

TRANSIT *future*

▶ **actionplan**

SQUAMISH

2022



Territorial Acknowledgement

We would like to acknowledge with respect that BC Transit carries out its work on the traditional territories of indigenous nations through out British Columbia

The District of Squamish lies within the ancestral and unceded traditional territory of the Squamish Nation.

Here in Victoria we are on the lands of the Lkwungen People, also known as the Songhees and Esquimalt First nations Communities.

We thank them for allowing us to live, work, and play on their lands.

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01 Transit Vision

Transit is a preferred choice for residents and tourists, attracting riders through comfortable, safe, accessible, convenient and reliable service.

The Transit Future Action Plan upholds community goals and objectives contained in the District of Squamish' Official Community Plan and works to strengthen the link between transportation and land-use in support of sustainable growth. The Plan also serves to inform any future local or regional transportation plans.

BC Transit is committed to building inclusive, equitable transit systems that reflect the diversity of the communities we serve. Every day, we aim to ensure our communities thrive by providing the safest, highest-quality, most accessible public transit – this means listening to and meeting the transportation needs of the people of Squamish. Future plans include furthering engagement with Indigenous communities and using Gender-Based Analysis+ (GBA+) to integrate multiple perspectives in transit planning, and guide decisions that provide the best experience for all riders.



Alignment of transportation and land use planning



Coordinated approach to make transit the preferred choice



Transit is both accessible and equitable



Development of transit to integrate with active modes



Transit links to key destinations, including parks and schools

02 BC Transit Future Initiatives

Low Carbon Fleet Program

First deployment of electric buses will happen in the Victoria Regional Transit System in 2022.

BC Hydro will help determine the readiness of the electricity infrastructure to support electric fleets across the province.

BC Transit will work with the Ministry of Transportation and Infrastructure to refine the anticipated funding requirements, for buses and new operation and maintenance facilities.

www.bctransit.com/low-carbon-fleet-program

Electronic Fare Strategy

The Electronic Fare Collection Strategy (EFCS) will introduce smart ticketing providing new ways to pay. BC Transit is working to not only improve rider convenience but also enable mobility partnerships and create new data collection opportunities. Systems will also accommodate a mix of fare products, including cash fares. The system will also be able to operate in areas with low-cell phone coverage/service.

Digital On Demand

This is an exciting initiative that uses technology to dynamically dispatch a bus or fleet of vehicles to locations dictated by customers using an app or phone-in service. BC Transit has completed a feasibility study on digital on-demand transit and plans to roll out this service type to one or two communities starting in 2023, with a view to add more communities in future years, based on the success of the initial phase.

Next Ride

Door to door journey planning. Provides bus location information to customers via transit apps, enhances operations control and route information for the operator.



Electronic fare payment

Development Referral Program

Local governments or developers can send any referrals and supporting information to BC Transit to review and provide comments to the local government or developer about how the proposal may effect current of future transit service and infrastructure and how the application or plan could be changed to better support current or future transit service and infrastructure.

www.bctransit.com/development-referral-program

03 Transit Today

Squamish Transit Ridership is Growing

Established in 1990 with a single minibus bus in operation, the service has expanded to 8 vehicles carrying 341,412 passengers in 2019, a 21% increase over the past five years. Ridership has dropped considerably in 2020/21 to 191,799 due to the COVID-19 pandemic. The system operates utilizing over 19,800 annual service hours. Service expansions have occurred incrementally as resources have become available. Final decisions on fares, routes, and service levels are made by the District of Squamish.

The Squamish Conventional Transit System consists of 6 routes; one of which provides seasonal only service (5 South Parks) as seen in the image to the right.

Automated Passenger Counters (APC) systems are now standard on all buses in Squamish. This enables accurate tracking of ridership statistics.

19,800

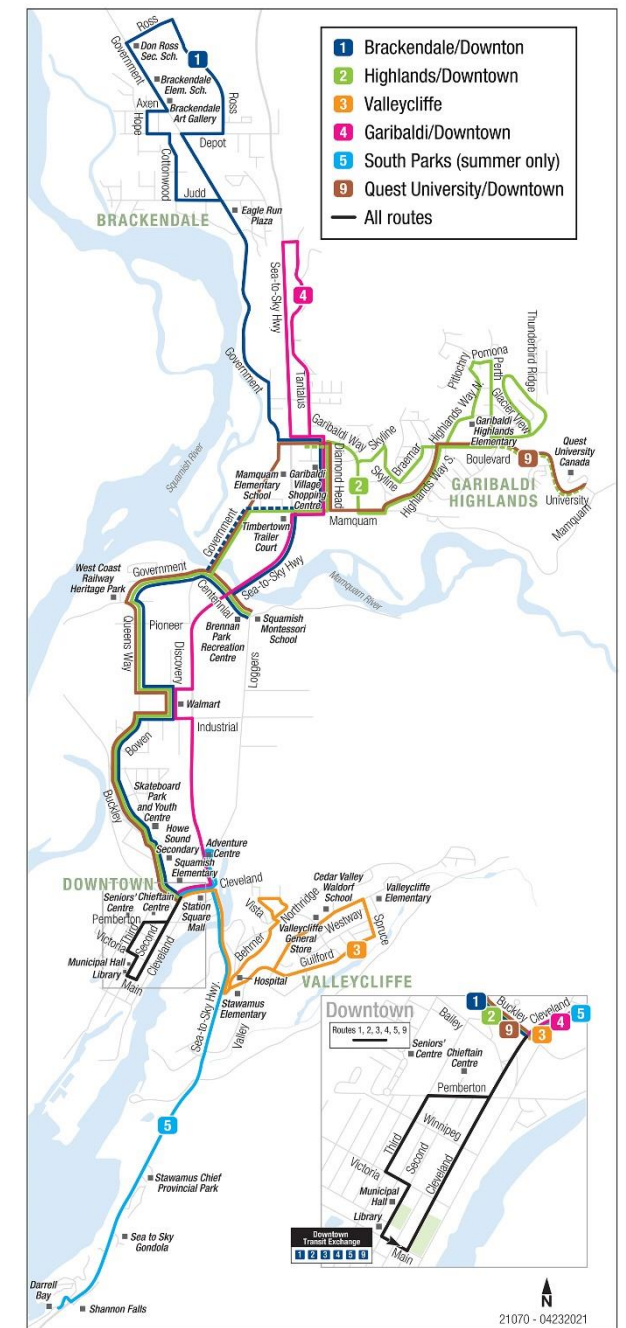
Annual Service Hours

21% ↑

Ridership Growth Since 2015

6

Transit routes

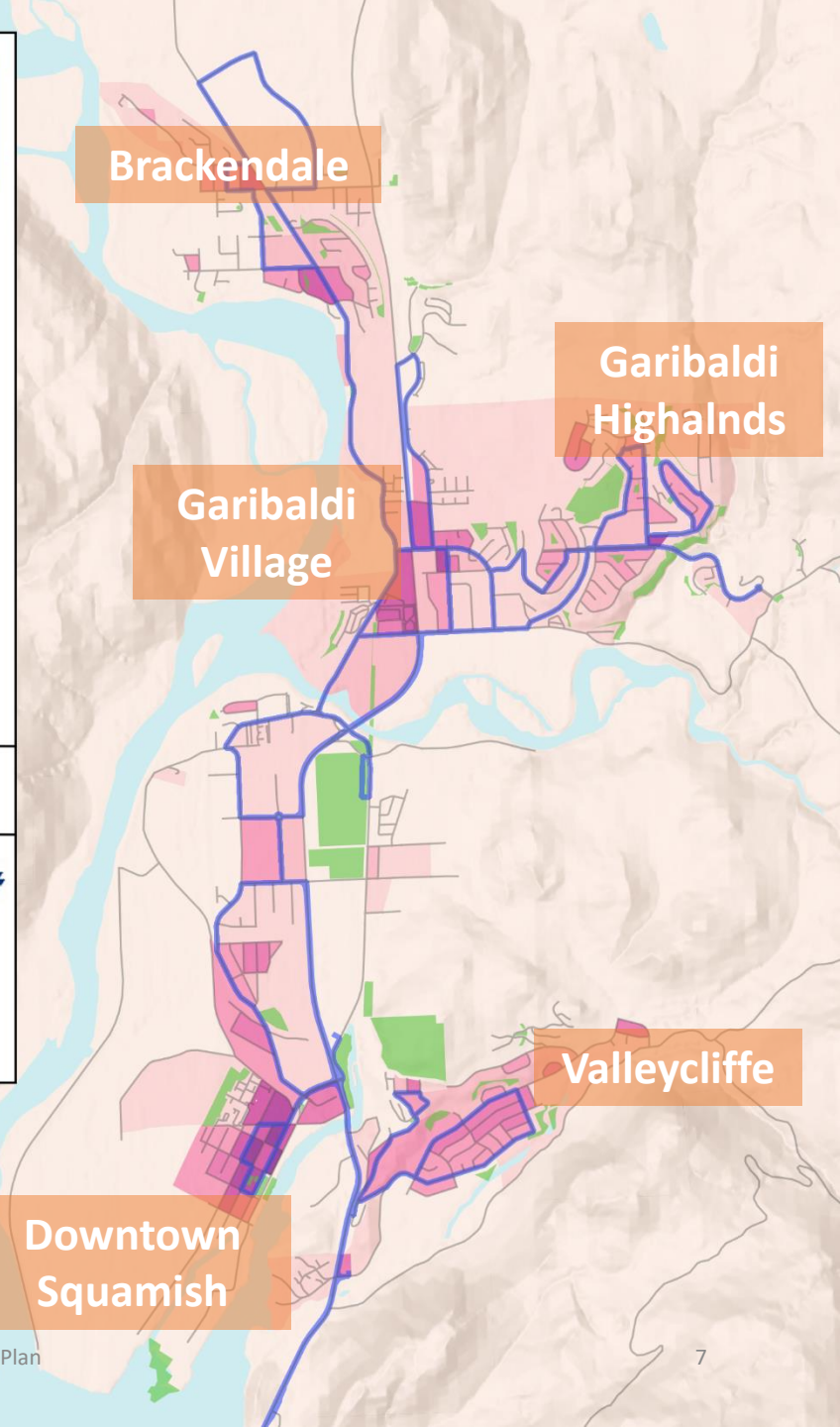
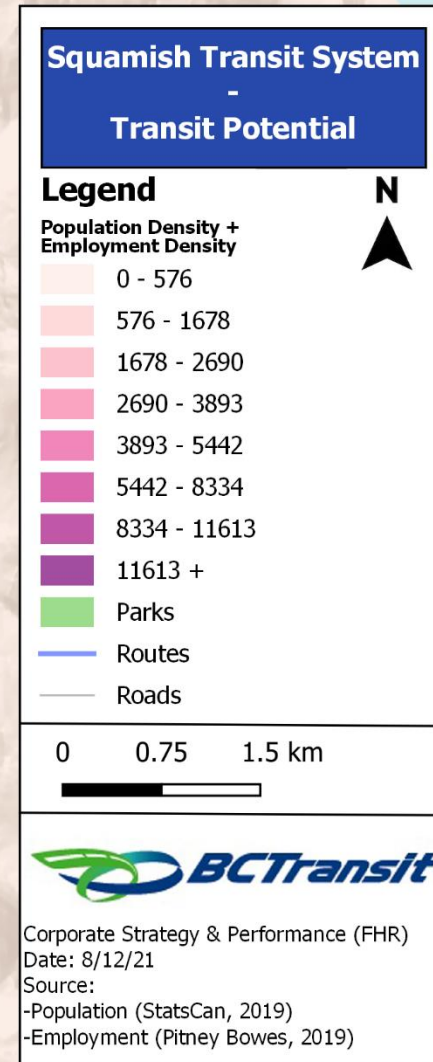


04 Transit Need

Who is Squamish?

The District of Squamish is situated 70km or 60 minutes north of Vancouver by car. Squamish's population has increased since the completion of the TFP in 2015. Sitting at 19,512 in 2016, Squamish's population has exploded to 23,819 in the 2021 Census of Population conducted by Statistics Canada, representing a 22% increase.

The map to the right details the relationship between population density and employment density in Squamish. Service is well aligned with residential neighbourhoods and employment centres.



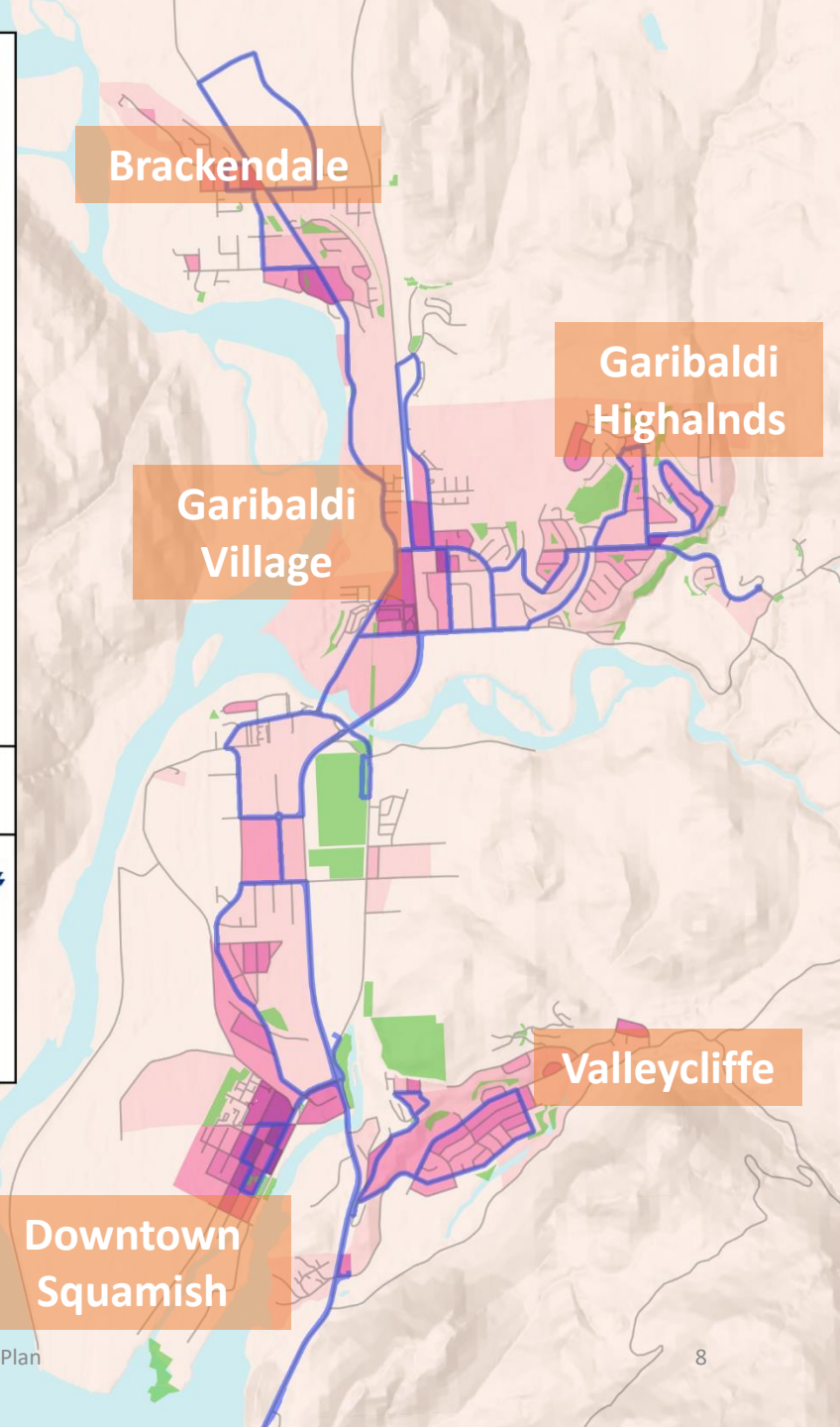
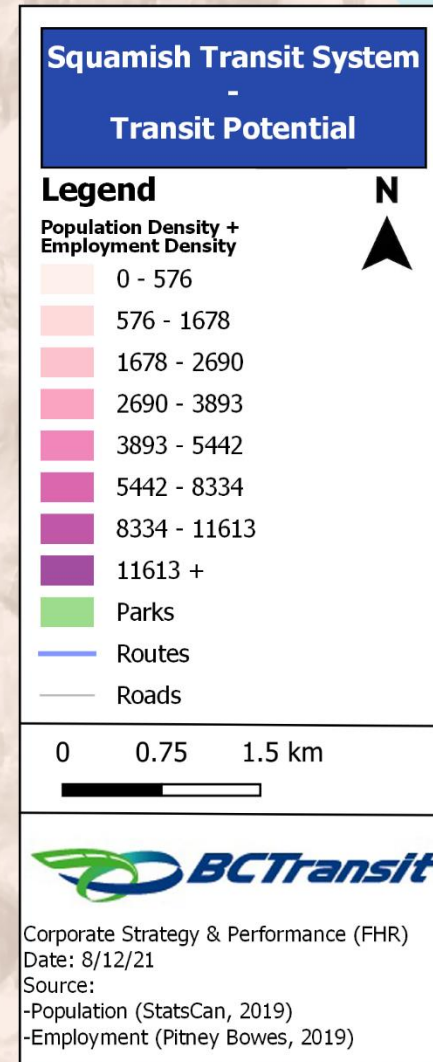
04 Transit Need

Inclusive Planning

Transit need goes beyond population density and key travel patterns.

Many intersecting factors can affect how people travel and the way they travel. Undertaking Gender Based Analysis Plus (GBA+) provides insights into how different people experience transit service and corresponding policies, programs and initiatives. As we continue to provide engagement opportunities within Squamish and the rest of British Columbia, undertaking inclusive and accessible engagement will improve representation of those with a higher transit need in transit planning processes.

Other inclusive planning opportunities include supporting Squamish in identifying transit stop accessibility improvements, modifying fare prices as required and increasing access to fares (this will be supported through the new EFCS outlined on page 5), as well as ensuring engagement can be accessed by everyone, such as providing it in different languages and multiple formats.



05 System Performance

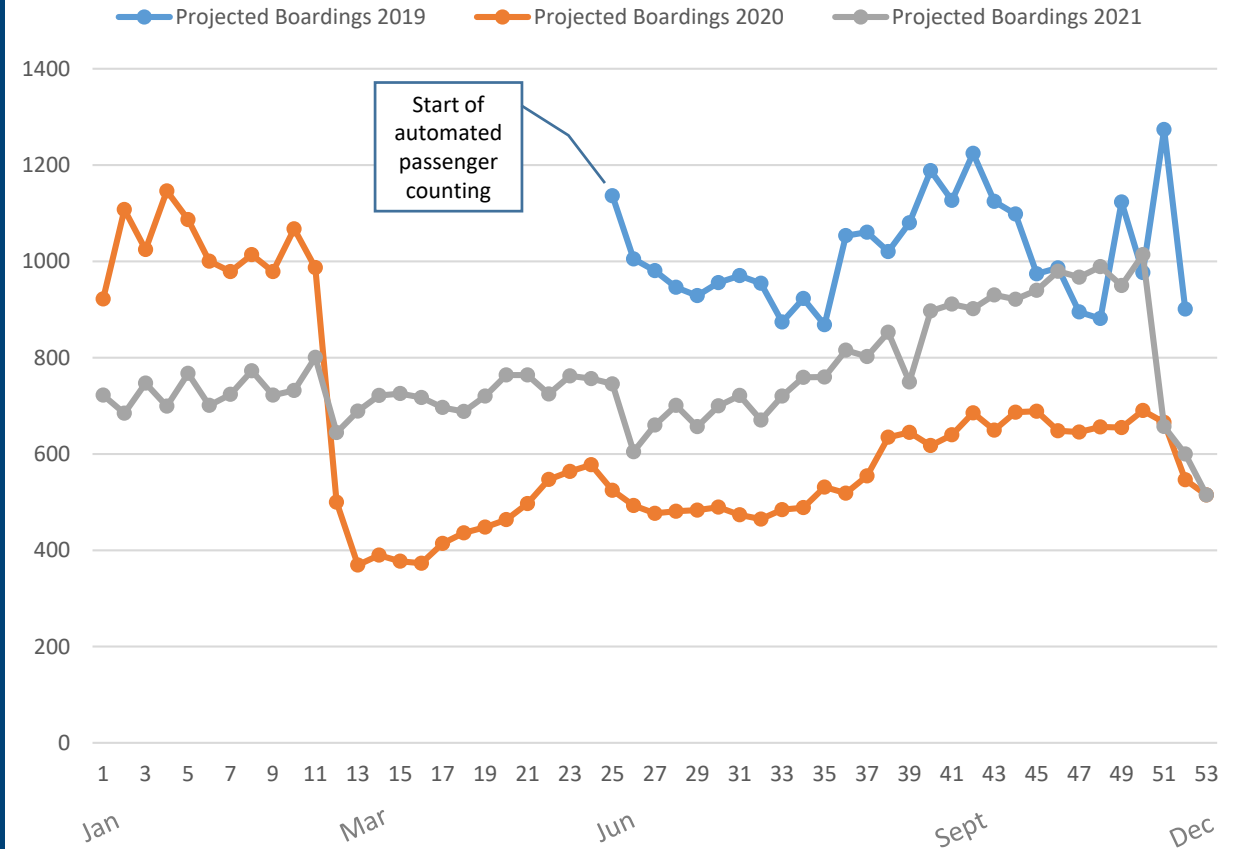
COVID-19 Impact

Ridership across the province of British Columbia has been significantly impacted by the pandemic; as of September 2021 ridership was 50% of pre-pandemic levels.

As seen in the graphs to the right, Squamish ridership has rebounded more rapidly than other systems between 2019 and 2021, hovering between 70% and 80% of ridership levels in 2019, in Fall 2021.

For the purposes of this plan, reference to ridership trends will be based on 2019 data to ensure it is reflective of future trends unless otherwise stated. It should also be noted that the first half of 2019 the data was not accurate and therefore has been removed from the graph on the right.

Average Weekday Ridership 2019 to 2021



Source: APC

05 System Performance

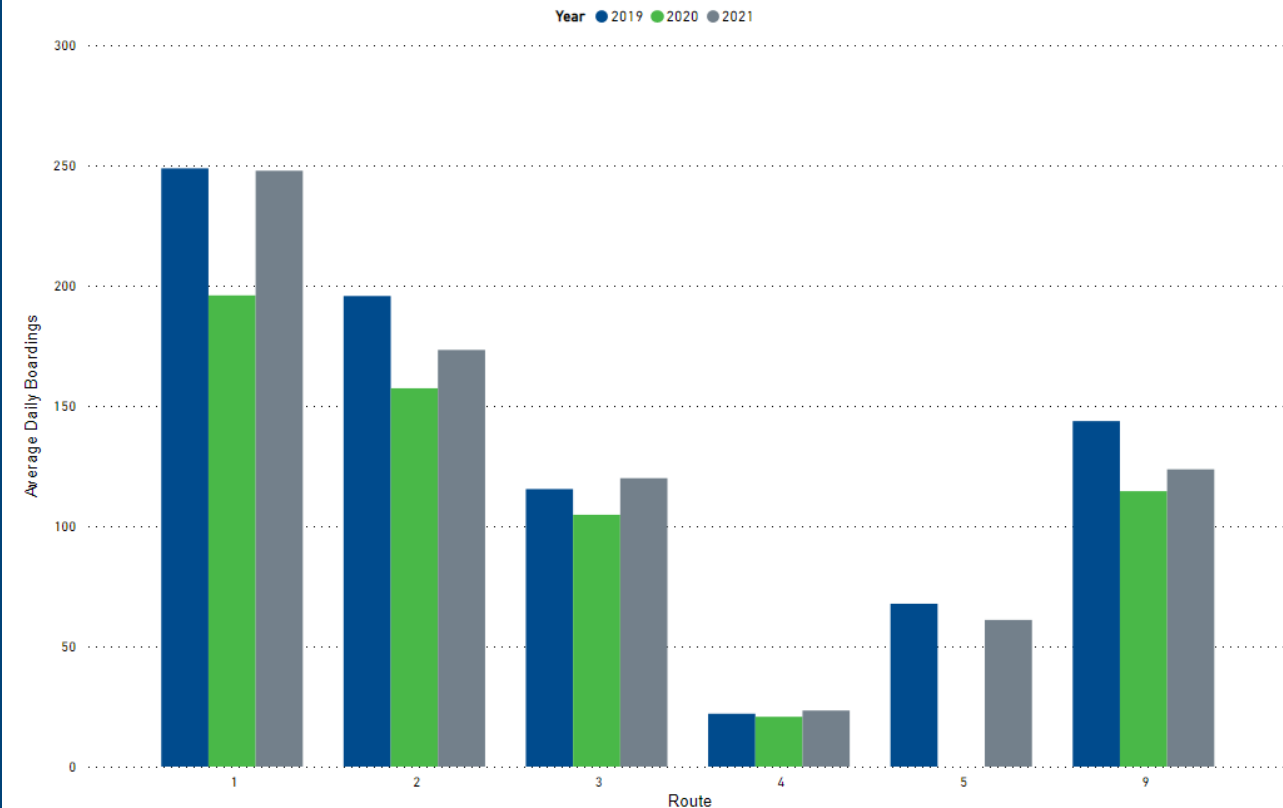
Key Takeaways

1 Brackendale moves the most people in the system, followed by routes 2 Highlands and 9 Quest University.

9 Quest University has grown in 2021 compared to 2020 and **route 3 Valleycliffe** ridership has grown past 2019 ridership.

5 South Parks had no data in 2020 as it did not operate. Ridership has remained at the same percent between 2019 and 2021.

4 Garibaldi is currently the lowest performing route in Squamish. It serves as the only service along Tantalus Road up to Skyridge Montessori School. There is indication that ridership has slowly grown between 2019 and 2021.



Daily Boardings by Route (2019 to 2021) Source: APC

06 Engagement

How we Engaged with the Squamish Community

As part of BC Transit's commitment to public engagement, outreach was carried out to identify draft service and infrastructure through workshops with key stakeholders as well as public engagement.

Engagement was launched online from January 8, 2021 to February 8, 2021. BC Transit also worked with Squamish staff to deliver paper surveys in response to community feedback. Marketing to the community was facilitated through a variety of tools including: a project website, newspaper ads, mail-out ads to residential addresses, internal bus ads and social media advertisements.



7 Key Stakeholder Completions



800 Total Comments



698 Online Survey Respondents



80 Pins Added to Map



0 Open house attendees*



1,390 Page Views

**Due to the pandemic, in-person engagement was cancelled*

07 What we heard

Frequency top of mind

Frequent Transit – Having service that comes frequently enough to provide convenience and provide an effective alternative to car travel. This was highlighted when respondents indicated support for express service between downtown Squamish and Garibaldi Village.

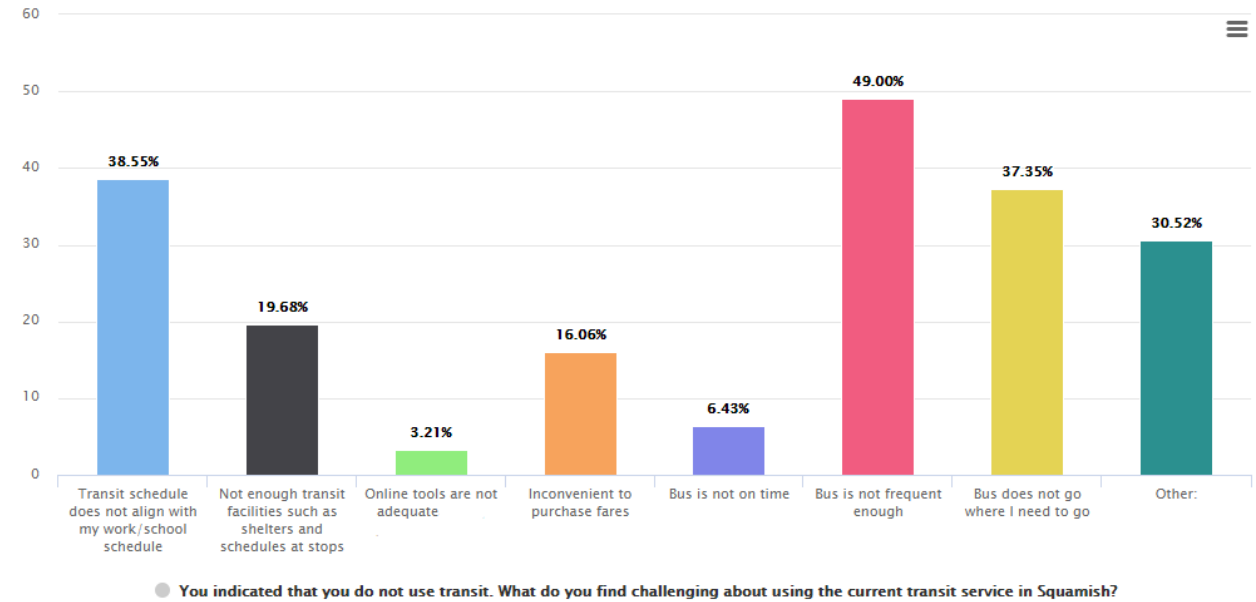
Infrastructure- Desire for transit priority measures such as bus lanes and improved bus stops in neighbourhoods.

Service to Other Areas – Most respondents wanted to see service being provided in some capacity to Alice Lake.

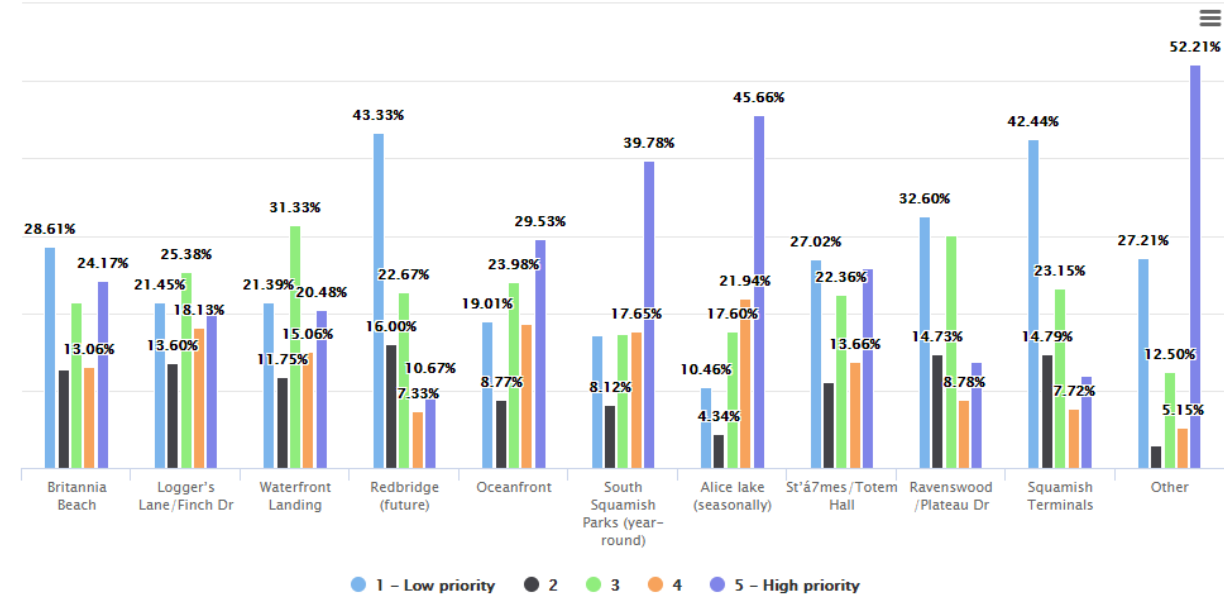
On-Time Performance – Many respondents indicated that service would be utilized more if the buses were on-time more often.

More information can be found in the engagement summary at engage.bctransit.com/squamish.

Challenges of Non-Transit Users



New Area to Service Priority



08 Your Future Network

Transit Mode Share is the percentage of all trips that are made by transit in a given community. In 2015 it was determined that the average mode share in Squamish was 1.3% with a goal of 2.5% by 2020 and 10% by 2040.

Using the same metrics that calculated mode share in 2015, the mode share in 2019 remained similar at 1.5%, and decreased in 2020 to 0.8% due to the pandemic. The 2025 mode share target will remain at 5% to continue to strive towards provincially set target in CleanBC. To ensure investment trajectory stays aggressive it is suggested to increase the 2040 mode share target to 15%, to support reaching 30% active mode share.

Service Hours per Capita is a new KPI introduced in this TFAP. Other transit systems that have a high ratio of service hours to population often experience higher customer satisfaction as there is more service to each person. This number can also be easily tracked due to it not being affected by mode share decisions. This can be revisited during each TFAP cycle.

Squamish Mode Share	2015 Transit Future Plan	2022 Transit Future Action Plan
Current Transit Mode Share	1.3%	0.8%*
2020 Transit Mode Share Target	2.5%	-
2025 Transit Mode Share Target	5%	5%
2040 Transit Mode Share Target	10%	10%
2027 Service Hours per Capita Target	-	1.6**

**2019 mode share was 1.5%*

***2019 service hours per capita was 0.87*

08 2027 Future Network

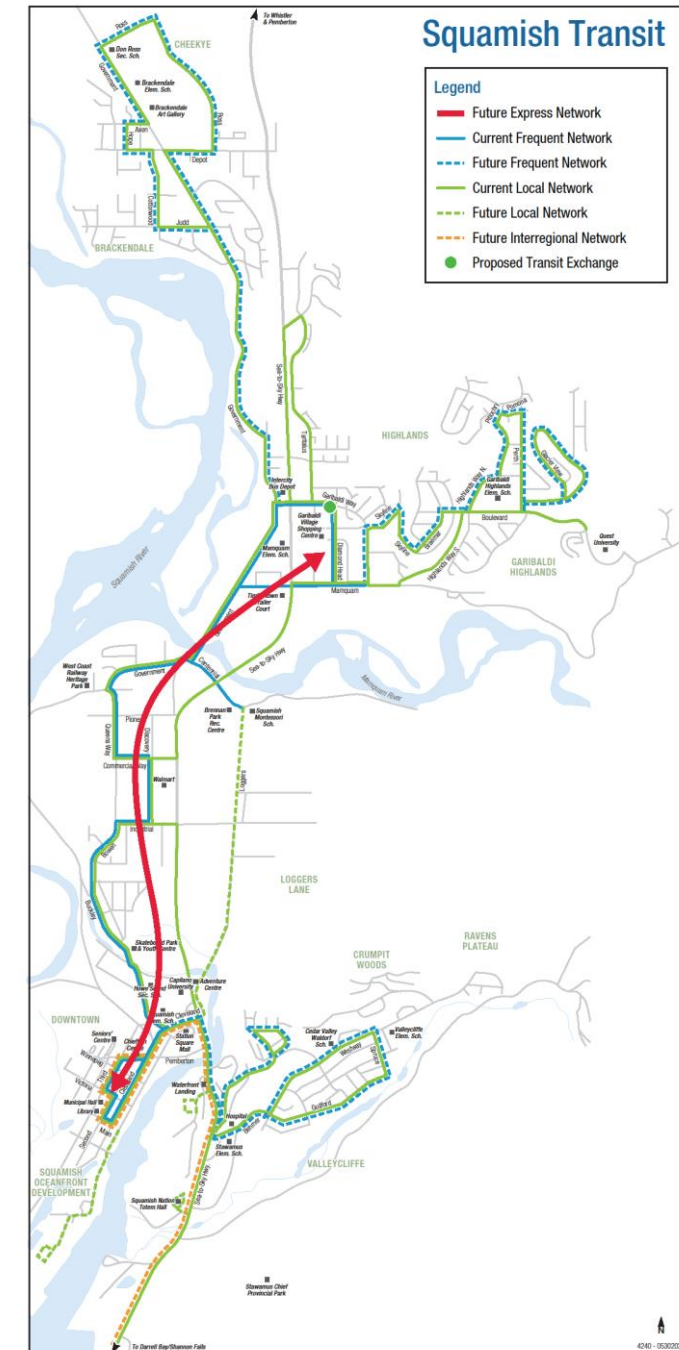
Future Network

In the TFP, a future network was created based on three transit layers, the Core Transit Network, Local Transit Network, and Regional Transit. For consistency with BC Transit best practices, it is recommended to change Core Transit Network to Frequent Transit Network (or FTN).

Please note that the exact routing for the FTN is to be determined via the FTN Study, outlined on page 36.

Frequent Transit Network – Links people to major destinations within Squamish, with the focus on connecting Downtown Squamish to Garibaldi Village

Local Transit Network – Links people to destinations within neighbourhoods, connecting to either Downtown Squamish or Garibaldi Village.



08 2027 Future Network

Network Service Standards

The success of the Transit Future Network in Squamish is not achieved by the service simply being implemented, as described in the Service Priorities section of this Plan. Integrated and continuous planning, designing, monitoring, and optimizing of the transit network is required to achieve Squamish’s Transit Future. The monitoring and optimizing aspects of this work can be informed by tailored Service Standards that guide local governments and BC Transit staff in determining and managing community expectations regarding the level of transit service to be provided. Specifically, Service Standards for transit in Squamish outline the minimum acceptable span and frequency of transit service.

Long-term routes will change numerical value to represent FTN services (2 digits) and LTN services (1 digit).

Transit Service Type	Transit Service Description	Existing Routes	Long Term Routes	Period	Recommended Transit Service Span	Recommended Transit Service Frequency
Frequent Transit	Links people to major destinations in Squamish, connecting Garibaldi Highlands to Downtown Squamish	1, 2, 3*, 9	10**, 20, 30, 40	Monday to Friday	6:30am to 12:00am	Service every 15-30 minutes
				Saturday	8:00am to 12:00am	Service every 15-30 minutes
				Sunday and Holiday	8:00am to 11:00pm	Service every 15-30 minutes
Local Transit	Links people to destinations within neighbourhoods while providing connections to the Frequent Transit Network.	4***, 5****	5, 6, 7, 9	Monday to Friday	6:30am to 10:00am	30-60 minutes
				Saturday	8:00am to 10:00am	30-60 minutes
				Sunday and Holiday	8:00am to 10:00am	30-60 minutes

*Approaching FTN level of service

**The intended frequency of the 10 will be 15 minutes between 7am and 7pm

***Due to ridership levels this route has had reduced span and frequency

****Service is not at this level yet due to its recent implementation

08 2027 Future Network

Network Performance Guidelines

Performance Guidelines are unique evaluation tools that can be used to help plan new transit services, make adjustments to existing service, and measure how well the transit system is progressing towards achieving its goals. These guidelines will evolve with the growth of transit service in Squamish.

System Performance

Performance at the system level did not increase in 2019 and as expected, decreased in 2021. Local Transit Network performance began to increase in 2019 showing positive growth. 2040 goals should not change to ensure aggressive transit investment over then next 20 years to meet climate action goals.

Performance Measure	Definition	2014 Baseline	2019	2021	Target
System Level					
Average boardings per revenue hour	Measure the total volume of ridership as compared to the total capacity of transit service	21	17.75	11.5	23
Cost per passenger trip (\$)	Measures the average cost to provide service per passenger trip	6.85	7.05	11.58	5.70
Cost recovery (%)	Measures the financial performance of the transit system, usually expressed in terms of total operating revenue after total operating expenses	14.4	15	8.48	16
Route Level					
Average boardings per revenue hour	Measures the total volume of ridership as compared to the supply of transit service	FTN:18	18.4	14.5	FTN:30
		LTN:10	13.5	11	LTN:15
Average rides per trip	Measures the total number of people that board a vehicle on a specific trip specific trip and route	N/A	7.5	6	FTN:25
			5	4.5	LTN:15

09 Service Priorities 2022 - January

Priority	Description	Expansion Resources
Weekend Improvement Package (1/4)	Add in additional frequency to 1 Brackendale and 2 Highlands to enable the removal of the combination trips on Saturdays and Sundays.	800 service hours \$ ~\$44,000*
5 South Parks Improvement Package (1/2)	Add in midday frequency in the summer to enable consistent 35 minute headways.	500 service hours 1 bus \$ ~\$65,000*
On-Time Performance Optimization*	Optimize running time of all routes in Squamish to account for most recent traffic and ridership impacts to transit.	200 service hours \$ ~\$10,000*
	Total Resources Required in 2022	1,500 service hours 1 bus ~\$119,000

**Not shown in detailed priorities below between page 24 and page 34*

09 Service Priorities 2022-23

Priority	Description	Expansion Resources
On-Demand Investigation Priority	To develop a service proposal for on-demand transit that could provide service to Waterfront Landing, St'a7mes and possibly other nearby areas.	Cost Neutral
	Total Resources Required in 2023/24	Cost Neutral

09 Service Priorities 2023-24

Priority	Description	Expansion Resources
Frequent Transit Network Improvement Package Phase 1 (1/2)	Add additional frequency to 1 Brackendale.	1,500 service hours 1 bus \$\$
Frequent Transit Network Improvement Package Phase 1 (2/2)	Add additional frequency to 2 Highlands.	1,500 service hours 1 bus \$
Introductory Oceanfront Service	Deviate 3 Valleycliffe to provide seasonal service to Oceanfront development	800 service hours \$
	Total Resources Required in 2023/24	3,800 service hours 3 buses*

**Buses are required in 2024/25 for BC Transit spare ratio fulfillment*

09 Service Priorities 2024-25

Priority	Description	Expansion Resources
Potential North Parks Introductory Service	Introduction of seasonal service to Alice Lake.	1,500 service hours \$\$
Britannia Beach Service	Service provided to Britannia Beach and possibly other areas depending on outcome of on-demand service analysis.	3,500 hours 1 bus \$\$\$
Weekend Improvement Package (2/4)	Add additional trips in the morning on 1 Brackendale, 2 Highlands and 3 Valleycliffe	500 service hours \$
Weekend Improvement Package (3/4)	Expand span of service on 1 Brackendale on Sundays, as well as increase frequency on 2 Highlands	1,000 service hours \$
	Total Resources Required in 2024/25	6,500 service hours, 1 bus

09 Service Priorities 2025-26

Priority	Description	Expansion Resources
Frequent Transit Network Package Phase 2 (1/4)	Construction of a new Frequent Transit Network between Downtown Squamish and Garibaldi Village.	11,000 service hours, 2 buses \$\$\$\$
Frequent Transit Network Package Phase 2 (2/4)	Construction of a new Frequent Transit Network between Garibaldi Village and Brackendale. 1 Brackendale will be removed.	+3,000 service hours \$\$\$
Frequent Transit Network Package Phase 2 (3/4)	Construction of new Frequent Transit Network between Garibaldi Village and Garibaldi Highlands. 2 Highlands will be removed.	+3,000 service hours \$\$\$
	Total Resources Required in 2025/26	5,000 service hours and 3 buses

**Buses are required in 2024/25 for BC Transit spare ratio fulfillment*

09 Service Priorities 2026-27

Priority	Description	Expansion Resources
5 South Parks Improvement Package (2/2)	Provide an additional one month duration of 5 South Parks.	500 service hours \$
Weekend Improvement Package (4/4)	Introduce 4 Garibaldi on Saturdays	900 service hours \$
Total Resources Required in 2026/27		1,400 hours

09 Service Priorities 2027-28

Priority	Description	Expansion Resources
Frequent Transit Network Package Phase 2 (4/4)	Add additional frequency to Frequent Transit Network.	2,000 service hours, 1 bus \$\$\$
	Total Resources Required in 2027/28	2,000 service hours and 1 bus

Weekend Improvement Package

Boost service frequency and span and introduce new service on weekends

The main priority that was heard in engagement was to improve weekend service, specifically improving the frequency of buses and improving span of service on 2 Highlands.

Other improvements that we heard was support for introducing weekend service on 4 Garibaldi over 9 Quest University. Small improvements to span and frequency are also included based on specific responses during engagement.



Sub-Priority	Implementation Year	Expansion Resources
Remove combination trips on 1 Brackendale and 2 Highlands to add frequency to weekends	2022	800 hours
Expand span of service on 1 Brackendale on Sundays as well as frequency on 2 Highlands on Saturdays	2024	1,000 hours
Additional trips in the morning on Sundays on 1 Brackendale, 2 Highlands and 3 Valleycliffe	2024	500 hours
Introduce introductory weekend service to 4 Garibaldi (Saturdays to begin)	2026	900 hours

On-Demand Service in Squamish

Analysis to determine best path forward for introducing on-demand service to Squamish

This priority will look to produce a short service option report analyzing the different opportunities for introducing on-demand service in Squamish. As this was not outlined as a priority in engagement, public engagement will be included in this process. Opportunities include creating a new route, or modifying existing service to have on-demand capabilities.

Potential On-Demand Service Phasing		
Phase	Service Type	Timeline
1	Introduce on-demand service. Provide Flexible Routing opportunities by calling into Squamish Transit up to one day in advance to allow for the bus to deviate up to 1 kilometre off of the fixed route in specified areas.	1-2 years
2	Opportunity to work with BC Transit to consider modifying the service to incorporate Digital On Demand technology such as booking a trip using your mobile phone. Service may be modified to Curb-to-Curb Service or remain Flexible Routing .	3 years +



Flexible Routing

- Requires existing fixed-route service
- Requires street network accessible by standard transit vehicles
- Requires layover facilities to recover time and minimize delay
- Zone size is usually smaller than other on-demand formats
- Consider consolidating very low frequency routes in similar directions with a single flexible route



First/Last Mile Service

- Requires nearby higher-order transit
- Provides a wider catchment area and more spread-out and lower-demand trip generators
- Zones are typically less than 15-20 square kilometers
- Consider in residential or mixed-use areas nearby higher-order transit such as commuter rail or BRT, but beyond a comfortable walking distance



Shuttle Service

- Requires nearby higher-order transit
- Serves a limited number of trip generators within the zone, with service directed to higher-order transit
- Service is traditionally short distance
- Consider in employment areas nearby higher-order transit such as commuter rail or BRT, but beyond a comfortable walking distance



Curb-to-Curb Service

- Useful for providing large coverage of low-demand and widely distributed trip generators
- Zones are typically less than 15-20 square kilometers
- Demand in zone is generally too low and inconsistent over the service period to warrant attractive fixed-route transit
- Trips are localized within the zone
- Useful when expanding service into new areas on the urban fringe

Oceantfront Service

Modification of 3 Valleycliffe

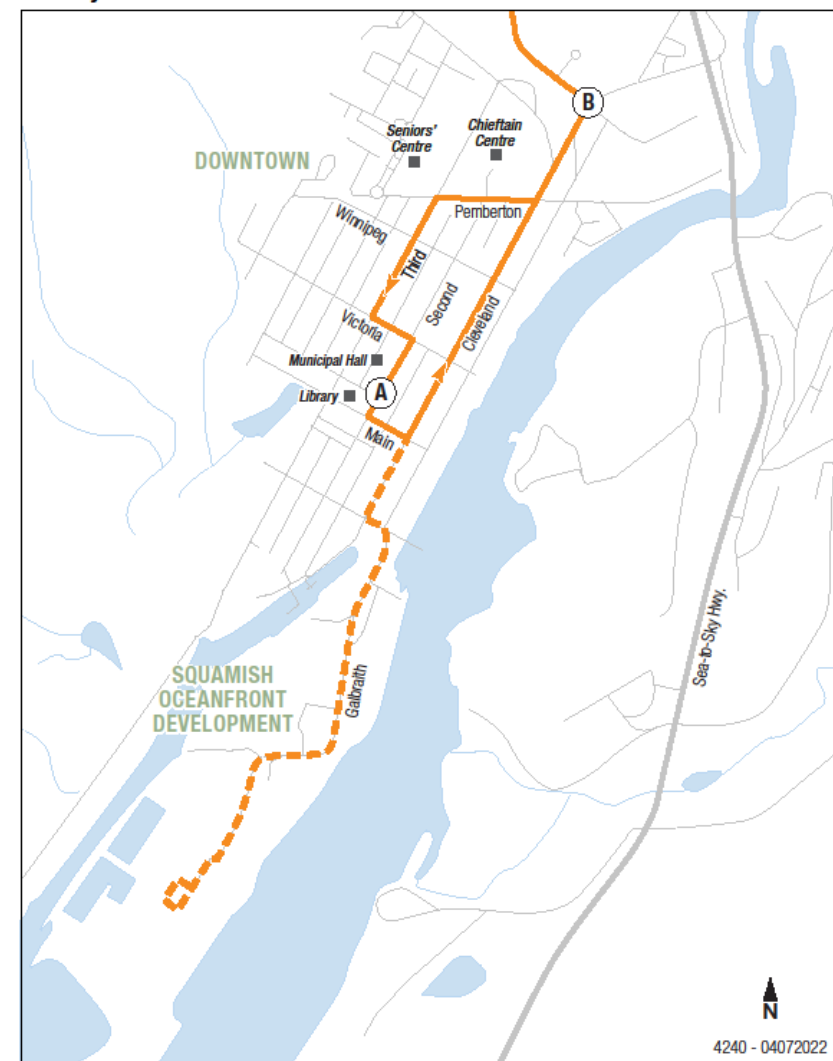
Development in the Oceanfront area of downtown Squamish will require transit service to support the densifying area. This introductory service will provide limited service during the week and weekends in the morning, afternoon and evening. It will operate seasonally between June and September. Based on demand, expansion may be warranted after two years of operation and will be reviewed at that time.

The route will extend past downtown Squamish and loop into the Oceanfront area, before returning to complete the downtown loop and returning to Valleycliffe. Riders can transfer downtown to get to Oceanfront, or to return home from Oceanfront.

800

Annual service hours

3 Valleycliffe – Oceanfront Extension



5 South Parks Improvement Package

Improve 5 South Parks to expand coverage and season

Improving 5 South Parks span of service was requested in engagement multiple times, requesting year-round service. Ridership remained strong through the pandemic, but did not grow enough to warrant year-round service. The first step will be to add an additional month of service to provide 5 South Parks service for the entire summer from May to September.

Sub-Priority	Implementation Year	Expansion Resources
Midday frequency in the summer for consistent headways	2022	500 hours, 1 bus
Additional month of service on 5 South Parks	2026	500 hours



Frequent Transit Network Package - Phase 1

Construct an FTN to make transit more convenient

This package will impact the Squamish transit system the most over the next five years. The main reason for this change is to make travel times faster and therefore more convenient for riders. This will also improve on-time performance which has caused a large strain on the transit system. The first phase of this improvement will build up the frequency on routes 1 and 2.

Sub-Priority	Implementation Year	Expansion Resources
Add additional frequency to 1 Brackendale to provide 15 minute service during peak hours of travel	2023	1,500 hours, 1 bus
Add additional frequency to 1 Brackendale to provide 15 minute service during peak hours of travel	2023	1,500 hours, 1 bus



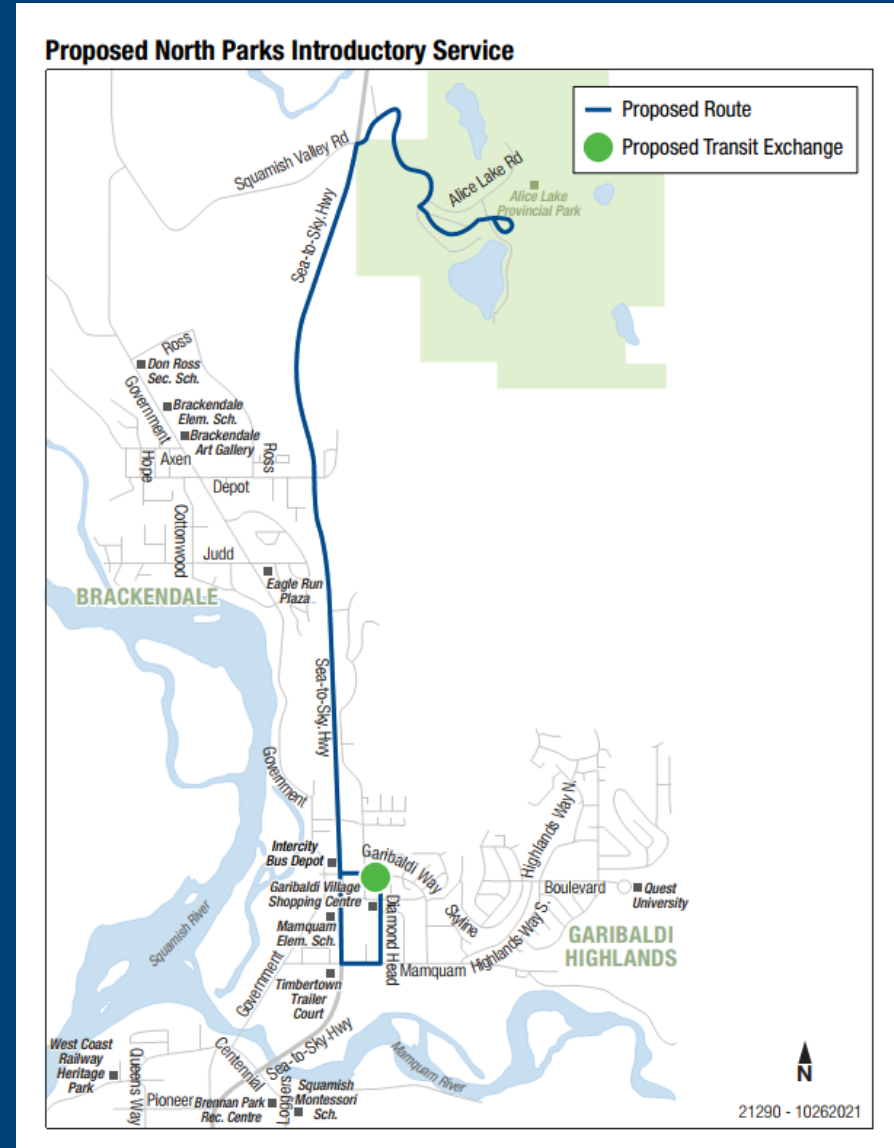
Squamish North Parks Service

Potential seasonal service to Alice Lake

This proposal includes service hours to support a seasonal route to North Parks, with the current option connecting to Alice Lake. Public engagement determined that Alice Lake was the most important area to provide new service to. Discussions with appropriate parties will be initiated to explore potential funding options.

1,500

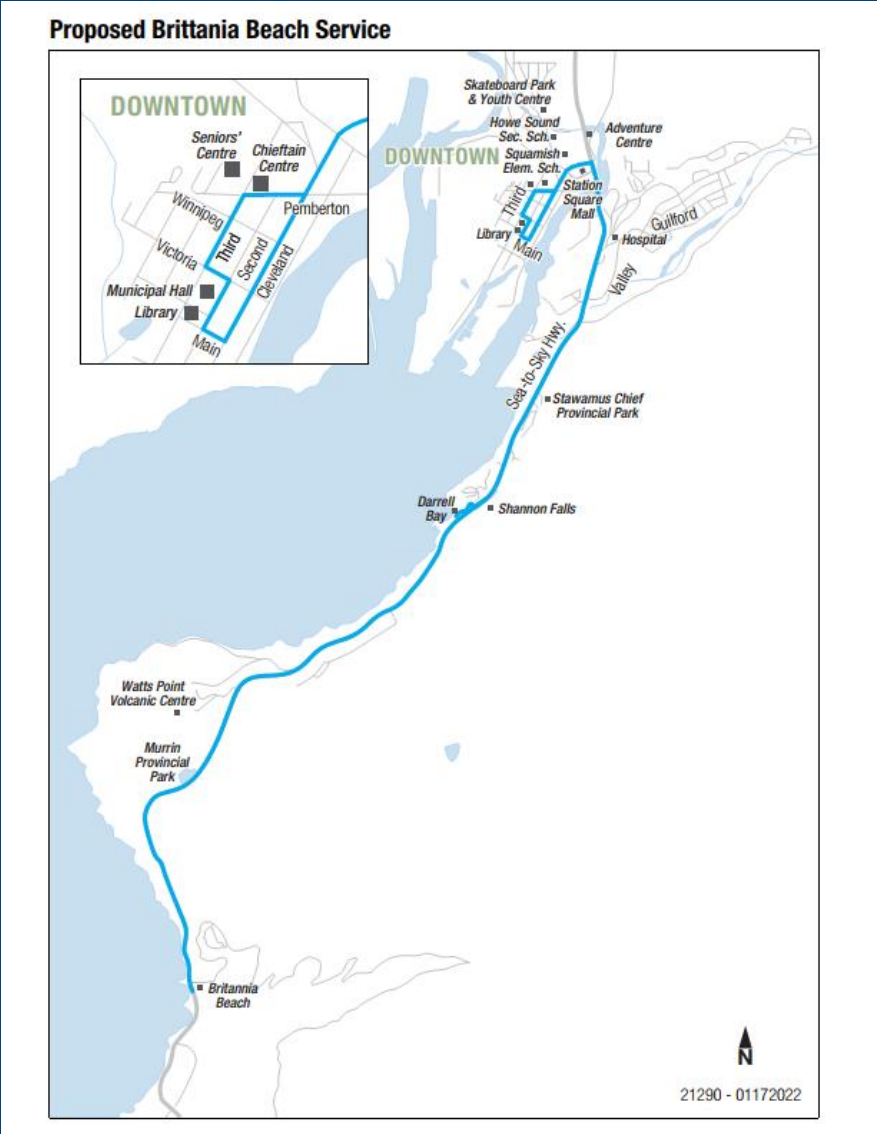
Annual service hours



Britannia Beach Local Service

Potential service to Britannia Beach, Totem Hall

This medium term proposal includes service hours to support providing service to Britannia Beach and Totem Hall more effectively. Due to the implementation date being two years away BC Transit recommends completing additional engagement to ensure that these are the areas that are most appropriate to expand service to south of Squamish. Discussions with appropriate parties will be initiated to ensure a transit partnership agreement is created prior to implementation.



Frequent Transit Network Package - Phase 2

Construct an FTN to make transit more convenient

Beginning in year three the route structure will change to align with the FTN vision. A *Frequent Transit Network Study* will begin in 2022/23 to determine the specific routing and required infrastructure. Pages 32, 33 and 34 show how the routes may look once implemented.



Pages
32-34

Sub-Priority	Implementation Year	Expansion Resources
New FTN service between Garibaldi Village and Downtown Squamish. Contingent on construction of new exchange at Garibaldi Village.	2025	11,000 hours, 2 buses
New FTN service between Garibaldi Village and Brackendale. This will terminate 1 Brackendale and incur service hours savings	2025	+3,000 hours
New FTN service between Garibaldi Village and Garibaldi Highlands. This will terminate 2 Highlands and incur service hours savings	2025	+3,000 hours
Add additional frequency to Frequent Transit Network to work towards 15 minute service between 7:00am and 7:00pm during the week	2027	2,000 hours, 1 bus

Frequent Transit Network Package - Phase 2

Garibaldi Village to Downtown

Provide frequent service between major hubs in Squamish

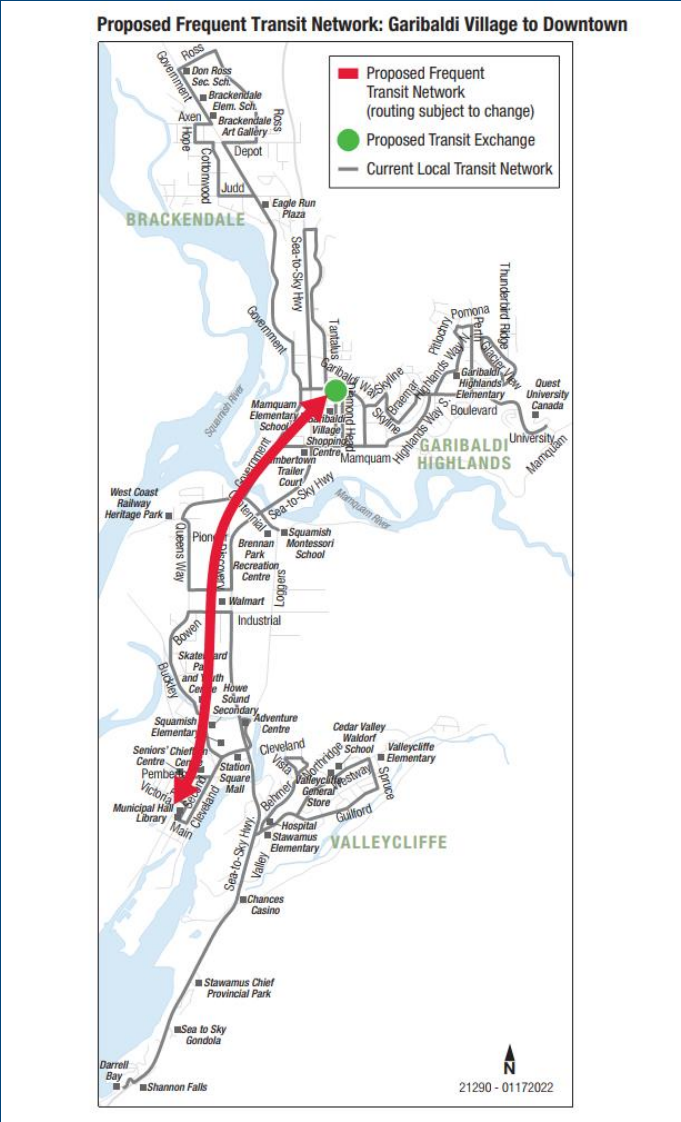
To ensure the success of transit in the long term, a new route between Garibaldi Village and downtown Squamish is to be established. This route will operate every 15 minutes to enable move people efficiently and conveniently throughout the area.

11K

Annual service hours

2

Heavy-duty vehicle



Frequent Transit Network Package - Phase 2

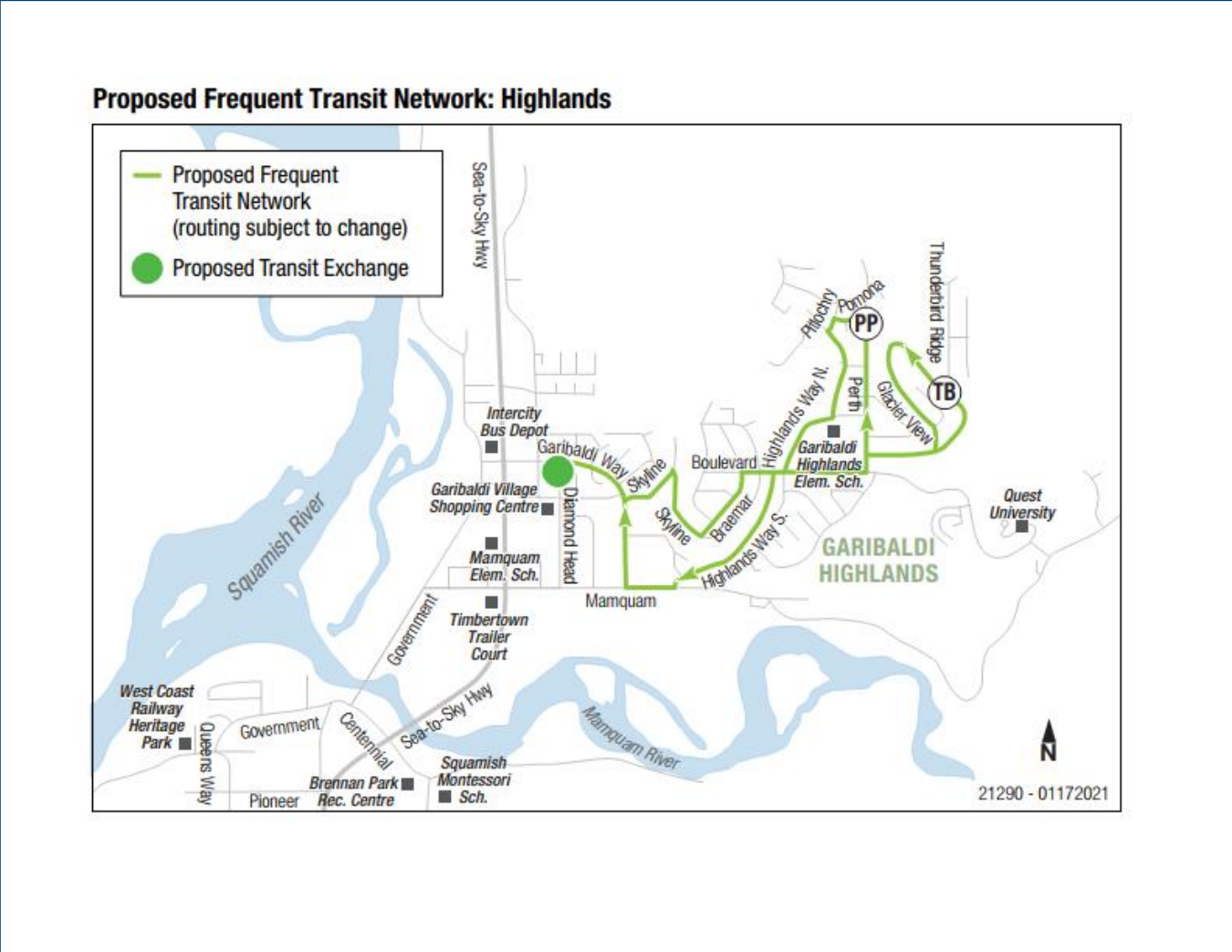
Garibaldi Village to Garibaldi Highlands

Provide frequent service between major hubs in Squamish

To compliment 10 Garibaldi Express, this route will provide more frequent service than 2 Highlands, but terminate at Garibaldi Village Transit Exchange. Due to the frequency of the new 10 Garibaldi Express, waiting at the exchange will never be longer than 15 minutes. This service change saves hours due to the shortening of the route.

+3K

Annual service hours



Frequent Transit Network Package - Phase 2

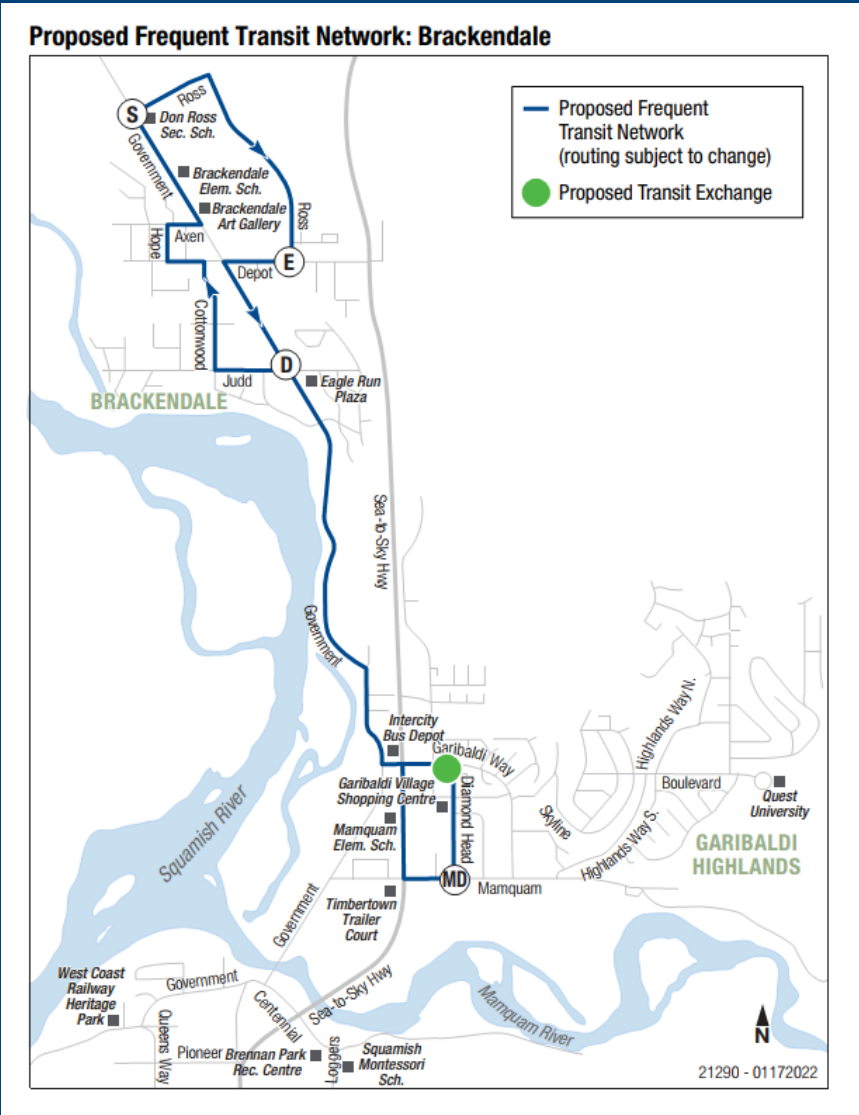
Garibaldi Village to Brackendale

Provide frequent service between major hubs in Squamish

To compliment 10 Garibaldi Express, this route will provide more frequent service than 1 Brackendale, but terminate at Garibaldi Village. Similar to 20 Highlands, this route will operate frequently enough that the transfer occurring at the exchange will always be 15 minutes or less. This service change saves hours due to the shortening of the route.

+3K

Annual service hours



10 Your Future Network

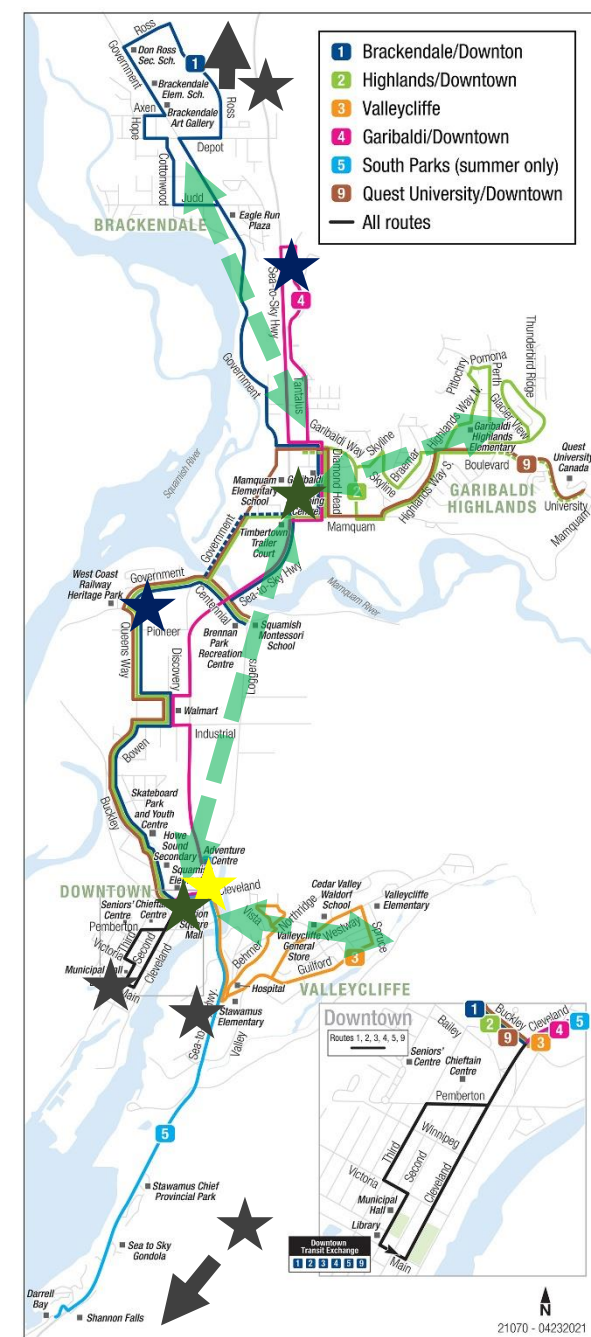
Infrastructure Improvements

To ensure that the service level improvements can be reached, various supporting infrastructure improvements are required.

These infrastructure priorities will help to shape Squamish Transit System over the next five years providing improved transit infrastructure for customer convenience and safety.

Prior to continued investment in the new Frequent Transit Network, a new transit exchange is required at Garibaldi Highlands.

New bus shelters will be cost shared with BC Transit and implemented based on priority. That document will be separate to the TFAP.



11 Infrastructure Priorities 2022-2027

Priority	Description	Resources/Partners
Bus Stop Improvements (multiple locations)	Accessible and convenient shelters are crucial to ensuring current and potential riders use the bus. Based on ridership data a list of 15 stops have been prioritized for future shelters and general improvement. Ensure improvements to end of trip infrastructure to support other modes of active travel	BC Transit, DoS, MOTI, BC Transit Shelter Program, Minor Betterments Program
Frequent Transit Network Study Implementation	The goal of this study is to determine the specific routing for each of the new Frequent Transit Network lines. Additionally, see if there are any areas for future transit priority measures.	BC Transit, DoS, Consultant TBD
New Operations and Maintenance Facility	Construction of a new operations facility for Squamish.	BC Transit, DoS
Garibaldi Village Transit Exchange	Evaluation of siting a new exchange in Garibaldi Village and constructing it.	BC Transit, DoS

12 Investment Strategy

Funding the Plan

To achieve the goals of this plan, capital and operating investments in the transit system will be required over the next five years and beyond. As identified within the BC Transit Act, local partners are responsible for determining the extent of transit service provided in their communities and then funding their legislated share of the cost of this service. BC Transit is responsible for 46.69% of funding conventional transit systems and 66.69% of custom system, where Squamish is responsible for the remaining 53.31% and 33.31% respectively. There may be opportunities to leverage funding from the Investing in Canada Infrastructure Program (ICIP) to develop infrastructure associated with projects identified in this plan. Annual operating costs are based on service hours that are projected to increase by 20,200 hours.

The plan also calls for capital investments that include:

- An additional 9 buses added to the transit fleet*
- A Frequent Transit Network Study
- Improvements to customer amenities at transit stops

**Dependent on fleet changes through electrification of the BC Transit fleet this number may increase. Any changes will be presented to the District of Squamish prior to inclusion in future expansions.*



13 Moving Forward

Monitoring and Implementation

Performance of the transit system is monitored on an annual basis, which is typical for transit systems of this size. Performance may be monitored more closely after a significant service change to evaluate the change.

Service improvements will be integrated into the Three Year TIPs, which is updated on an annual basis. Priorities are subject to shift from year to year based on available resources. Infrastructure improvements will be incorporated into BC Transit's Capital Plan. Prior to implementation of service changes, BC Transit planning staff will work with staff at the District of Squamish to ensure service improvements appropriately reflect local needs. Additional targeted engagement may be conducted to ensure priorities in years two to five of the plan are supported by the public at that time.



13 COVID-19 Response

BC Transits top priority is the safety of our passengers and operators

Following the guidance of the Provincial Health Office and WorkSafeBC, and drawing on the best practices of the transit industry worldwide, BC Transit has implemented measures on our buses to respond to COVID-19, and have put a plan together to align with BC's Restart Plan see the strategy and details at <https://bctransit.com/COVID19>.

To support ridership return the Province of British Columbia has provided restart funding to the Local Government sponsors to ensure the continued effective delivery of transit across your transit system.

Free Transit for Children 12 and Under program was introduced in September 2021 this aligns with BC Transits commitment to delivering initiatives to drive new and effective measures to improve your transit experience. The program will help grow young ridership, create life-long transit users and further reduce congestion on our roads.

