



WHISTLER

MINUTES

REGULAR MEETING OF TRANSIT MANAGEMENT ADVISORY COMMITTEE

TUESDAY AUGUST 24, 2021, STARTING AT 12:30 P.M.

Remote Meeting
Held via Zoom –

PRESENT	Mtgs. YTD (3)
Council Representative and Chair, J. Ford	3
Whistler Transit Ltd., C. Hoffman (alternate)	3
BC Transit, Senior Manager Government Relations, R. Ringma	3
BC Transit, Senior Transit Planner, B. Bullivant (alternate)	3
RMOW GM Infrastructure Services, J. Hallisey	3
RMOW Transportation Demand Management Coordinator, E. DalSanto	3
RMOW Recording Secretary, D. Taveira	2

REGRETS	
BC Transit Marketing Coordinator, W. Matthews (guest)	2
Whistler Transit Ltd. Manager, J. Gomez	0

ADOPTION OF AGENDA

Moved by B. Bullivant
Seconded by R. Ringma

That Transit Management Advisory Committee adopt the TMAC Committee Agenda of August 24, 2021.

CARRIED

ADOPTION OF MINUTES

Moved by B. Bullivant
Seconded by J. Hallisey

That Transit Management Advisory Committee adopt the regular Transit Management Advisory Committee Minutes of July 5, 2021 as circulated.

CARRIED

PRESENTATIONS/DELEGATIONS

Transit Future Action Plan

A presentation by BC Transit, Senior Transit Planner, B. Bullivant was given regarding the Transit Future Action Plan (TFAP) draft priorities.

- The TFAP report is more condensed than the 200 plus page Sea to Sky Transit Future Plan, easier to understand and less text heavy than in previous years

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- TFAP document is a 5 year plan of attainable objectives for 2022 to 2027.
- The most important chapters to review are Chapters 8 (Future Network Service), 9 (Service Priorities 2022-27) and 11 (Infrastructure Strategies 2022-27).
- Transit Vision is setting the tone for how we want to utilize this plan to move forward
- Transit Today (Section 4) is a recap of how the Whistler Transit System has been growing and where it's going. Currently 31 vehicles and 1.4 million rides in 2020 (3.2 million rides in 2019)/
- Transit Need (Section 5) is a recap of where the transit need right now – maps show the relationship between population density and employment density. The map will be revised to reflect a route overlay
- System Performance (Section 6) outlines how Covid19 has impacted ridership across the province and specific to Whistler.
 - Looked at Average Daily Ridership by week of free shuttle routes and paid routes.
 - Looked at ridership by route over 2019-2021 and percentage of total rides by route
 - The key takeaways:
 - Ridership on both paid and free routes for winter 2020 was tracking to be higher than 2019 when the pandemic arrived in Whistler.
 - Ridership is recovering slowly. Recovery is directly related to visitation and Public Health Orders.
 - Free Village Shuttle routes are more directly related to visitation.
 - Route 10 has seen strong growth since 2019 even during the pandemic.
 - Routes 20 and 20 are still the backbone of the system
 - Ridership is seasonal.
- Engagement (Section 7) is a summary of how we engaged with the Whistler Community over the past two years and what we heard.
- Your Future Network (Section 8) includes Transit Mode Share targets for Whistler, a map of the future network of routes, network Service Standards, network Performance Guidelines at the System Level and Route Level, and service improvements.
 - Whistler's mode share (a percentage of all trips made by transit in the community) for 2021 is 7% down from 14.5% in 2019. Therefore, it is recommended to revise the 2025 target from 20% to 15% (double today's mode share) but to leave the 2040 target at 25%.
- Service Priorities (Section 9) are summarized in five AOA year packages to match BC Transit TIPs (Transit Improvement Process) Expansion memorandums of understanding and then listed in more detail by initiative.
 - Summary all 5 of these years equate to 25,000 hours and 8 buses which is just under 5000 service hours per year.
 - There are expansion initiatives across the entire community.
 - The 10 Valley Express Service initiatives have been divided into five separate phases. Some initiatives require more vehicles and

- others require infrastructure improvements to facilitate service improvements
- Year one focuses on off-peak season increase the service hours towards the return to pre-pandemic seasonality by adding service in December and April, adding frequency to the route 10-Valley Express in spring/summer/fall and a pilot project to detour route 10 in Whistler Village at non-peak times.
- Year five (2026-27) includes the possibility of introducing services to Alta Lake Road and surrounding areas in spring/summer/fall.
- Year two, three and four include improving service on #30 Emerald, remove #32 emerald and intro to #6 Blueberry. TMAC recommends packaging the bulk of improvements into year three for efficiency purposes
- BC Transit has updated the province wide transit expansion evaluation process. Details were circulated to TMAC with the agenda package and will be included in the next Council package.
- Discussion included
 - BC Transit is conducting a Digital on Demand (DoD) feasibility study in Kelowna and Cranbrook.
 - Study purpose is to answer the questions:
 - Where does it work well?
 - Where does it not work?
 - Goal of DoD tends to be customer satisfaction
 - DoD is similar to HandyDART where you need to book a ride. DoD uses taxi companies and apps.
 - DoD is very costly (even more than HandyDART)
 - Ridership levels in Whistler:
 - Currently at 66% of 2019 ridership as of last week which tells that residents are using the bus
 - Expecting an extremely busy winter 2021-2022 season as Vail has sold a lot of Epic passes and if US/Canadian border stays open we can expect a very busy season
 - Passengers looking for **reliability** and **convenience**
 - BC Transit's current marketing message: "Buses are Safe" & "Welcome Back"
 - BC Transit has a massive challenge in front of them as switch to electric buses and to stop buying diesel buses. Local Government partners may need to commit to vehicle purchases two years in advance instead of 18 months.
 - Section 9 of the TFAP and Three-Year Expansion MOU are organized in BC Transit AOA years.
 - Is it better to have many small changes or fewer large-scale changes?
 - Year one has no buses as there is not enough time to order vehicles.
 - Year two and three have vehicles.
 - Year four proposed to have the largest increase in hours.
 - TMAC is recommending that the route 32 and 6 route restructuring take place in year three instead of year four. This will make year three a very aggressive expansion with 8,000 hours.

- BC Transit finance may not be able to develop the revised costs for this by the September Council meeting date but will definitely have them available for next year's Expansion MOU.
- This updated costs for year three may not be available in time to get into the Council package.

ACTION: B. Bullivant and E. DalSanto will revise the definition of Core Transit Network, Frequent Transit Network, Rapid Transit Network and Regional Transit Network to provide more clarity to the reader.

ACTION: B. Bullivant will update the draft Transit Future Action Plan to reflect the changes discussed above and resubmit to the RMOW.

ACTION: RMOW staff will bring the draft Transit Future Action Plan and the Three-Year Expansion memorandum of understanding to the September 21, 2021 Regular meeting of Council.

ACTION: BC Transit and RMOW will circulate the draft Transit Future Action Plan to stakeholders in fall and aim to have a final TFAP by the end of the year.

Transit Expansion Plans 2022-25

A presentation by BC Transit and RMOW staff regarding the Transit Expansion plans and process for 2022 through 2025.

- The proposed transit expansion for 2022/23 through 2024/25 are directly related to the recommendations from the draft TFAP. See discussion above.

ACTION: R. Ringma will update the Three-Year Expansion Plan text to reflect the changes discussed above in the TFAP recommendations and resubmit to the RMOW.

ACTION: RMOW staff will bring the Three-Year Expansion memorandum of understanding to the September 20, 2021 Regular meeting of Council to allow more time for BC Transit to update the MOU including the costing for year three.

Survey Reports

The Highschool Transit Pass survey results summary report was circulated in the agenda package.

2022 Municipal Budget

The 2022 municipal operating budget process has been accelerated this year. Staff are to have budgets complete by the end of August including 2022 costs related to the Whistler Transit System. Staff will include cost estimates for the year one transit expansions in the 2022 municipal operating budget.

Whistler Transit 30th Anniversary

A list of ideas for the Whistler Transit System 30th Anniversary (Dec. 1, 2021) was circulated with the agenda package. Discussion has been deferred to the next TMAC meeting.

OTHER BUSINESS

- Update from BC Transit- Effective August 25th masks are mandatory for all indoor spaces including buses across the Province
- Election Day – Complimentary Transit
 - BC Transit is asking all local partners if they would like to offer complimentary transit on Monday, September 20, 2021 to remove barriers to voting.
 - The cost to the RMOW would be approximately \$1,500 in forgone revenue and advertising.

Moved by R. Rigma
Seconded by J. Hallisey

That the Whistler participates in the provincially led Free Transit on Election Day campaign for Monday, September 20, 2021.

CARRIED

Next meeting will be scheduled for October/November.

MOTION TO TERMINATE

Moved by R. Rigma
Seconded by J. Hallisey

That the Transit Management Advisory Committee meeting of August 24, 2021 be terminated at 2:38 p.m.

CARRIED

Chair, J Ford

Recording Secretary, D. Taveira