

# Transit Future Plan

SEA TO SKY | 2015

Executive Summary



# Executive Summary

The Sea to Sky Transit Future Plan is a 25-year strategic plan that has been developed by BC Transit in collaboration with stakeholders, the public and staff at the Squamish-Lillooet Regional District, the District of Squamish, the Resort Municipality of Whistler (RMOW), the Village of Pemberton, the Lil'wat Nation and the Squamish Nation.

The Sea to Sky Transit Future Plan details transit service and infrastructure recommendations for Squamish, Whistler, the Pemberton Valley and the encompassing Sea to Sky region.

These recommendations, along with the plan's vision, goals, Local and Regional Transit Networks and Targets, help envision what transit in the Sea to Sky region could look like between now and 2040. Developing an actionable, measurable strategy for public transit in the Sea to Sky area is critical to ensuring the environmentally- and fiscally-sustainable and efficient growth of these communities in the near and long terms.

The Sea to Sky Transit Future Plan has been developed in consideration of the goals and directives found in local and regional land use plans such as Official Community Plans, as well as strategic provincial plans such as the Provincial Transit Plan, BC On the Move and BC Transit's 2030 Strategic Plan. Transit service and infrastructure recommendations have been developed iteratively and in consideration of technical analysis, best practices in transportation planning and feedback collected through stakeholder and public engagement activities.

## Vision and Goals

While future transit service and infrastructure recommendations vary across the Sea to Sky communities, a unified vision and set of goals have been developed to guide transit expansion to 2040.

### Vision Statement

Collaboration with stakeholders, the public, and government and First Nations partners has helped shape the final vision statement to represent what the Transit Future Plan aims to inspire.

*"Sea to Sky communities are connected by efficient local and regional public transit networks that serve our unique climate, culture, and economy. Our transit system is safe, convenient, accessible, and reliable for residents and visitors of all ages and abilities."*

## Goals

As with the development of the vision statement, drafting the goals was an iterative and collaborative process with stakeholders, the public and government and First Nations partners. The goals have been crafted to reflect the most commonly heard themes: Inclusive, Integrated, Safe, and Sustainable.

By 2040, local and regional public transit networks in the Sea to Sky area will be:

- For everyone
- Part of a multimodal transportation system that is integrated with other preferred transportation choices like walking, cycling, and carpooling
- Safe
- Environmentally sustainable

## Transit Mode Share Targets

Transit Mode Share is the percentage of all trips that are made by transit in a given community, typically measured on an annual basis. Transit Mode Share is a representation of overall transit ridership.

Setting transit mode share targets and identifying methods for achieving these targets is a goal of the B.C. Provincial Government as it aims to mitigate provincial contributions to climate change. In transportation, this relates directly to reducing greenhouse gas (GHG) emissions by making more trips by active and alternative transportation modes. Alternative transportation is thought of as almost any mode of transportation other than single-occupancy vehicle driving, and in the Sea to Sky region, is known as a suite of preferred modes.

To reflect each community's unique land use, travel behaviour and existing transit use, separate transit mode share targets have been developed for Squamish, Whistler and the Pemberton Valley.

|                                | Sea to Sky Region | Squamish | Whistler | Pemberton Valley |
|--------------------------------|-------------------|----------|----------|------------------|
| 2015 Transit Mode Share        | 5% by 2030        | 1.3%     | 15%      | 1.5%             |
| 2020 Transit Mode Share Target |                   | 2.5%     | 16%      | 2%               |
| 2025 Transit Mode Share Target |                   | 5%       | 20%*     | 4%               |
| 2040 Transit Mode Share Target |                   | 10%      | 25%*     | 6%               |

*\*Long-term targets for Whistler will be defined in coordination with the RMOW's Transit Management Advisory Committee or its forthcoming Transportation Advisory Group.*

The Sea to Sky region's overall transit mode share target aligns with the target identified in the Provincial Transit Plan, which stated that by 2030, five per cent of all trips in the region will be made by transit. Communities in the Sea to Sky region have already cumulatively achieved this target. Implementation of the Transit Future Plan will help the Sea to Sky region's transit mode share continue to increase.

These targets should be re-examined and renewed every five years as part of the Transit Future Plan Refresh process.

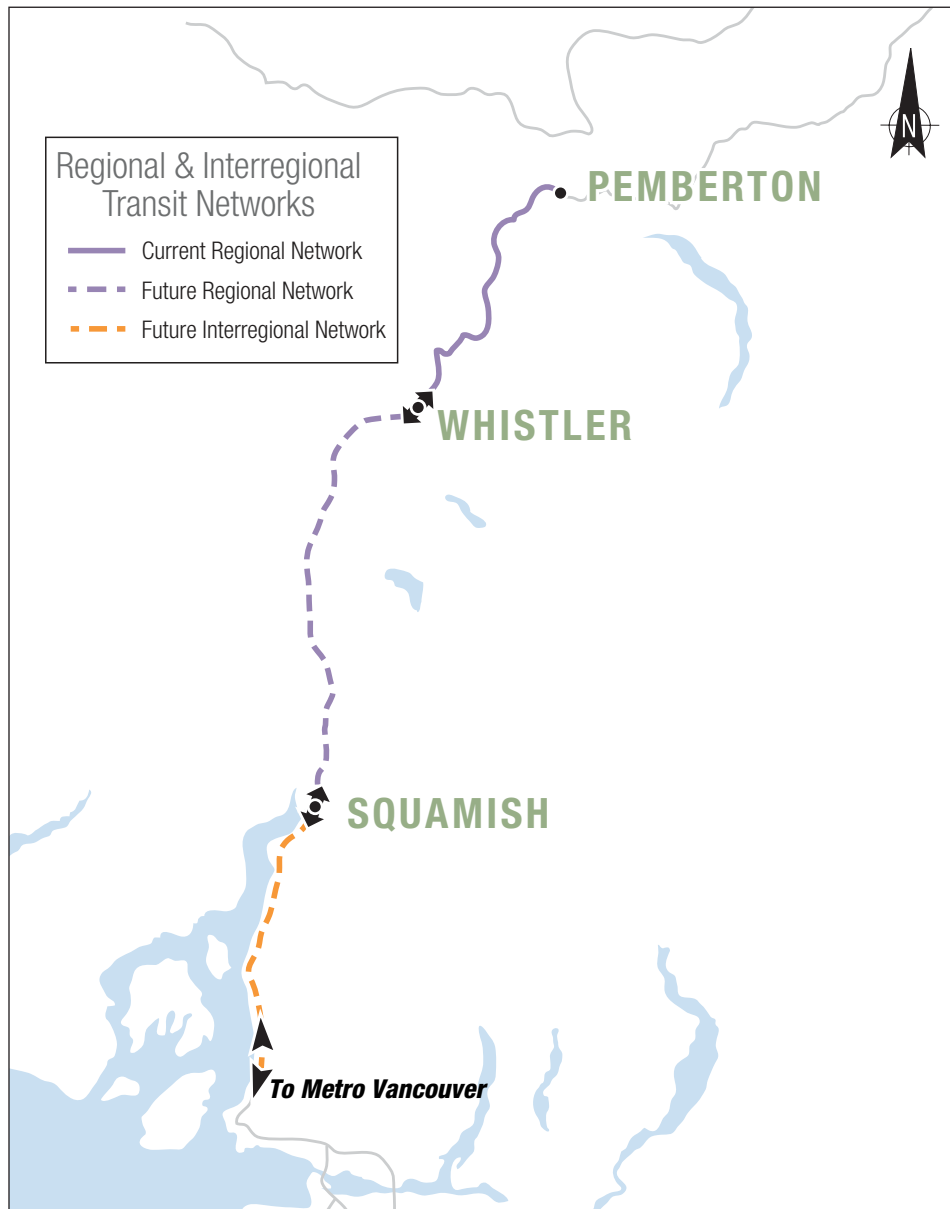
## Transit Future Plan Network

The Sea to Sky Transit Future Network has been designed with the passenger in mind, linking people to popular origins and destinations, aiming to provide a reasonable alternative to driving. The network builds upon the existing network's directness, reliability, and frequency, and has been created in consideration of current and planned land uses.

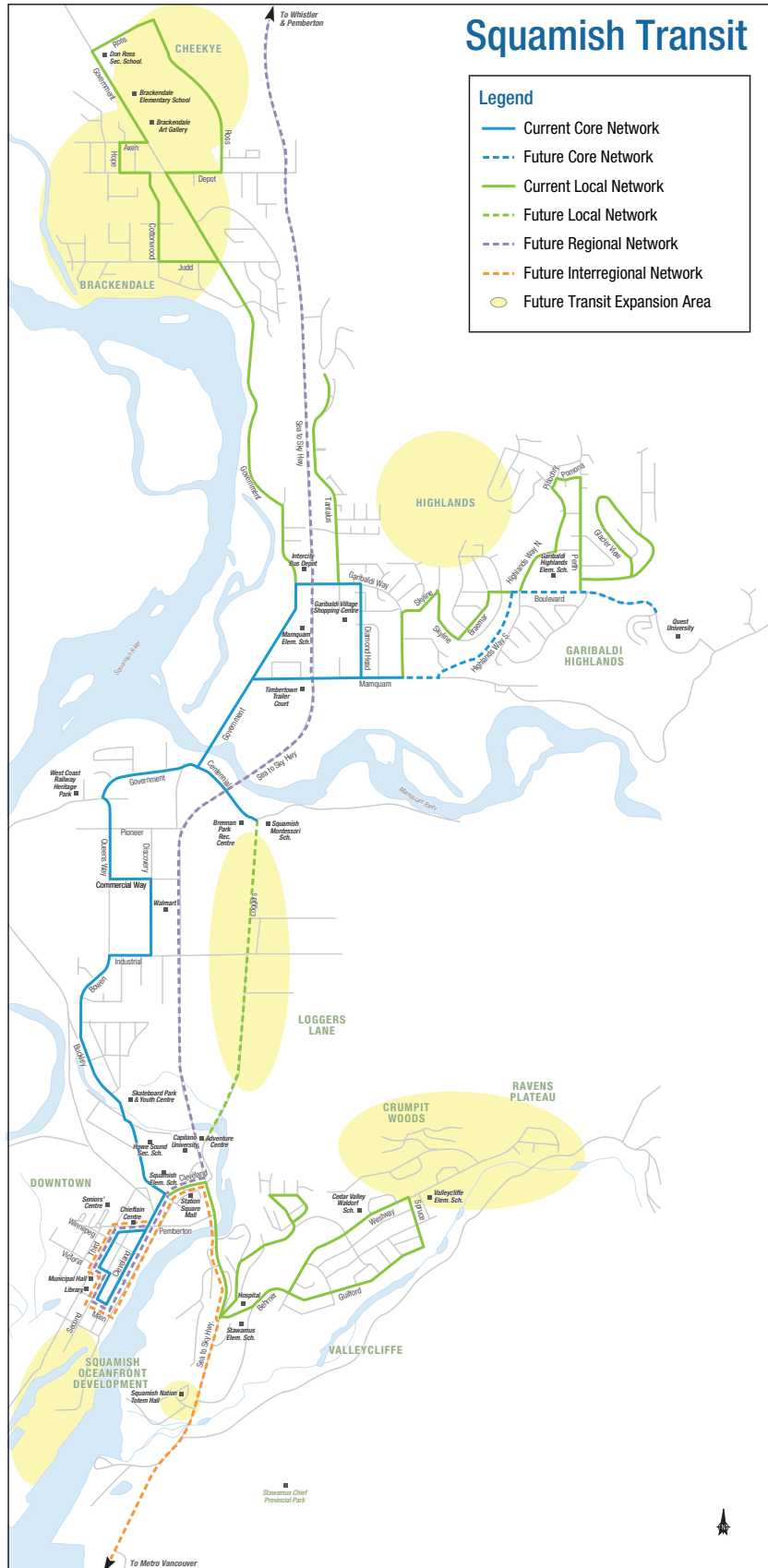
The Sea to Sky Transit Future Plan includes four distinct networks:

- **Core Transit Network** – links people to major destinations within a given community, typically through downtown
- **Local Transit Network** – links people to destinations within neighbourhoods, as well as to the other Transit Networks
- **Custom Transit Network** – provides transit service within 1.5 km of a given community to people with physical or cognitive impairments who cannot independently use the Conventional transit system some or all of the time
- **Targeted Transit Network**
  - » **Regional Transit Network** – includes public transit service *within* the Sea to Sky region, linking the communities of Squamish, Whistler, and Pemberton Valley
  - » **Interregional Transit Network** – includes public transit service *between* the Sea to Sky region and other regions, namely the Metro Vancouver region

## Sea to Sky Future Regional and Interregional Transit Network Map

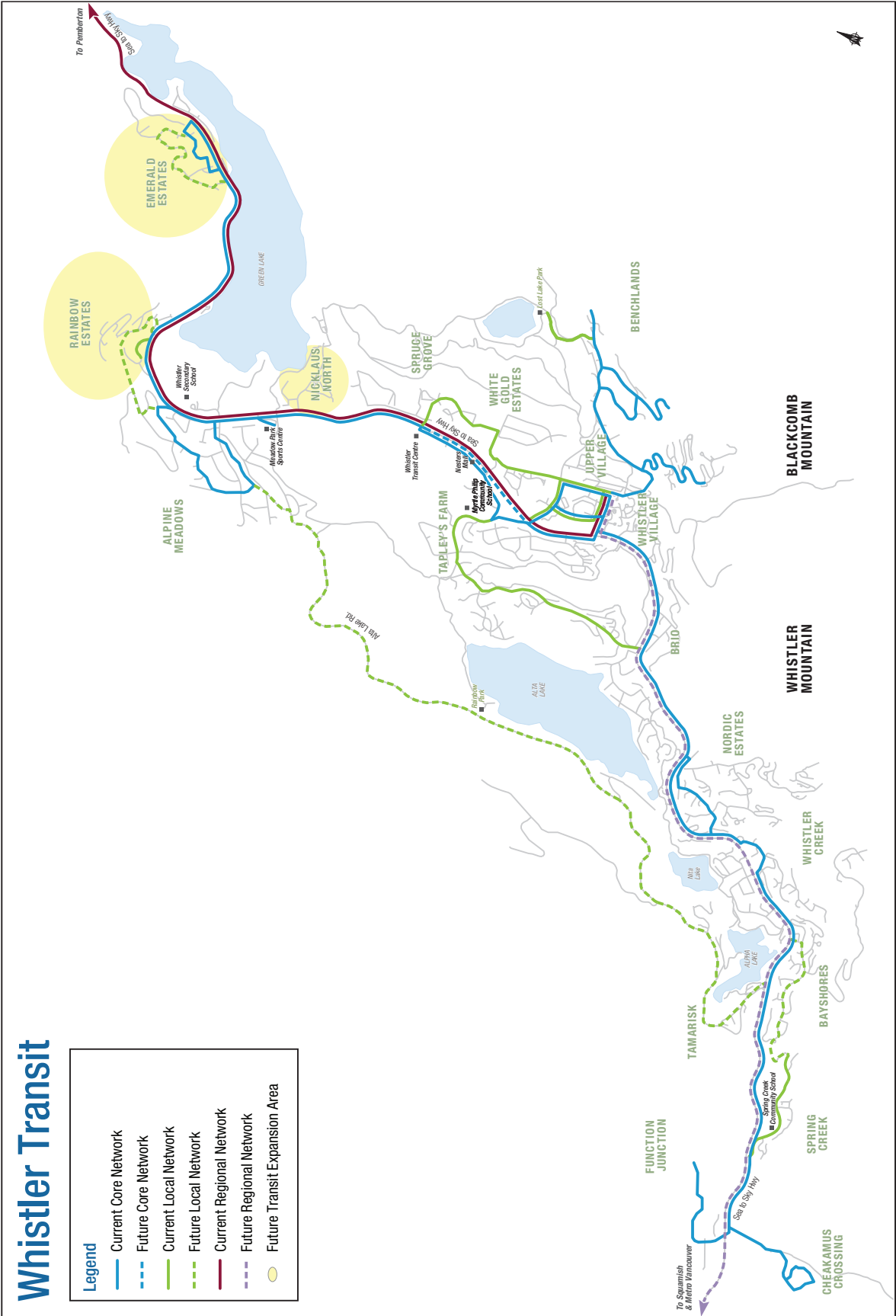


# Squamish Future Local Transit Network Map

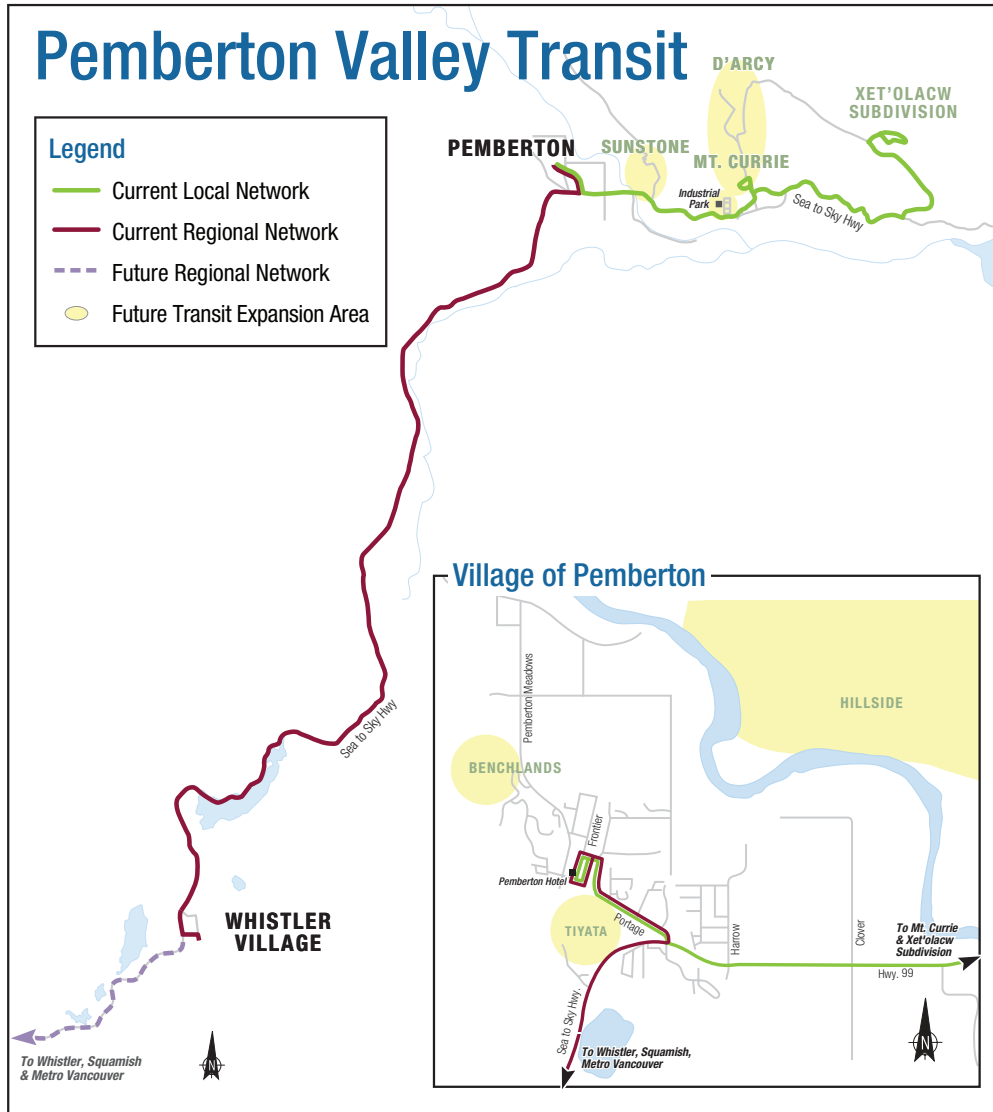




Whistler Future Local Transit Network Map



## Pemberton Valley Future Local Transit Network Map





## Transit Service and Infrastructure Recommendations

Achieving the vision, goals, and targets described in the Sea to Sky Transit Future Plan will require capital and operating investments over the next 25 years. The Plan provides detailed transit service and infrastructure recommendations for the Sea to Sky region and the communities of Squamish, Whistler and the Pemberton Valley.

Options do not represent all of the possible changes that could be made to the Regional and Interregional Transit Networks in the region between today and 2040, but should serve as a starting point each time the systems undergo analysis or change. Recommendations vary in terms of required timelines, complexity, cost and process, meaning that initiatives may not be undertaken linearly.

The fulfillment of the Transit Future Plan is contingent on:

- The availability of local and provincial funding
- Community growth factors
- Phasing of major projects
- Service demand and emerging issues
- Opportunities for value-added partnerships
- Ongoing efforts to optimize service and ensure reliability and on-time performance

Given the level of transit investment anticipated over the coming decades, alternative funding sources and new regional governance structures for transit in the Sea to Sky region must be examined. BC Transit and Sea to Sky Transit Future Plan funding partners will need to work together to achieve stable and predictable funding sources beyond the existing funding mechanisms.

Recommendations on funding and governance for the Sea to Sky Transit Future Plan are included in this Plan.

Estimated resource requirements for the immediate- and short-term are detailed in the following pages. These costs have been rounded and are expressed in 2014 annual dollars. Actual costs, fleet requirements and estimates are subject to change and will be refined prior to implementation. Estimated costs are based on 2014/15 actual operating costs of the existing transit systems. Actual costs may change based on final budgets and confirmation of final operational details.

## Sea to Sky Region

### Transit System Recommendations to 2020

#### 1. Undertake a Sea to Sky Corridor Transit Study

This comprehensive study will include the entire corridor (Metro Vancouver to the Pemberton Valley), and will consider the expansion of Regional and Interregional transit service in detail

#### 2. Explore the Development of a Sea to Sky Regional Governance Structure

Explore options for a more integrated regional governance structure for the Sea to Sky area. The study would look at the benefits and risks with the goal of streamlining the implementation of Regional and Interregional transit, and enabling more comprehensive system management and performance monitoring

#### 3. Introduce weekday Interregional Transit service between Squamish and Metro Vancouver

As this service was identified as a high priority, this option should be examined in detail during the development of the Sea to Sky Corridor Study. The existing volume of travel between Squamish and Metro Vancouver is high and is continuing to grow, particularly for Squamish residents who commute. Implementing public transit service along this corridor will improve Interregional options

#### 4. Introduce midday or evening Regional Transit service between Pemberton and Whistler

Similarly, the demand for increased service on the Pemberton Commuter Service is growing. Expanding service in the midday and evening would improve access for recreation and tourism, shift employment and access to amenities

### Capital Investments for Regional Transit Infrastructure to 2020

- Potential new or expanded transit exchanges in Squamish
- New Park & Ride facility in downtown Squamish
- Potential new or expanded transit operations and maintenance facilities
- Improvements to customer amenities at bus stops and the existing or new transit exchange in Squamish
- New Sea to Sky highway transit priority measures

### Resource Requirements to 2020

At the regional level, an estimated 5,200 additional annual Conventional transit service hours and two additional buses will be required to achieve the goals outlined to 2020. Implementing these options is estimated to require a total of \$800,000. Cost sharing between Sea to Sky communities can be determined through the regional governance development recommended in the Transit Future Plan.

The table below summarizes the short-term recommendations for regional transit and the estimated resources required to implement them.

**Sea to Sky Transit Future Plan – Regional Transit Service**  
**Preliminary Estimated Additional Annual Impacts\***

| Recommendation  | Buses** | Additional Total Kms | Service Hours | Rides  | Total Revenue | Total Costs | Net Local Share of Costs | BC Transit Share of Costs |
|---|---------|----------------------|---------------|--------|---------------|-------------|--------------------------|---------------------------|
| <b>Transit Service</b>  |         |                      |               |        |               |             |                          |                           |
| 1. Undertake a Sea to Sky Corridor Study  |         |                      |               |        |               |             |                          |                           |
| 2. Explore the development of a Sea to Sky Regional Governance Structure  |         |                      |               |        |               |             |                          |                           |
| 3. Introduce weekday Interregional transit service between Squamish and Metro Vancouver   | 3       | 242,400              | 4,040         | 40,400 | \$121,200     | \$626,600   | \$267,500                | \$237,900                 |
| 4. Introduce midday or evening Regional transit service between Pemberton and Whistler  | 1       | 66,000               | 1,100         | 13,200 | \$27,300      | \$176,500   | \$85,000                 | \$64,200                  |
| <b>Transit Infrastructure</b>   |         |                      |               |        |               |             |                          |                           |
| 5. Establish a Park & Ride facility in downtown Squamish  |         |                      |               |        |               |             |                          |                           |
| 6. Examine existing transit exchanges to ensure that capacity is available for introduction of Regional and Interregional service |         |                      |               |        |               |             |                          |                           |
| 7. Examine the impact of fleet increases to existing transit operations and maintenance facilities                                |         |                      |               |        |               |             |                          |                           |
| 8. Explore highway improvement measures on the Sea to Sky highway at Britannia Beach  |         |                      |               |        |               |             |                          |                           |

*\*Based on 2014/15 Operating Costs. Final costs may change based on final budgets and confirmation of final operational details.*

*\*\*The vehicle requirements shown here appear feasible but will require confirmation by BC Transit Fleet department closer to implementation.*

These costs have been rounded and are expressed in 2014 annual dollars. Final costs, fleet requirements and estimates are subject to change and will be refined prior to implementation. Estimated revenue is approximate and is based on high-level ridership estimates.

### Transit System Recommendations to 2025

- Increase Interregional transit service between Squamish and Metro Vancouver on weekdays and introduce service on weekends
- Reinstate Regional transit service between Squamish and Whistler, and as part of that, explore serving communities along the corridor including Black Tusk and Pine Crest
- Identify sites and develop new Park & Ride and transit exchange facilities
- Continue to improve service frequency and extend service span on Regional and Interregional connections as demand on the corridor grows

### Transit System Recommendations to 2040

- Continue to improve service frequency and extend service span on connecting services as demand on the corridor grows
- Continue to improve local transit service in each community to provide efficient, reliable and safe connectivity across the region

## Squamish

### Transit System Recommendations to 2020

#### 1. Finalize operational plans for South Squamish Parks pilot transit service

BC Transit recommends finalizing operational plans to introduce summer transit service connecting downtown Squamish to the South Squamish Parks District

#### 2. Increase Sunday and holiday transit service

Increasing transit service frequency and span on Sundays and holidays will improve access to employment, recreation, and shopping in Squamish

#### 3a. Improve Core Transit Network service during off-peak periods between Garibaldi Village and Downtown Squamish

Strengthening the Core Transit Network in Squamish provides a foundation from which the entire Squamish Transit System can grow

#### 3b. Increase service on the Core Transit Network to improve access to Quest University Canada

Transit ridership to Quest University continues to grow. The campus is located at the end of a curvilinear road with a steep grade that can be difficult to walk and cycle on; consequently, direct, frequent, and reliable transit access to the campus is important

#### 4. Implement a handyDART Registration Program

A handyDART Registration Program (that features an in-person assessment) matches applicants' needs with the most appropriate type of transit service

### Capital Investments for Transit Infrastructure to 2020

- New or expanded transit exchange
- Potential new or expanded Transit Operations and Maintenance Facility
- Improvements to customer amenities at bus stops and at the Squamish Transit Exchange

### Resource Requirements to 2020

In Squamish, an estimated 5,350 additional annual Conventional and Custom transit service hours and one additional bus will be required to achieve the goals outlined to 2020. Implementing these options is estimated to require a total of \$700,000.

The following table summarizes the immediate- and short-term recommendations and the estimated resources required to implement them.

**Sea to Sky Transit Future Plan – Squamish**  
**Preliminary Estimated Additional Annual Impacts\***

| Recommendation  | Buses** | Additional Total Kms | Service Hours | Rides  | Total Revenue | Total Costs | Net Local Share of Costs | BC Transit Share of Costs |
|---|---------|----------------------|---------------|--------|---------------|-------------|--------------------------|---------------------------|
| <b>Transit Service</b>  |         |                      |               |        |               |             |                          |                           |
| 1. Finalize operational plans for South Squamish Parks pilot transit service  | 0       | 33,700               | 1,100         | 8,800  | \$7,300       | \$129,500   | \$61,800                 | \$60,400                  |
| 2. Increase Sunday and Holiday transit service  | 0       | 25,100               | 820           | 6,600  | \$5,400       | \$117,400   | \$57,200                 | \$54,800                  |
| 3a. Improve Core Transit Network service during off-peak periods between Garibaldi Village and downtown Squamish*** | 1       | 69,500               | 2,270         | 27,200 | \$22,400      | \$314,200   | \$163,300                | \$128,500                 |
| 3b. Increase service on the Core Transit Network to improve access to Quest University***                           | 0       | 35,500               | 1,160         | 11,600 | \$9,600       | \$136,600   | \$63,300                 | \$63,700                  |
| 4. Implement a handyDART registration program   |         |                      |               |        |               | \$6,000     | \$2,000                  |                           |
| <b>Transit Infrastructure</b>   |         |                      |               |        |               |             |                          |                           |
| 5. Continue to improve transit customer facilities  |         |                      |               |        |               |             |                          |                           |
| 6. Examine the downtown exchange to ensure the capacity is available for service expansion                          |         |                      |               |        |               |             |                          |                           |
| 7. Examine the impact of fleet expansion to Squamish transit operations and maintenance facility                    |         |                      |               |        |               |             |                          |                           |

\*Based on 2014/15 Operating Costs. Final costs may change based on final budgets and confirmation of final operational details.

\*\*The vehicle requirements shown here appear feasible but will require confirmation by BC Transit Fleet department closer to implementation.

\*\*\*Recommended that projects be implemented simultaneously to achieve economies of scale.

These costs have been rounded and are expressed in 2014 annual dollars. Final costs, fleet requirements and estimates are subject to change and will be refined prior to implementation. Estimated revenue is approximate and is based on high-level ridership estimates.

### Transit System Recommendations to 2025

- Service improvements on Core Transit Network to meet service standards
- Introduce Local transit service to developing areas (Cheekye, Loggers Lane, Ravens Plateau, Squamish Oceanfront Development site, Brennan Park)
- Establish new bus stops for any expansion areas

## Transit System Recommendations to 2040

- Introduce new Local transit service to select areas such as North Squamish Parks District, Furry Creek, Britannia Beach
- Reinstate Local Transit service to Squamish Nation area if it is not already served by Regional Transit
- Continue to improve service frequency and extend service span on Regional and Interregional connections as demand on the corridor grows
- Continue to improve Local transit service to provide efficient, reliable and safe connectivity

## Whistler

### Transit System Recommendations to 2020

#### 1. Improve the operational efficiency of Route 1 Valley Connector

Explore opportunities to improve the design of Route 1 to address on-time performance issues

#### 2. Undertake an in-depth ridership analysis of the free Village Shuttles and make any necessary adjustments or improvements

An in-depth ridership analysis would inform the possibility of investing additional resources, changing routing to improve efficiency or expanding service

#### 3. Increase service on the Core Transit Network during the winter season

The majority of Whistler's ridership occurs during the busy winter season. Increasing service on the Core Transit Network during winter is recommended to ensure that transit travel demand is being met for both locals and visitors

#### 4. Increase service on the Core Transit Network during the spring, summer and fall

Increasing service on the Core Transit Network during spring, summer and fall was identified as a priority in the participation process and will help Whistler achieve becoming a year-round resort destination

#### 5. Explore opportunities to improve the fare structure, media and fare products

While a diversity of fare products is currently available in Whistler, interest in introducing a ski season-related pass has been expressed. BC Transit recommends collaboration with Whistler Blackcomb to explore the feasibility of introducing a seasonal transit pass linked with a Whistler Blackcomb ski season pass

#### 6. Conduct feasibility assessment around the introduction of Custom transit services

The base population in Whistler continues to age. Examining Custom transit options could benefit Whistler as the community ages and as travel needs in Whistler continue to diversify



## Capital Investments for Transit Infrastructure to 2020

- Improvements to customer amenities at bus stops and at Gondola Transit Exchange

### Resource Requirements to 2020

In Whistler, an estimated 750 additional annual Conventional transit service hours will be required to achieve the goals outlined to 2020. This service hour increase is estimated to require a total of \$90,000. No additional buses are required to implement the immediate- and short-term recommendations described in the Transit Future Plan for Whistler.

The following table summarizes the immediate- and short-term recommendations and the estimated resources required to implement them.

Sea to Sky Transit Future Plan – Whistler  
Preliminary Estimated Additional Annual Impacts\*

| Recommendation  | Buses** | Additional Total Kms | Service Hours | Rides  | Total Revenue | Total Costs | Net Local Share of Costs | BC Transit Share of Costs |
|---|---------|----------------------|---------------|--------|---------------|-------------|--------------------------|---------------------------|
| <b>Transit Service</b>  |         |                      |               |        |               |             |                          |                           |
| 1. Improve the operational efficiency of Route 1 Valley Connector   |         |                      |               |        |               |             |                          |                           |
| 2. Undertake an in-depth ridership analysis of the free Village Shuttles and make any necessary adjustments of improvements |         |                      |               |        |               |             |                          |                           |
| 3. Increase service on the Core Transit Network during the winter season  | 0       | 12,700               | 500           | 12,500 | \$13,800      | \$62,000    | \$19,300                 | \$28,900                  |
| 4. Increase service on the Core Transit Network during the spring, summer and fall season                                   | 0       | 6,400                | 250           | 3,800  | \$4,200       | \$31,000    | \$12,300                 | \$14,500                  |
| <b>Transit Infrastructure</b>   |         |                      |               |        |               |             |                          |                           |
| 5. Continue to improve transit customer facilities  |         |                      |               |        |               |             |                          |                           |
| <b>Supporting Transit Improvements</b>  |         |                      |               |        |               |             |                          |                           |
| 6. Explore opportunities to improve the fare structure and fare products  |         |                      |               |        |               |             |                          |                           |
| 7. Conduct feasibility assessment around the introduction of Custom transit services  |         |                      |               |        |               |             |                          |                           |

\*Based on 2014/15 Operating Costs. Final costs may change based on final budgets and confirmation of final operational details.

\*\*The vehicle requirements shown here appear feasible but will require confirmation by BC Transit Fleet department closer to implementation.

These costs have been rounded and are expressed in 2014 annual dollars. Final costs, fleet requirements and estimates are subject to change and will be refined prior to implementation. Estimated revenue is approximate and is based on high-level ridership estimates.

### **Transit System Recommendations to 2025**

- Continue to examine seasonal service trends and rebalance service levels if necessary
- Introduce transit priority measures / improve transit operations
- Continue to improve transit customer facilities

### **Transit System Recommendations to 2040**

- Examine the feasibility of introducing Dial-a-Ride / Paratransit service to Alta Lake Road between Tamarisk and Alpine Meadows, Upper Nordic, and Upper Emerald
- Introduce Local transit service connection between Rainbow Estates and Alpine Meadows (dependent on new road connection)
- Introduce Local transit service connection between Spring Creek and Bayshores (dependent on new road connection)
- Introduce Local transit or Paratransit service along Alta Lake Road and further into Emerald Estates with introductory service levels
- Explore opportunities to serve Whistler Olympic Park and Whistler Sliding Centre with some level of transit
- Continue to improve service frequency and extend service span on Regional and Interregional connections as demand on the corridor grows
- Continue to improve Local transit service to provide efficient, reliable and safe connectivity

## **Pemberton Valley**

### **Transit System Recommendations to 2020**

- 1. Initiate a more detailed review of the financial and operational sustainability of the Pemberton Valley Transit System**  
This detailed review should be considered with a full cost accounting lens, considering fleet, facilities, and operations
- 2. Introduce midday service on weekdays on the Local Transit Network**  
Increasing the span and frequency of transit service on the Local Transit Network will benefit local residents by providing increased access to recreation, employment and commercial amenities

### **Capital Investments for Transit Infrastructure to 2020**

- Improvements to customer amenities at bus stops

## Resource Requirements to 2020

In the Pemberton Valley, an estimated 750 additional annual Conventional and Custom transit service hours will be required to achieve the goals outlined to 2020. This service hour increase is estimated to require a total of \$55,000. No additional buses are required to implement the immediate term recommendations described in the Transit Future Plan for the Pemberton Valley, though additional vehicles may be required to introduce midday service on weekdays on the Local Transit Network.

The following table summarizes the immediate- and short-term recommendations and the estimated resources required to implement them.

Sea to Sky Transit Future Plan – Pemberton Valley  
Preliminary Estimated Additional Annual Impacts\*

| Recommendation  | Buses** | Additional Total Kms | Service Hours | Rides | Total Revenue | Total Costs | Net Local Share of Costs | BC Transit Share of Costs |
|---|---------|----------------------|---------------|-------|---------------|-------------|--------------------------|---------------------------|
| <b>Transit Service</b>  |         |                      |               |       |               |             |                          |                           |
| 1. Initiate a more detailed review of the financial and operational sustainability of the Pemberton Valley transit system |         |                      |               |       |               |             |                          |                           |
| 2. Introduce midday service on weekdays on the Local Transit Network  | TBD     | TBD                  | 750           | 3,750 | \$5,625       | \$60,000    | \$25,161                 | \$29,214                  |
| <b>Transit Infrastructure</b>   |         |                      |               |       |               |             |                          |                           |
| 3. Continue to improve transit customer facilities  |         |                      |               |       |               |             |                          |                           |

\*Based on 2014/15 Operating Costs. Final costs may change based on final budgets and confirmation of final operational details.

\*\*The vehicle requirements shown here appear feasible but will require confirmation by BC Transit Fleet department closer to implementation.

These costs have been rounded, and are expressed in 2014 annual dollars. Final costs, fleet requirements, and estimates are subject to change and will be refined prior to implementation. Estimated revenue is approximate and is based on high-level ridership estimates.

## Transit System Recommendations to 2025

- Introduce Local transit service to developing areas (Benchlands, Tiyata, Hillside)
- Establish new bus stops for any expansion areas

## Transit System Recommendations to 2040

- Improve / Introduce Local transit service to Mt. Currie, D'Arcy/N'Quatqua, Sunstone and WedgeWoods with introductory levels of service
- If already in place, expand Local transit service to service Benchlands, Tiyata and Hillside residential areas
- Continue to improve service frequency and extend service span on Regional and Interregional connections as demand on the corridor grows
- Continue to improve Local transit service to provide efficient, reliable and safe connectivity

## Network Service Standards and Performance Guidelines

As part of the ongoing management of the transit network, network design standards and performance guidelines have been developed as tools to facilitate service planning decisions and measure how well the transit system is progressing towards achieving its goals. Service standards define service levels and when service should be introduced or reduced in an area. Performance guidelines measure service effectiveness by defining numerical thresholds and targets for the system and its routes and services. These measures are meant to ensure an acceptable level of service quality to the customer, and along with the Transit Future Plan, guide planning decisions and recommendations of BC Transit and the local staff to the decision makers.

The plan should also support recommendations and best practices relating to transit planning principles, intermodal integration, monitoring and service optimization, promotions and technology.

## Moving Forward

### Funding the Plan

Meeting the mode share and ridership targets of this plan will require capital and operating investments in the transit system over the next 25 years. Given the level of transit investment anticipated over the coming decades, the way in which transit is funded needs to be reviewed. BC Transit and its funding partners will need to work together to achieve stable and predictable funding sources beyond the existing funding mechanisms highlighted in this plan.

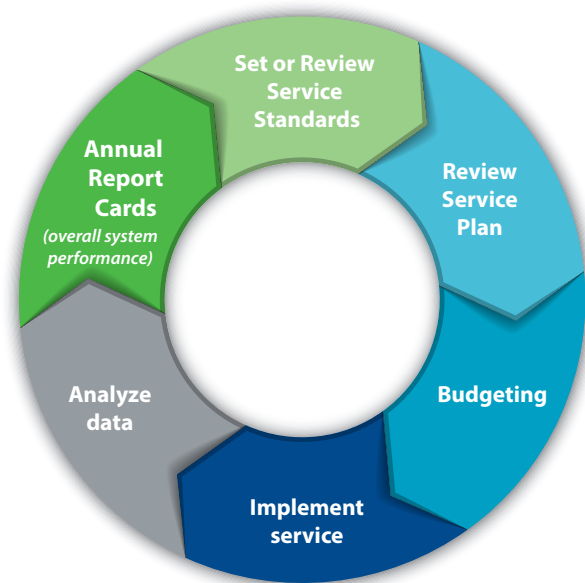
## Keys to Success

To guide the plan from vision to reality will require an on-going dialogue between the Province, BC Transit and the local partners on transportation policy, funding and the connection between land use and transit planning.

The Transit Future Plan builds upon previous plans (the Regional Growth Strategy, Official Community Plans, and Transportation Plans) and will be used to communicate the vision and direction for transit in the Sea to Sky region.

Other steps required to ensure the success of the plan include integrating the transit strategy into other municipal projects, supporting travel demand management measures, transit-oriented development and transit-supportive land use practices.

Service Planning, Implementation and Evaluation Cycle



BC Transit will continue to work with the Sea to Sky regional partners to begin to take the steps to transform the Transit Future Plan from a vision to a reality. These efforts will only be successful if done in partnership with continuous dialogue between all partners and maintaining strong links between:

- Land use planning and transit planning
- Provincial and regional transportation and transit planning
- Transportation policy and funding availability

### **How will BC Transit and the Sea to Sky regional partners use this plan?**

- As a tool to communicate the vision for transit to partners, stakeholders and the public
- To identify where and in what order key transit investments will occur
- To strategically move projects through the capital planning process
- To inform the three year service planning process
- To work with partners on integrating transit plans and investments with other major infrastructure plans and projects
- To respond to planning and development proposals

### **What actions does BC Transit need from our local government partners for success?**

- Update local plans and integrate future transit plans with land use plans and transportation plans
- Integrate and consider the Transit Future Network when developing sustainable transportation infrastructure plans and projects
  - » For example, a pedestrian and cycling infrastructure project on a transit corridor could improve access to transit by providing or improving sidewalks
- Integrate and consider the Transit Future Network when developing local corridor plans or any road infrastructure projects. For example, incorporating transit priority measures with an intersection upgrade project
- Ensure that local and major development proposals and projects are received and reviewed by BC Transit and support the Transit Future Plan
- Implement travel demand management strategies that encourage shifting automobile trips to transit, such as implementing high occupancy vehicle lanes, transit priority measures, marketing initiatives, restructuring parking fees and reducing parking availability/requirements in areas well served by transit
- Support and encourage transit-oriented development and work with BC Transit to explore incentives to attract high density and mixed-use developments to areas well served by transit



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