

MULTI-MODAL

Corridor Transportation Study

As a stakeholder in corridor transportation, you are asked to take part in this study by answering the questions below. Please take a few moments to contribute your views about the corridor's future mass-transportation needs, the possible scenarios outlined on the display boards, and any general advice you would give transportation planners.

Remember that the value of this assessment will be to key agencies and governments in future strategic planning, so there are no right or wrong answers. Feedback from stakeholders, including public open house attendees, will contribute to a summary of findings, electronically published upon study completion in spring, 2001.

1. How did you hear about the Multi-modal Open House?

Newspaper ad	53% (highest in Whistler at 67%)
Letter of invitation	12%
Other (please specify)	10% word of mouth; 7% radio

2. What was your main reason for coming today?

To be informed:	31% (highest in Squamish at 53%)
To provide input:	15% (highest in Whistler at 29%)
Highway traffic concerns:	15% (highest in Lions Bay at 50%)
Specifically to see scenarios:	12% (highest in Pemberton at 56%)

3. Are you a:

Permanent resident	95%
Recreational visitor	0%
Business owner	10%
Industrial stakeholder	2%
Other (please explain)	1 First Nations stakeholder in Squamish

4. What is your usual travel pattern? (i.e., I take the car/bus/train to Park Royal/Vancouver daily/every other weekend) *Daily Vancouver trips by car by 20% overall: (75% of Lions Bay respondents travel daily to Vancouver by car; 47% of Squamish respondents travel to Vancouver by car once or twice a week; 33% of Whistler & Pemberton respondents travel to Vancouver by car once or twice a month)*
Inter-community travel: low among respondents – Whistler to Squamish/Pemberton probably highest
Bus travel: occasional bus use to Vancouver – Lions Bay 17%; Squamish 12%; Whistler 5%

5. Scenarios outlined on the display boards are possible approaches to meet future transportation needs in this corridor. Based on each general concept, what are your impressions of the:

“Constrained Mobility” Scenario (Bus Emphasis)? _____

Favoured by 15% overall ... highest in Whistler at 38%; 10% overall said “not enough/won’t work”

“Mutli-modal” Scenario (Rail/Bus Emphasis)? _____

Favoured by 46% overall ... 25% in Lions Bay said it was limiting; 22% in Pemberton concerned re: cost

“Highway Mobility” Scenario (Car/Bus Emphasis)?

Favoured by 36% overall ... highest in Squamish at 64%, then Lions Bay at 50%

Cost concerns: 19% overall ... highest in Whistler at 33%

Environmental/aesthetic concerns: 17% overall ... highest in Whistler at 24%

Concerned this will lead to more cars on highway: Whistler 24%; Pemberton 22%

6. What do you see as the key issue(s) around corridor growth, in terms of transportation?

Broad range of issues/priorities (about 60, total) identified by respondents. Some commonalities - chiefly concerns about ways to decrease the number of cars, and safety and environmental impacts associated with corridor growth and transportation.

7. This is a high-level assessment of transportation needs over the next 25 years. If you were a transportation planner, what would be your recommendations?

Many different detailed recommendations. Patterns/commonalities include rail focus among Whistler respondents (i.e., rail connectivity to SeaBus/YVR), and highway focus in Squamish and Pemberton (i.e., twinning, four-laning, alternative route). A greater sense of urgency in terms of start dates was detected in Lions Bay, where corridor traffic is nearly 100%, regardless of origin/destination (southernmost community).

8. Please use this space to provide any additional comments.

Some very positive comments about the ministry’s current approach toward planning, and inclusion of residents.

In general terms, Whistler comments stressed rail and bus mode potential (if affordable), but spoke of highway expansion and even current highway impacts in negative terms.

In general terms, Squamish respondents focussed on highway solutions, and were less apt to consider alternative modes.

Pemberton respondents indicated a desire for improved Whistler bus service, an alternative route to the Lower Mainland and increased rail utilization.

Comments from Lions Bay were varied. Some no longer want to be part of the GVRD. The highway was seen by some as part of the local landscape (for better or worse) but several indicated a desire for user-friendly bus and/or rail service. Many – not just in Lions Bay - spoke in terms of residential demand vs. recreational demand (i.e., the needs of resident commuters should preside over visitors’ needs – conflicting driving styles mentioned often).

Please return this questionnaire to any staff person at this evening’s open house.

Thank you for your comments. Your input is important to this study.