



CONTEXT

The 2031 Multi-Modal Transportation Plan will be the critical overarching document for all transportation planning and policy decisions in the District of Squamish. It will replace the Bunt and Associates Transportation Plan that accompanied the 1998 OCP.

This is a visionary and strategic document. It must at once describe the realistic aspirations of the community and guide all future policy development as it pertains to transportation. Once completed, the Plan will inform updates of the District's Servicing Bylaw, the Development Cost Charge Bylaw and the 20 Year Capital Plan.

As a visionary document it will contemplate the ideal future state and establish the role of all modes of transportation in striving for that ideal. As a strategic document it will have to realistically balance our community's aspirations with its constraints, both physical and fiscal.

The Plan must be consistent with our most recent policy initiatives. Points of reference will include the District's 2009 OCP, Regional Growth Strategy, Smartgrowth-on-the-Ground Principles, the 2005 Growth Management Strategy and the Community Energy Action Plan. The planning horizon chosen for the Transportation Plan is the same as for the new OCP, namely 2031. For the purpose of traffic analysis both a 2031 forecast and a community build-out will be modeled.

STUDY OBJECTIVES

A total demand management (TDM) approach will be taken that will assess the needs of all modes of transportation including: private passenger vehicles; multiple-occupant initiatives; commercial vehicles; public transit; cyclists and pedestrians. Regional transportation issues such as future highway expansion, marine uses, rail and air will also be considered, in general terms.

As the Outdoor Recreation Capital of Canada™, Squamish accepts that cycling is a critical part of the community ethos. Although the plan will not deal specifically with recreational uses, the commuter bike network and access to recreational areas are understood to be integral aspects of the transportation network.

Mobility, safety and sustainability are perceived to be the key success measures for the Plan.

Mobility means the capacity of the network to satisfy the multi-modal transportation demands of the community. Connectivity of the various communities within Squamish and the linkages to and across highways, railways and watercourses will be an important consideration.

Safety will be a prime consideration when assessing the integration of various modes within the transportation network.

Sustainability will be interpreted as the application of Smartgrowth principles and recognition that:

- a motorized trip saved has a high value;
- trips converted from single occupant to multiple-occupant vehicles, or to public transit, or to non-motorized options are progressively higher values;
- a light footprint on the environment is preferred; and finally,
- the community's scarce resources should be judiciously applied.

Finally, community engagement is understood to be critical to the success of the Plan.

STUDY PROCESS

The Gantt chart attached to this document describes the tasks that will need to be undertaken to accomplish the study. This will include a significant public process. The preliminary schedule would target adoption of an OCP amendment on June 7, 2011. This is considered to be an ambitious schedule that will require resources and focus.

The District will be responsible for project management. This will include the compilation and assimilation of background materials, assignment of network modeling contracts, the generation of network options and final reporting. In addition, the District will lead a public process that will include three public information meetings, four reports to Council and an OCP amendment process. Progress updates will be issued on a monthly basis.

Once endorsed by Council, the plan will inform transportation planning policy for many years to come.

REQUIRED RESOURCES

1. Staff: The Director of Community Development will lead the Study. A Project Review Team is proposed to periodically review study objectives, assess consultant submissions and identify transportation network options. It is proposed that the Director, Manager of Engineering, Manager of Operations, a Senior Planner and/ or Trails Coordinator be core members of the Team with the CAO, General Manager of Engineering and Parks and the General Manager of Community Services being included at their discretion and availability.

Additional staff resources will be required to gather background materials, set up the project website, organize meetings, generate base plans, generate study documents and generally assist with public relations and communications.

2. Background Materials:
 - 1998 Bunt & Associates Comprehensive Transportation Plan
 - All traffic studies prepared within the last five years
 - MOTI Sea to Sky Highway Traffic Projections
 - Downtown 2031 Downtown Transport Plan Final Draft Report
 - 1998 OCP Schedules

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- 2009 OCP with Schedules
 - 2005 Growth Management Strategy
 - BC Transit Routing and 5 Year Forecast
 - Trails Master Plan
 - Smartgrowth-on-the-Ground Study findings and recommendations
 - District-wide Aerial Photographic and Topographic materials
 - Downtown Peninsula Master Plan
 - Employment and Investment Attraction Strategy
 - Sea to Sky Air Quality Management Plan
 - Community Energy Action Plan
 - Squamish Estuary Management Plan
3. Budget: The 2010 Budget is \$75,000. Additional funding will be requested as needed as part of the 2011 Budget Process.

STAKEHOLDERS

1. Primary

The following are the stakeholders that will be involved in every major step of the process. Council and DOS staff are included as stakeholders as a reminder that, for the Transportation Plan to be successful, there must be strong support for the plan at political and administrative levels.

- Council
- DOS Staff
- SquamishCAN
- Squamish Nation
- STS
- BC Transit
- Howe Sound School District No. 48/ Parent Advisory Committees

2. Secondary

These stakeholders will be on a mailing list and will receive periodic updates of the progress of the study. Included are agencies that will have formal referrals for comment before the Transportation Plan is adopted by Council.

- The Community: Mayor's e-mail list, Press Releases and Public Meetings
- Protective and Emergency Service Providers
- Ministry of Transportation and Infrastructure
- Department of Fisheries and Oceans Canada
- Ministry of the Environment
- Squamish Estuary Management Committee
- Insurance Corporation of British Columbia
- Tourism Squamish
- Squamish Environmental Conservation Society
- Squamish Landowners Association
- Neighbourhood Associations

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- Chamber of Commerce
 - Integrated Land Management Bureau
 - BC Land Corporation (ARIES)
 - Squamish Oceanfront Development Corporation
 - Squamish Terminals
 - Carney Waste Systems

KEY ISSUES

1. Basic Principles
 - Mobility
 - Safety
 - Sustainability
2. Planning & Growth Issues
 - Demographic Trends
 - Squamish Nation
 - Peninsula Development
 - Business Park Development
 - Cheekye Fan Development
 - Highlands Development
3. Network Issues
 - Highway Expansion
 - Indian Arm Connector
 - Gibson's Connector
 - Squamish Ring Road
 - Pemberton Avenue Bridge
 - Downtown Roundabouts
 - Seventh Avenue Connector
 - Upper Blind Channel Connector
 - New Mamquam River Crossing
 - East Side Arterial
 - Newport Ridge Drive Connector
 - North Road
 - Brackendale Connector

STUDY DELIVERABLES

1. OCP Schedules
 - Integrated 2031 Transportation Network Plan
 - Truck Routing Plan
2. Summary Report including Phasing Plan

END OF DOCUMENT