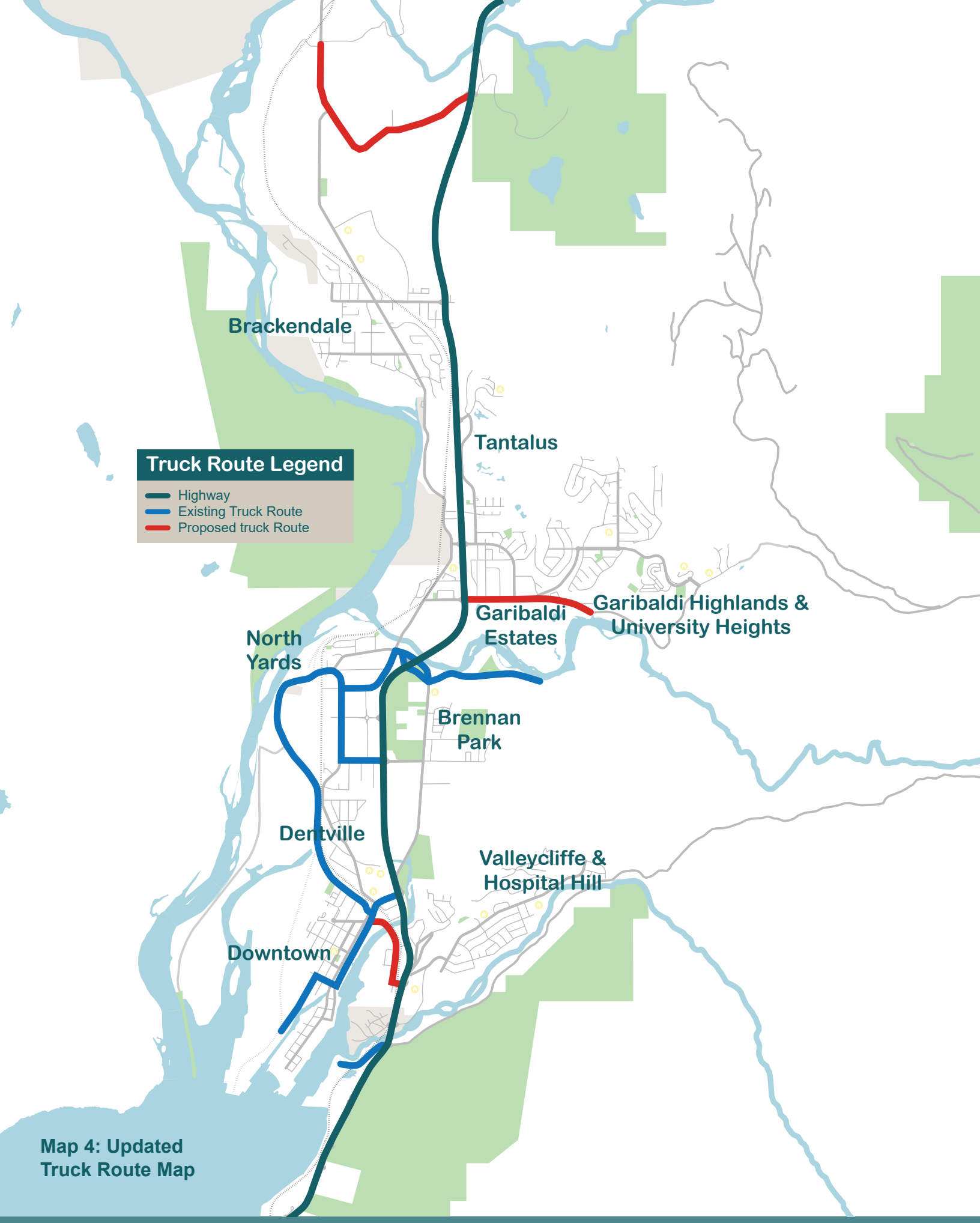
The District has previously studied alternative truck routes through Downtown, concluding that the impacts are not substantial at this time. However, as land use changes in Downtown, truck routing can have increased livability impacts. It is recommended that the District undertake classified counts (or request updated truck volumes as part of development-related traffic studies) on roads through Downtown.



Action 2.5.4

Goods movement by micromobility

As an emerging way to deliver goods, there are no specific actions to enable goods movement by micromobility. However, at a minimum, the District should support goods movement by micromobility and be responsive to any potential businesses or services in town, such as Uber Eats delivery by bicycle.



Map 4: Updated Truck Route Map


Gordon
FOOD SERVICE

Strategy 2.6: Reduce reliance on the automobile

Transportation investment has historically favoured the motor vehicle, an approach that no longer aligns with the District's broader goals. Going forward, decisions related to automobile based infrastructure will focus on how to sustainably accommodate motor vehicle use at a level that works with the existing network, at a level that can be maintained in a financially sustainable way, while investing in other modes to manage automobile demand.





Action 2.6.1

Implement the Downtown paid parking program

Continue to implement the Downtown Parking Management Plan. Installing pay parking in the commercial area Downtown will increase the availability of parking spaces, create an added incentive for people interested in traveling by other modes, and better support transportation funding.



Action 2.6.2

Explore off-street parking options near downtown

To support a vibrant downtown with more space on the streets for people and to reduce conflicts with motor vehicles, the District will continue exploring opportunities for off-street parking for downtown visitors. This includes providing excellent connections to downtown by walking, cycling, other micromobility options, and transit.



Action 2.6.3

Make other modes time competitive with the automobile

People's travel choices are largely based on time, cost, and the availability of options. The District acknowledges that delays for car traffic, traditionally considered undesirable, can support a shift to sustainable modes of transportation. A little congestion now is better than more congestion on wider roads. Examples include traffic calming, and re-purposing excess vehicle capacity for other modes.



Action 2.6.4

Horizon year considerations be reevaluated

The District has historically been diligent in ensuring future capacity is provided for any road network improvements, often adding road space today at the expense of other modes. It is recommended that the importance of vehicle capacity in 15 years play a lesser role compared to accommodating all modes safely today.



Action 2.6.5

Develop a Transportation Assessment Framework

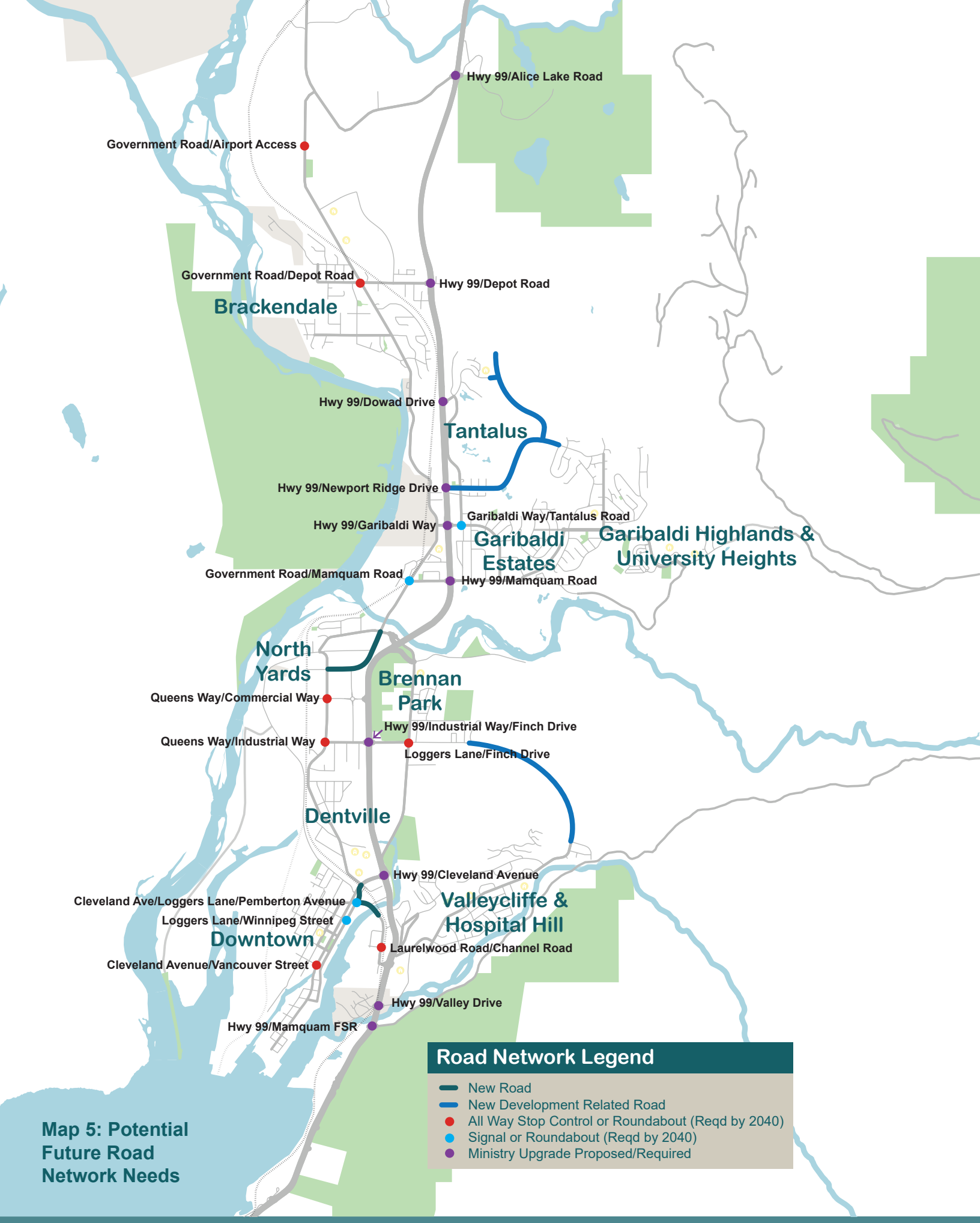
Driver Level of Service (LOS) or delay has historically been the primary metric for evaluating the feasibility of road and street improvements. It is recommended that, to disincentivize automobile use and support broader outcomes, vehicle delay should no longer be considered a priority in evaluating such projects. A new Transportation Assessment Framework will be created to guide appropriate improvements.



Action 2.6.6

Continue to monitor motor vehicle delays and mitigation needs

While the intent of the plan is to encourage mode-shift, if delays become a problem for the community, the District will investigate solutions that could include measures such as changes to intersection controls, changes to signal timing and phasing, disincentives such as restricted turns, or other mitigation measures as considered appropriate. Map 5 identifies where upgrades may be required.

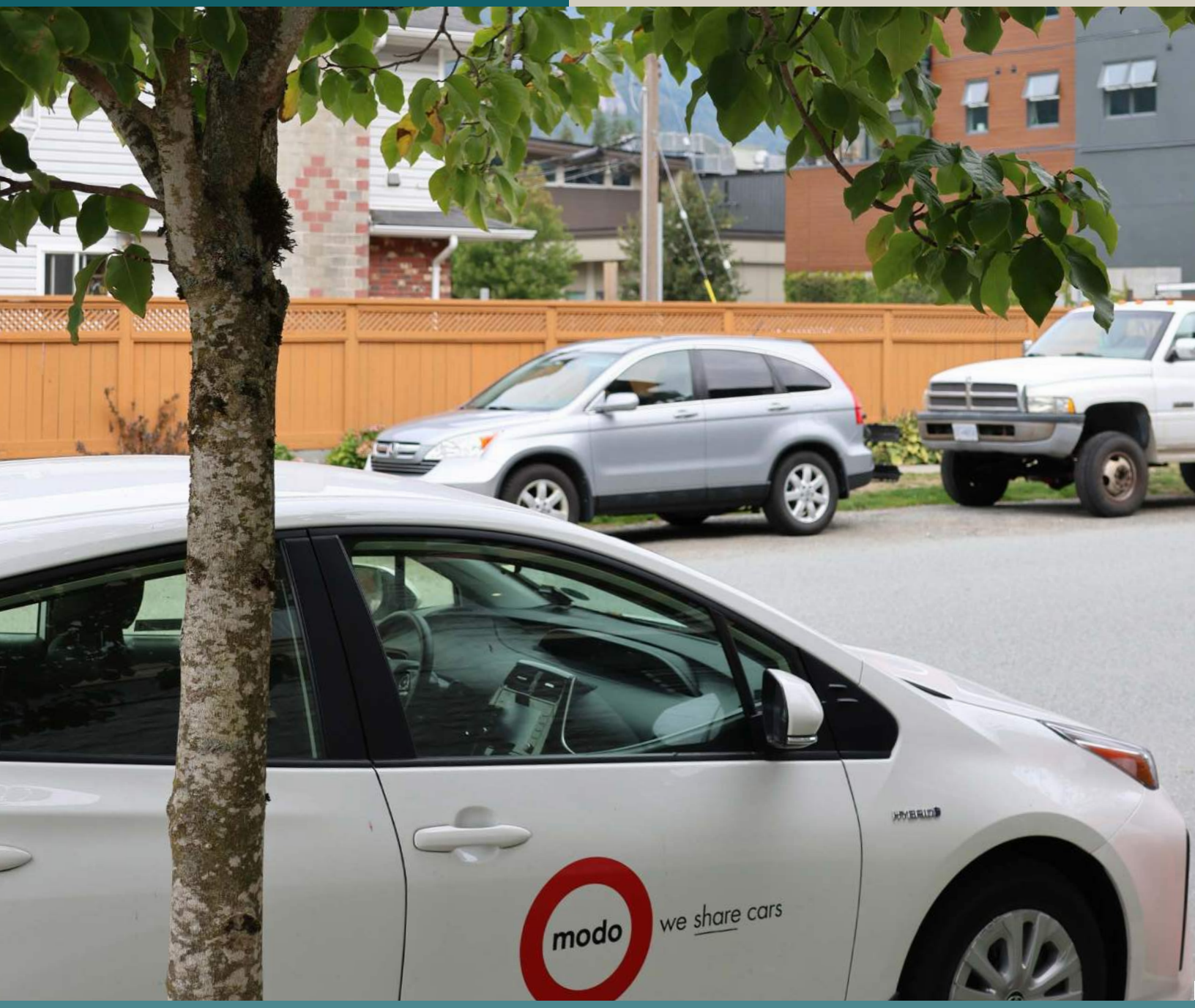


Map 5: Potential Future Road Network Needs


S2S
ELECTRIC
778-888-9017
KYLE@S2SELEC.COM
TACOMA
Destination
MD 2540

Strategy 2.7: Explore opportunities that expand transportation choices

Transportation choices are expanding with technology and new investments in many communities. However, new choices often depend on mobility providers bringing such services to the community when they determine there is a viable business case. The District will continue to support new choices when possible.





Action 2.7.1

Support multi-modal access to float plane services

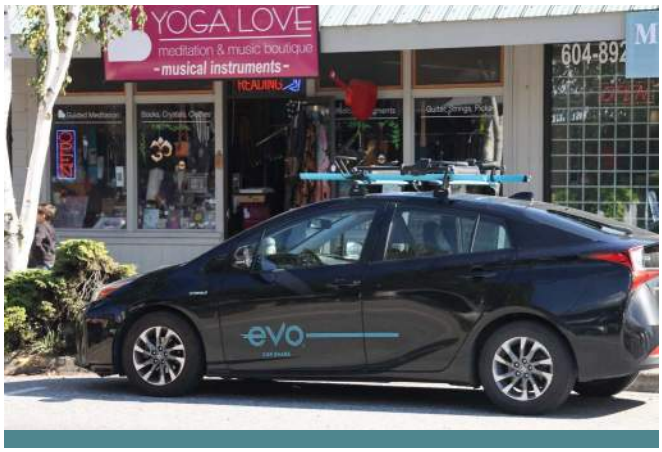
Floatplane service to Squamish is planned as part of the Oceanfront development and will bring new travel options for people coming to and from Squamish. The District should strive to ensure that sustainable modes of transportation have high-quality connections to the floatplane terminal.



Action 2.7.2

Support future ferry service

The possibility of a passenger ferry continues to be a topic of conversation regarding new transportation services. While this service would be provided by others, if it does materialize, the District should work with the provider to ensure it is located in the most accessible area with active transportation connections, bicycle and vehicle parking, and transit connections.



Action 2.7.3

Continue to support shared cars

Car share exists in Squamish in limited numbers. However, when available at a larger scale, it allows people to reduce their personal car ownership. This reduces overall car trips, as users typically rely on car share for essential trips and use sustainable modes for other trips. The District will review provision of on-street parking as needed and consider relaxations to parking requirements if car share is included.



Action 2.7.4

Support shared bicycles and scooters

Bike or scooter share does not currently exist in Squamish, but if provided, it would give people new options for getting around the community without worrying about bike theft or, if electric, the effort involved to reach higher areas of Squamish. As the District builds out its bike network, providers may be more inclined to enter the market.

Strategy 2.8: Fund the plan in a sustainable way

Roads are expensive to build and maintain, and widening or adding new roads only increases that financial burden. By focusing on infrastructure that is cheaper to build and maintain, the District creates a network that supports broader outcomes, and is financially sustainable without substantial tax increases.





Action 2.8.1

The District will require developers to fund access improvements

The District will create a policy to guide transportation assessments of proposed development to ensure appropriate transportation infrastructure is constructed for all modes of transportation within, to and from new developments, and suitable Development cost charge contributions to fund essential infrastructure.



Action 2.8.2

Develop a capital plan that reflects priorities

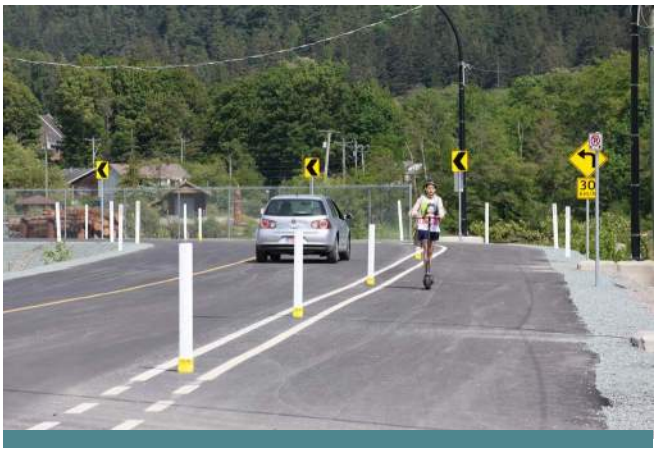
It has been said that the best indicator of a community's vision is its budget, not its vision statement. The District will assess the extent of funding for each mode in its capital plan and adjust as necessary to meet the objectives of encouraging trips by walking, rolling, and transit.



Action 2.8.3

Pursue all available grant funding opportunities

The District can reduce the cost burden of transportation investment by applying for grants that align with Provincial and Federal priorities and are documented as part of a clear strategy to improve active transportation, transit, and road safety.



Action 2.8.4

Use low cost construction techniques where possible

In the pursuit of providing value for money and implementing active transportation improvements as soon as possible, the District will consider quick-build options where feasible. For example, if there is sufficient width to protect a bike lane with a concrete curb, this will be preferred over building a new curb and gutter.

Strategy 2.9: Maintain the network in a good state of repair

Transportation infrastructure must be kept in a good state of repair to provide the intended functionality. The District will address maintenance in a coordinated manner to support this outcome.

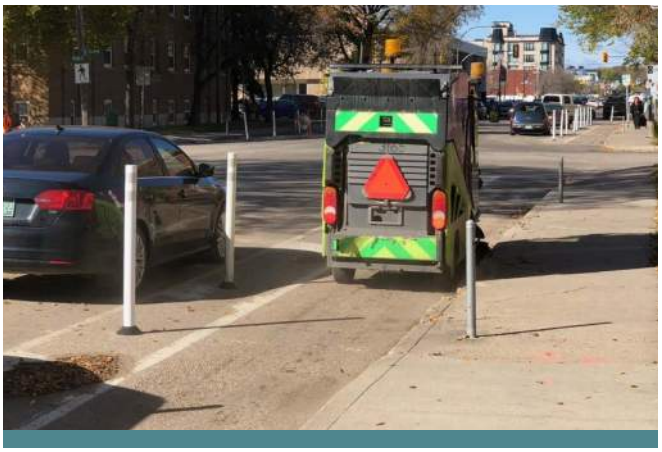




Action 2.9.1

Review maintenance resources and adjust funding as needed

On an annual basis, the District will review upcoming maintenance needs, including staff, equipment, and materials, with the intent of staying on top of the District's maintenance obligations. Maintenance requirements and costs for new infrastructure types should also be monitored to support ongoing financial planning.



Action 2.9.2

Procure the necessary equipment in pursuit of Action 2.9.1

As quick-build techniques may result in unique maintenance needs, new equipment should be procured to maintain new elements such as bike lanes and pathways with curbs on either side. The cost of such equipment will be quickly offset by the reduced construction costs.



Action 2.9.3
Design solutions that can be easily maintained

Techniques such as the flex posts used above, provide an opportunity to roll out a more complete network in a shorter period of time. When planning such solutions, the District Engineering staff should verify with Public Works that solutions can be reasonably maintained, and if not, either adapt the design as necessary or purchase suitable equipment to maintain the design.

Action 2.9.4
Maintain a list of network maintenance issues and prioritize

The District should maintain a list of maintenance issues and have a suitable process for prioritizing repairs to the transportation system. This is a transportation-focused to-do list and may include requests for new infrastructure. However, it could be integrated into an asset management strategy per **Action 2.9.5.**

Action 2.9.5
Provide the public with an improved mechanism to report issues

Through a website form, phone number, or app-based system, the District should have a clearer and better advertised way to receive, log and prioritize complaints so that issues such as root heave and broken street lights can be reported and quickly addressed. Advertising could include signage on pathways, a QR code, and reminders in other District communications, such as the eNewsletter.

Action 2.9.6
Update and maintain asset management strategy

The District will update it's list of transportation assets, including roads, bridges, pathways, and related drainage infrastructure. This list will include information about the state of repair, alignment with best practices, issues, and lifespan for replacement or upgrade. This will inform the District's long-term investment plan and, when applied to all District assets, provide an understanding of the District's infrastructure deficit.

Theme 3: Work with partners and neighbouring jurisdictions



The District has jurisdiction over certain parts of the transportation network and must collaborate with other agencies to provide an integrated transportation system. Examples of infrastructure that must be integrated include the highway, railway, and transit service. Other important partners include Squamish Nation and the Regional District. Theme 3 provides opportunities for collaboration that can support the District's vision and goals.

Strategy 3.1: Collaborate with the BC Ministry of Transportation and Infrastructure

Strategy 3.2: Collaborate with BC Transit

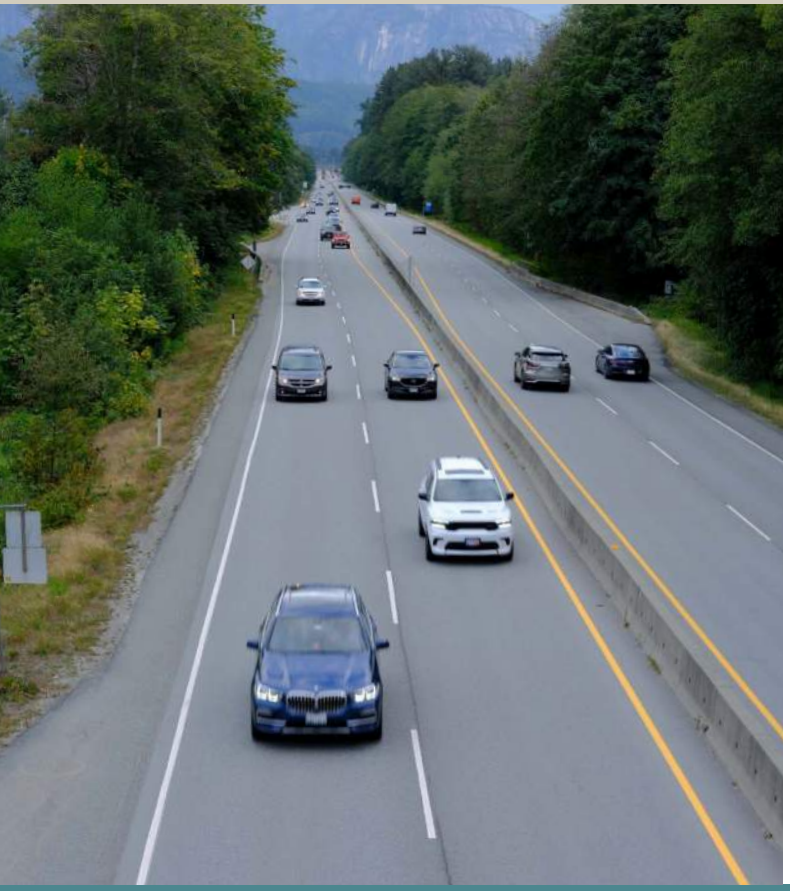
Strategy 3.3: Collaborate with CN Rail

Strategy 3.4: Collaborate with Squamish Nation

Strategy 3.5: Collaborate with others that contribute to or rely on the transportation network

Strategy 3.1: Collaborate with the BC Ministry of Transportation and Infrastructure

Highway 99 runs through the District, somewhat severing it in two. It carries essential traffic to and from Squamish, but also through traffic that does not contribute to Squamish. However, as one of the primary north-south corridors, it is used for local trips and includes critical active transportation connections within the highway right-of-way.





Action 3.1.1

Coordinate new development with access improvements on the highway

Even with planned mode-shift targets, new development will add traffic to the local road network, potentially increasing congestion. The District will work with the Ministry to accommodate vehicle traffic in a manner that aligns with current priorities.



Action 3.1.2

Advocate for intersection safety improvements

Most of the highway intersections feature multi-lane cross-sections with left-turn lanes and channelized right turns and have the highest number of collisions in Squamish. The District will advocate for improvements to enhance safety, reduce traffic congestion, and support safe active transportation



Action 3.1.3

Advocate for upgrades to existing AT highway infrastructure

The highway corridor includes some dedicated active transportation infrastructure, such as multi-use pathways, multi-use bridge crossings, and active modes overpasses. Often, these facilities do not meet best practices and are awkward to navigate. In ongoing discussions with the Ministry, the District will advocate for upgrades to meet best practices.



Action 3.1.4

Advocate for lower posted speed limits through Downtown and Garibaldi Estates

Speed is the biggest contributor to serious injuries and fatalities and places design constraints on urban solutions necessary to support the growing District. To improve safety and facilitate better access to and from the highway, the District will advocate for lower posted speed limits through Downtown and Garibaldi Estates.



Action 3.1.5

Advocate for overpasses suitable for all active modes

There are many existing overpasses. However, the highway crossings at some key locations are challenging from both a personal safety perspective and due to the risk of climate change and sea level rise. Furthermore, they don't always work well for people rolling. The District will advocate for overpasses or underpasses that meet best practices where any new highway crossings are proposed.



Action 3.1.6

Advocate for greater speed limit enforcement along the highway

The Ministry has introduced technologies such as variable speed limits on the highway to improve safety, but without enforcement, the posted speed limits are not well obeyed. The District will advocate for improved enforcement through the RCMP, as well as the use of spot location speed cameras and potentially average speed cameras.



Action 3.1.7

Advocate for extensions to the corridor trail along the highway

The highway plays a key role in enhancing active transportation connectivity to the north and south, including popular tourist destinations such as Alice Lake, the Sea to Sky Gondola, and Shannon Falls. The District will advocate for and contribute resources, as feasible, to extend paved trails along the highway corridor.




7 ELEVEN
PETRO-CANADA
Self 189.9
Scotiabank
Diesel
ROGERS
BIKE ROUTE
CROSS HERE WHEN SAFE



Strategy 3.2: Collaborate with BC Transit

As the primary provider of transit service in the District, BC Transit is an essential tool for mode shift, supporting outcomes such as reduced automobile use, improved mobility options, and transportation affordability. People must be able to access transit easily, and the District can facilitate access to bus stops and exchanges while also making the wait more comfortable.



Action 3.2.1

Support the Transit Future Action Plan with District infrastructure

While transit service is provided by BC Transit, its passengers use District infrastructure, including streets, sidewalks, and bus stops, to access the service. The District can improve access to transit and the waiting experience by investing in the quality of bus stops and ensuring safe routes to and from them.



Action 3.2.2

Support transfers between local, frequent, and regional transit through exchanges

As the transit system evolves, collaborate with BC Transit to provide transfers between local services and regional service serving destinations such as Whistler or the Lower Mainland. Transit exchanges Downtown and in the Garibaldi Estates neighbourhood will facilitate transfers, offering convienient, accessible, and comfortable waits with appropriate amenities.



Action 3.2.3

Advocate for BC Transit to improve integration with other services

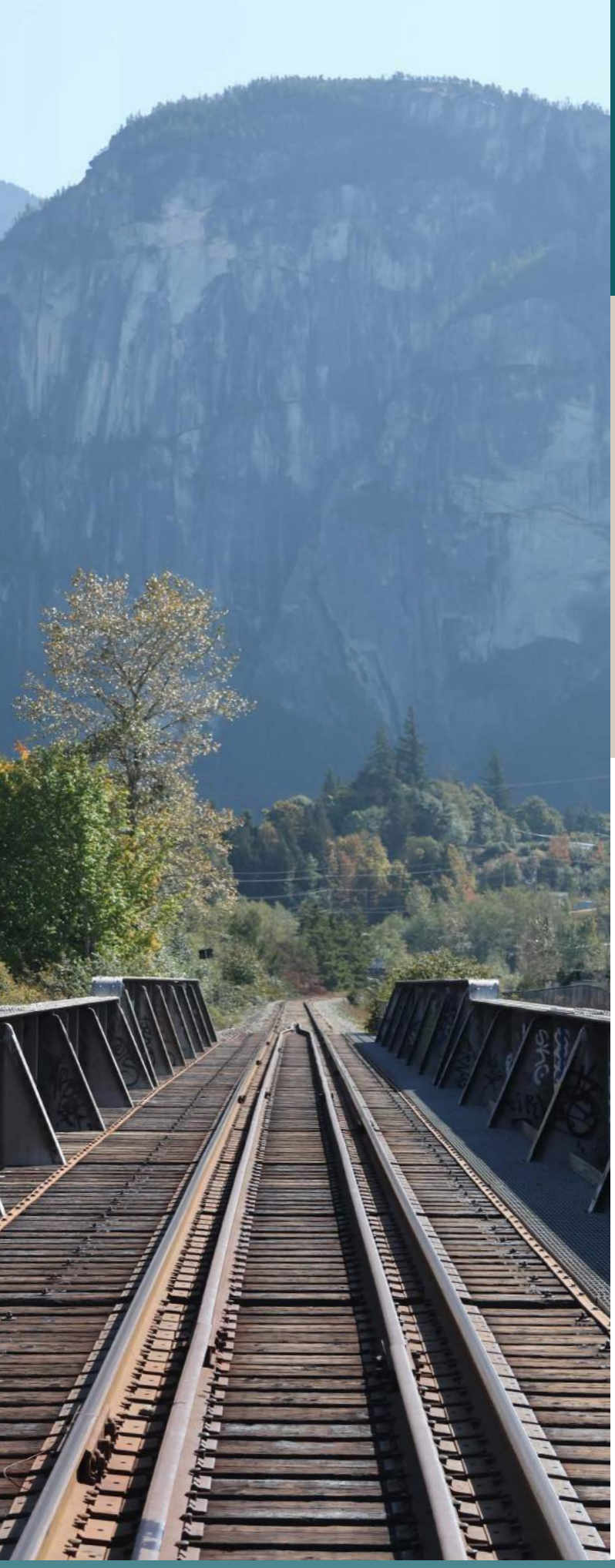
Recent pilot projects like RideLink allow people to use Evo car share, Mobi bike share, and TransLink services with the same payment system. If BC Transit were to join this service, it could provide considerable value for Squamish residents and employees traveling to and from the Lower Mainland by bus, providing more last mile travel choices.



Action 3.2.4

Advocate for funding and implementation of regional transit service

Regional transit service has been discussed in the Sea to Sky Corridor for many years. With population shifts to the Sea to Sky area and many people still working occasionally in the Lower Mainland, regional transit could support new work patterns and reduce the load on highway capacity for tourism-based trips.



Strategy 3.3: Collaborate with CN Rail

CN Rail tracks run through the District as well as enter the industrial park and railway museum. Rail is primarily used for goods movement, albeit the track does serve the Rocky Mountaineer service to Whistler and the Rocky Mountains. Passenger service is often mentioned but understood to be a challenge.



Action 3.3.1

Keep rail crossings in line with federal requirements

As a road authority, Squamish must meet Transport Canada regulations for grade crossings. As determined by the District, Squamish must design approaches, implement traffic control systems, and maintain sight lines that meet the grade crossing regulations.



Action 3.3.2

Reduce rail crossing barriers and improve crossing safety along

The rail crossings create barriers to additional entrances to Downtown and other neighbourhoods. To improve access throughout the community, the District will work with CN Rail to identify necessary rail crossings to support the growing community and determine how these can be facilitated safely.



Action 3.3.3

Restrict pedestrian use of the Mamquam River rail bridge

The existing rail bridge across the Mamquam River is frequently used as an active transportation connection to continue along the river pathways, compared with the Government Street crossing, which would add about 500 meters to a trip. The District will work with CN Rail to consider solutions to this concern.



Action 3.3.4

Support industrial land uses that utilize rail transportation

While trains cause short-term congestion and delays to the road network, goods movement by rail has fewer impacts on road safety, mobility, and congestion compared to truck-based goods movement. The District will support any initiatives to shift goods movement to rail. However, if a time comes when it negatively impacts the District, grade separation may be necessary.



Action 3.3.5

Continue to consider passenger rail service options to the Lower Mainland

The District does not have the means or jurisdiction to implement such a rail service, but it can support higher levels of government in exploring the feasibility of such a service. This rail service could serve as an alternative to regional transit or supplement it during peak times.

Strategy 3.4: Collaborate with Squamish Nation

Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) members are descendants of the Coast Salish Aboriginal people who have lived in this area since before recorded time. Squamish Nation Council provides support and services to its members including family services, education, employment and training, housing and health services. It also works to celebrate Squamish Nation traditions, arts, and culture by promoting its artists, dance groups, singers, and drummers. The following Squamish Nation Reserves are located in Squamish: Cheakamus; Waiwakum; Kowtain; Stawamus; Yekwaupsum; Seaichem; and Aikwucks





Action 3.4.1

Partner with Squamish Nation on transportation projects

Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) and District of Squamish have agreed to sign a new protocol agreement reflective of the principles, values, and traditions of the Squamish People. The Wa Iyi̓m ta Sḵwx̱wú7mesh (Squamish Strong) Protocol Agreement provides guidance on how Sḵwx̱wú7mesh Úxwumixw and District of Squamish meaningfully engage in advancing reconciliation. It commits both parties to the following Sḵwx̱wú7mesh principles to guide the reconciliation process:

- tkwáya7n iy nexwnewi̓tm – Listen & Engage
- wa nexwniwnen chet ta nexwniw̓ tl'a Sḵwxw̱ú7mesh – Follow the Ways of the Squamish
- texwlám̓ ns7eyx̱ – Genuinely Care
- chet wa telnexw tina tl'a snewiyelh tl'a Sḵwx̱wú7mesh – Learn the Advice of the Squamish
- na wa nelhnilhtway ta úxwumixw – The People Go Through It Together
- we7us chet ta Sḵwx̱wú7mesh siyám̓in – Protect the Rights and Title of the Squamish

The agreement lays the groundwork for the development of a Memorandum of Understanding (MOU) that both the Nation and District will work together on. This important first step will help guide the relationship between our two governments going forward. In preparation for developing the MOU, work will begin to take inventory of the collaborative projects already in place and identify new opportunities for shared work and reconciliation.

With respect to this Transportation Master Plan and it's ongoing implementation, the District will continue to include Squamish Nation in transportation decision-making as mutually agreed, and explore opportunities to partner on projects that will improve safe, and reliable connections for community members.

Strategy 3.5: Collaborate with others that contribute to or rely on the transportation network

Many non-transportation-focused local groups and orders of government either have a role to play in the transportation system or are reliant on it. This strategy includes those groups not directly involved in transportation services or infrastructure provision.





Action 3.4.1

Collaborate with Squamish Lillooet Regional District (SLRD)

The District can support its transportation mode shift goals, as well as other objectives, by advocating for improved services, such as transit or paved trail connections to and from neighboring communities like Britannia Beach, which is growing at a high rate.



Action 3.4.2

Collaborate with the Ministry of Environment and Climate Change Strategy

To support more sustainable trips in the community, the District will advocate for improved active transportation connections to BC Parks destinations which are the jurisdiction of the Ministry of Environment and Climate Change Strategy including Alice Lake Provincial Park, Stawamus Chief Provincial Park, Shannon Falls Provincial Park, and Murrin Provincial Park.



Action 3.4.3

Collaborate with local groups to improve transportation

Work with local groups interested in transportation to support complementary plans and programs that promote sustainable transportation, such as the bike valet, placemaking initiatives, and inclusivity through engagement with diverse community groups.

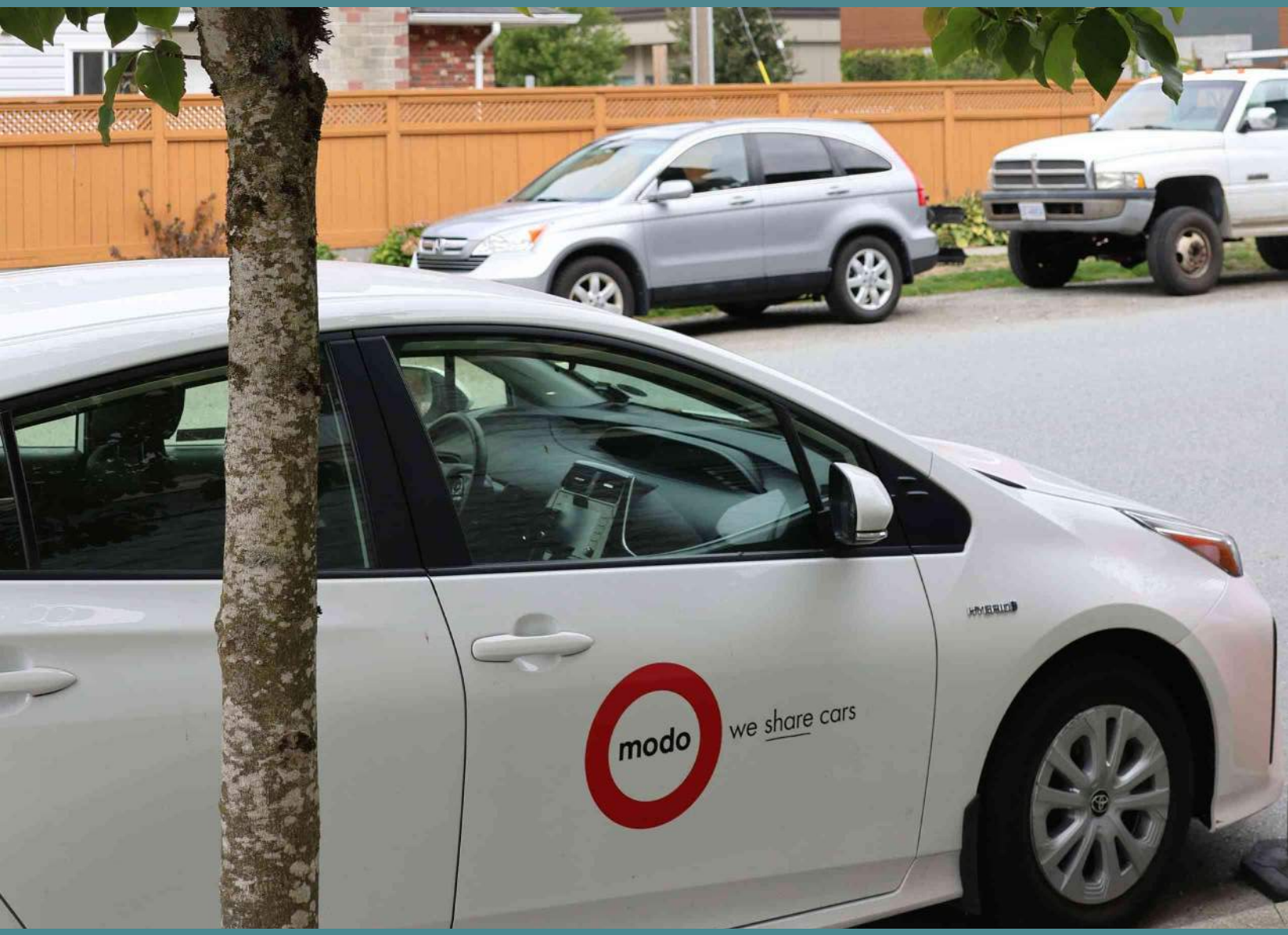


Action 3.4.4

Collaborate with TransLink to explore regional transit

Transport 2050 notes *"Our government is working with our transit agencies to explore opportunities to improve and expand interregional service to the Fraser Valley and Sea-toSky regions to reduce congestion and make transit a preferred option for more people travelling longer distances".* The District will collaborate as needed to support such a service.

Theme 4: Monitor and learn from our projects and evolving technologies and best practices



The Transportation Master Plan must be updated periodically. District priorities will change over time, best practices will evolve, and new technologies or services may change people's travel patterns or preferences. With each project, the District will learn more about what works and what doesn't and should adapt as needed to continue pursuing the vision and goals. Theme 4 provides recommendations for monitoring, learning, and evolving as needed to build a transportation system that supports the needs of the community as it continues to grow.

Strategy 4.1: Monitor plan progress and update when necessary

Strategy 4.1: Monitor plan progress and update when necessary

Monitoring transportation trends can help confirm project successes and inform any adaptations or corrections that may be necessary for past or future projects.



Action 4.1.1

Record progress by tracking actions in this plan

As the District completes projects, a record should be kept of both completed actions in this plan and new construction. This record could include the date of design and construction completion, cost compared with planning estimates, and the length of new infrastructure. The intent is to demonstrate progress and potentially compare with other metrics such as mode share.

Action 4.1.2

Track census trends every five years

The District will track census travel-to-work metrics. An increasing trend toward active modes can highlight the success of the plan and its implementation. However, it should be acknowledged that other factors, such as gas prices and land use changes, can affect mode share. Demographic and socioeconomic changes should also be considered in addition to the extent of the transportation network.

Action 4.1.3

Install permanent count technologies to monitor all modes

The District should invest in technologies such as signal video detection, radar, or loops for all modes to better understand how travel patterns are changing. Ideally, these will be set up to form screenlines and capture changes in routing due to new infrastructure. As noted above, counts can be influenced by external factors such as gas prices, so caution is urged in drawing conclusions from such data.

Action 4.1.4

Conduct surveys to understand user experience

Volume counts are a useful metric, but since one project alone can't achieve the desired mode shift, they can be slow to show progress. The District should consider intercept or observational surveys before and after a project is completed to provide a more reliable understanding of its real benefits on people's experiences, such as feeling safer and having fewer conflicts and near misses.

Action 4.1.5

Monitor and adapt to accommodate beneficial transportation technologies

The transportation landscape is evolving with technologies like ride-hailing, ride-sharing, new micromobility options, and connected and automated vehicles. These innovations have both advantages and disadvantages. The District will monitor these developments and adapt as necessary to integrate them in ways that support District objectives.

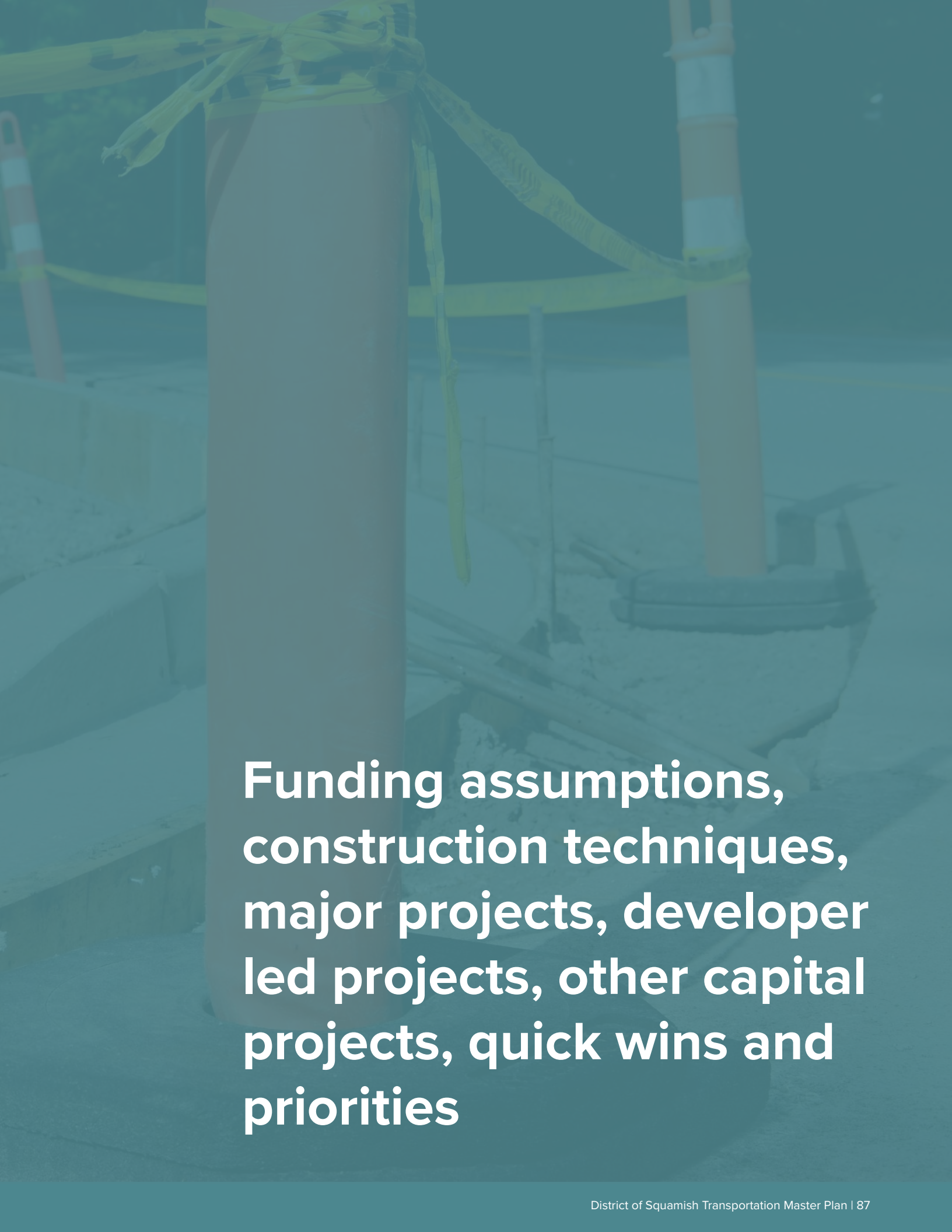
Action 4.1.6

Update the Transportation Master Plan as necessary

The Transportation Master Plan provides a strategy to achieve the transportation objectives of the community. Priorities are set out in the plan, but implementation is intended to be flexible and align with other local priorities that may change over time. This plan should be reviewed every five to ten years and updated as necessary to meet best practices, local priorities, and evolving needs.

Implementing the Plan





Funding assumptions, construction techniques, major projects, developer led projects, other capital projects, quick wins and priorities

Implementation section to be completed following round 2 engagement