

development of the 2017 short-term and the 2018-2019 medium-term transportation action plans is outlined in the February 20, 2018 Administrative Report to Council No. 18-018. Both the short-term and medium-term Transportation Action Plans have been developed using a consensus model guided by TAG's vision for transportation:

"Whistler's Transportation System efficiently and affordably moves people and products to, from and within Whistler while delivering a high quality experience and minimizing impacts on natural areas".

Often, when two potential options were available, TAG chose the option that was most consistent with the other parts of the Transportation Action Plan and provided a reasonable option for everyone – residents, employees and visitors. TAG also adopted the general parking management goal of 10% to 15% availability during a regular business day as a guide to ensure a more positive customer experience. This balances the need to maximize use of parking with the need for customers to find spaces when they want to park, avoiding congestion and frustration.

The Transportation Action Plan Summer 2017 Monitoring Results were presented to council at the September 17, 2017 regular meeting of Council and the full report is published on the municipal website.

2017/2018 Winter Parking, Traffic and Transit Key Findings

Key findings from the winter monitoring program are summarized below:

- Overall, occupancy in the Village surface parking and of Day Lots 1-5 remained at or below the target 85% and 90% occupancy levels respectively at all times on five of six survey days and only reached 91% (1% over the target) in the Day Lots for three hours on the peak day. This is a significant improvement from winter 2016 when occupancy levels were much higher and reached 107%.
- Lots 1 through 3 were full at peak times every day, while Lots 4 and 5 had ample capacity. The key reason for the disparity between occupancy levels appears to be the number of monthly passes in use.
- Carpool parking passes were introduced in December 2017 (valid in Day Lots 4 and 5 only) allowing residents and employees to attach up to four license plates to a single pass (only one vehicle can be used at a time). Over 200 passes were sold over the winter, but only 16 passes accounting for a total of 38 people in "real" carpools were in use at any given time. The majority of carpool passes appear to be "convenience" carpools, with different vehicles all registered to the same household.
- Overtime parking continues to be a problem in some Village lots and on Blackcomb Way.
- The free parking at Creekside was well-used this winter with occupancies reaching 100% on three of the six survey days, very different from winter 2016 when occupancy almost reached 100% on only one of three survey days.
- Private lots have varying availability with daytime occupancies ranging from 39% to 96%, indicating that parking is available most days in most publically-accessible private lots in the Village.
- Commercial bus parking was permitted in Day Lot 4 over the winter in an area with a capacity of up to 12 buses, and a maximum of eight buses was observed on three of the six survey days.
- Average daily traffic volumes on Highway 99 at the Brio traffic counter during winter 2017/2018 were similar to the previous two record high winters.

- A comparison of traffic volumes at Function Junction and Brio both in July 2017 and January 2018 compared to July 2016 and January 2017 indicated fewer local trips in both July 2017 and January 2018 following implementation of the Transportation Action Plan as compared with the previous year. Both in summer and winter, there were approximately 1,000 more vehicles per day entering the community at Function Junction and being accommodated in the existing roadways and parking lots.
- Preliminary local transit ridership reports indicate that ridership in for winter (December, January, February and March) 2017/2018 was up by approximately 10% over winter 2016/2017.

TAG Recommended Next Steps

On March 15, 2018, the Transportation Advisory Group (TAG) met to continue working toward the Long-Term Transportation Action Plan and to finalize the recommended criteria for the Day Lot Operating Committee to use as a guideline when authorizing spending from the Community Transportation Initiative Fund going forward. The first part of the March 15th TAG workshop focused on a review of the primary results of the Official Community Plan Visioning session on March 5, 2018 as well as the winter 2017/2018 parking actions and the results of the 2017 Improving Parking Availability Strategy. TAG discussed the preliminary winter results, the consultant's recommendations, as well as correspondence received from the public regarding on-street parking in neighbourhoods. Using all this information, TAG recommends the following next steps:

1. Install parking meters on Blackcomb Way with the same pricing as Main Street as outlined in the 2017 Transportation Action Plan.
2. Keep Commercial Bus Parking in Day Lot 4 and charge by the hour to a daily maximum during peak season. Complimentary staging in Day Lot 4 will only be considered for the bus companies that lease one of the four reserved bays in Gateway Loop.
3. Continue monitoring on-street parking in neighbourhoods adjacent to the Village and throughout the Valley.
4. More work needs to be done on pricing monthly passes before any new passes are introduced for Day Lots 1-3, either to supplement or replace the current monthly passes. If a 20-time pass is implemented, pricing for each day of the pass should be no less than 50% of the price for daily passes.
5. Ensure that the electronic and paper maps showing parking in Whistler are complete and accurate.
6. Proceed with a pilot project to display parking availability at the Conference Centre underground lot.
7. The following recommended purpose, goals, criteria and other information be forwarded to the Day Lot Operating Committee to help guide the allocation of Community Transportation Initiative Funds (CTIF) going forward.

CTIF Purpose:

Provide a funding mechanism to support preferred transportation initiatives that benefit the resort community.

CTIF Goals:

- Improve affordability
- Improve transportation (including experience) for residents and visitors
- Increase transit frequency and reliability
- Reduce congestion
- Create transportation choice
- Solve more than one issue
- Address year-round transportation challenges

- Promote and supports preferred modes of transportation
- Reduce environmental impact.

CTIF Criteria:

- Simple to administer
- Cost-effective (use is monitored)
- Flexible, depending on resort needs
- Ensure long-term viability of CTI fund
- Scaleable
- Minimal requirement/costs for communications.

Additional information required to make a decision on a proposed initiative

- Monitoring process
- Incremental benefits
- Cost (and compared to overall budget/other initiatives)
- Whether other funding opportunities have been explored
- Is not a core transportation service of RMOW or Whistler Blackcomb/Vail Resorts.

Staff Review

Staff have reviewed TAG's recommendations and determined that they can be accommodated in the 2018 work plans. Staff are working with the Day Lot Operating Committee and the current parking technology providers to see if an appropriate Whistler 20-time parking pass product can be developed for launch in winter 2018/2019.

The final Transportation Action Plan Winter 2017/2018 Monitoring Results report will be posted on-line at www.whistler.ca/MovingWhistler with all the 2016 and 2017 transportation reports and presentations.

WHISTLER 2020 ANALYSIS

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Transportation	Transportation preferences and options are developed, promoted and supported so that inter-community mobility minimizes the negative impacts of traditional modes of travel. Residents, businesses and visitors are increasingly aware of the importance and benefits of preferred transportation choices.	Transportation congestion to, from and within Whistler is an issue both in the winter and in the summer. Transportation infrastructure and policy affect almost all parts of the resort community. The Transportation Advisory Group, which is a composed of a group of diverse stakeholders, has been reviewing the current issues as well as data collected related the current issues
Partnership	Partners work together to achieve mutual benefit. Partners meaningfully engage stakeholders and practice "good governance" guided by Whistler's Partnership Principles.	

Economic	<p>Effective partnerships with government and tourism organizations support economic health.</p> <p>The Whistler community shares resources and works together to compete in the destination resort market.</p> <p>Whistler is an integral part of the region's economy and works collaboratively with stakeholders.</p>	<p>and has started implementing recommended actions.</p> <p>The review of the Transportation Action Plan Winter 2017/2018 Monitoring Results and consequent recommended next steps including the recommended Community Transportation Initiative Fund (CTIF) purpose, goal and criteria move the community toward the Whistler 2020 Vision and Descriptions of Success as well as Transportation Action Plan's goal to continue improve transportation for everyone – residents, employees and visitors.</p>
Finance	<p>The long-term consequences of decisions are carefully considered.</p> <p>Whistler lives within its financial means</p>	
Visitor Experience	<p>Communications, travel and services are accessible, seamless and convenient at all phases of visitors' trips, from prior to departure until after returning home.</p>	
Learning	<p>Learning opportunities foster collaboration, trust and community engagement and build the community's capacity for achieving Whistler's vision of success and sustainability for future generations.</p>	
Resident Affordability	<p>Residents have access to affordable goods and services that meet their needs.</p>	

Transportation Action Plan Winter 2017/2018 Monitoring Results and Transportation Advisory Group (TAG) recommendations do not move our community away from the adopted Whistler2020 Descriptions of Success.

OTHER POLICY CONSIDERATIONS

The recommended next steps are consistent with the policies in the existing Official Community Plan as well as the Transportation Advisory Group (TAG) Vision and Goals.

BUDGET CONSIDERATIONS

The 2018 – 2022 Five-Year Financial Plan includes a capital budget of \$120,000 to support TAG studies and initiatives in 2018. It is anticipated that these recommended actions will fit within the exiting 2018 budgets. The revenues to be collected from the Commercial Bus Parking are intended to be revenue neutral and invested back into operations management and facilities for commercial bus operations.

Transit improvements directly related to the approved Transportation Action Plan will continue to be funded from parking revenue from Day Lots 1 to 5 through the Community Transportation Initiatives (CTI) Fund. Staff are continuing to work with the Day Lot Operating Committee (Whistler-Blackcomb and RMOW representatives) which has agreed in principle to the recommended Transportation Action Plan and are refining the budget for the 2018 and 2019 recommended actions to be funded by the CTIF.

COMMUNITY ENGAGEMENT AND CONSULTATION

The Transportation Action Plan has been developed through an open process involving the Transportation Advisory Group working through materials and potential actions and bringing forward potential ideas and actions to the community through surveys, the Transportation Forum in January 2017, the November 2017 Community Forum, the March 2018 OCP Visioning Forum and many presentations to Council and to stakeholders. All material related to the forums and TAG's work are posted on www.whistler.ca/MovingWhistler .

SUMMARY

The Whistler Transportation Action Plan was developed over the course of two years, involving expertise from the Transportation Advisory Group (TAG) members and RMOW staff, transportation studies undertaken by Drdul Community Transportation Planning, and input from the community through a forum and on-line surveys. Monitoring the results of the actions is an important component of implementing and refining the actions. The Transportation Action Plan was successful both in the summer 2017 and winter of 2017/2018. The results presented above indicate that parking availability in the Village was improved as compared with previous winters, there were fewer automobiles on the highway that started and ended their trips in Whistler and local transit ridership increased. These results demonstrate progress towards the TAG's vision that Whistler's transportation system efficiently and affordably moves people and products to, from and within Whistler while delivering a high quality experience and minimizing impacts on natural areas.

The Transportation Advisory Group's recommended next steps presented in this Report are intended to continue to alleviate the highway and parking congestion issues. The full details of the winter 2017/2018 monitoring program will be published on the Municipal website.

Respectfully submitted,

Emma DalSanto
TRANSPORTATION DEMAND MANAGEMENT COORDINATOR
for
James Hallisey, P. Eng.
GENERAL MANAGER OF INFRASTRUCTURE SERVICES



MINUTES

DRAFT

**TRANSPORTATION ADVISORY GROUP (TAG)
WORKSHOP 14**

THURSDAY, March 15, 2018 STARTING AT 9:05 A.M.

**In the Meeting Room Flute – Resort Municipality of Whistler
4325 Blackcomb Way, Whistler, BC, V0N 1B4**

PRESENT:

Chair – Mayor, N. Wilhelm-Morden
RMOW Councillor, C. Jewett
RMOW Councillor, S. Anderson
RMOW – CAO, M. Furey
Citizen-at-Large, B. Murray
Citizen-at-Large, J. Sobieniak
Citizen-at-Large, C. Doak
Whistler Blackcomb – VP Information Technology, M. Sedgwick
Tourism Whistler – VP Market Development & Sales, K. Goodwin
Whistler Chamber of Commerce – GM, The Whistler Experience, M. Facundo
MOTI – Operations Manager, Howe Sound & Sunshine Coast, D. Legault (*by phone*)
BC Transit – Senior Planner, L. Megenbir
RMOW – General Manager Infrastructure Services, J. Hallisey
RMOW – GM of Resort Experience, J. Jansen
RMOW – TDM Planner & Recording Secretary, E. DalSanto

GUESTS:

Whistler Blackcomb – Director of Community & Government Relations, S. McCullough
Whistler Blackcomb – Manager Maintenance Planning, M. King
RMOW – Bylaw Supervisor, L. DeBou

FACILITATOR:

Whistler Centre for Sustainability – Executive Director, C. Ho

REGRETS:

Citizen-at-Large, S. Pass
BC Transit, Senior Regional Transit Manager, L. Trotter

ADOPTION OF AGENDA

Moved by C. Jewett

Seconded by B. Murray

That the Transportation Advisory Group (TAG) adopt the agenda of Thursday, March 15, 2018 as circulated.

CARRIED

ADOPTION OF MINUTES

Moved by C. Jewett

Seconded by B. Murray

That the Transportation Advisory Group (TAG) adoption of the Minutes of Monday, January 8, 2018 TAG workshops as circulated.

CARRIED

AGENDA

Updates and Discussion of Transportation Actions:

PRESENTATIONS/DELEGATIONS

R. Drdul has been hired to monitor the results of the 2017/2018 Transportation Action Plan. Detailed parking and traffic surveys took place on weekends in January and February. Data continues to be collected into April. The final report will be completed in late spring.

Staff updated TAG on the preliminary results of the winter 2017/2018 monitoring program.

- Average daily traffic counts on Highway 99 at Brio are tracking slightly lower than 2017 and 2016 but higher than 2015
- Number of vehicles entering Whistler at Function Junction are higher than in 2017 but trips starting and ending in Whistler are lower than in 2017
- Ridership on the Whistler transit system is higher than last winter
- Day Lots 1-5 are at or below 90% occupancy target
 - Day Lots 4 and 5 had 10% and 70% availability, respectively, on all survey days.
 - Day Lots 1-3 were above the 90% occupancy target on all survey days
- Many vehicles in Day Lots 1–3 due to monthly passes
- Overtime parking in Village lots and on Blackcomb Way
- Creekside underground parkade is full most days
- Whistler Blackcomb will share occupancies in Day Lots 6, 7 and 8
- Private lots have limited availability
- The majority of Lot 4 and 5 carpool passes are “convenience carpools” consisting of two vehicles from the same address
- On-street parking counts have been and continue to be conducted in neighbourhood in Brio, Whistler Cay and White Gold. The average number of vehicles parked in these locations during off-peak season was higher than peak season.

TAG discussed the primary winter results, the consultant’s recommendations as well as J. Wood’s letter regarding on-street parking in neighbourhoods circulated with the agenda package. TAG recommends the following next steps:

1. Install parking meters on Blackcomb Way with the same pricing as Main Street as outlined in the 2017 Transportation Action Plan.
2. Keep Commercial Bus Parking in Day Lot 4 and charge by the hour to a daily maximum during peak season. Complimentary staging in Day Lot 4 will only be considered for the bus companies that lease one of the four reserved bays in Gateway Loop.
3. Continue monitoring on-street parking in neighbourhoods adjacent to the Village and throughout the Valley.
4. More work needs to be done on pricing monthly passes before any new passes are introduced for Day Lots 1-3, either to supplement or replace the current monthly pass. If a 20-time pass is implemented, pricing for each day of the pass should be no less than 50% of the price for daily passes.
5. Ensure that the electronic and paper maps showing parking in Whistler are complete and accurate.
6. Proceed with a pilot project to display parking availability at the Conference Centre underground lot.

D. Legault and L. DeBou left at 10:00 a.m.

Confirming CTIF Goals and Criteria
Confirming CTIF Criteria and Desired outcomes

Community Transportation Initiative Fund (CTIF) Criteria

C. Ho summarized the results of the CTIF Exercise initiated at the January 2018 workshop and completed by TAG members electronically. She then facilitated finalizing resulting revisions to the draft Goals and Criteria. Listed below are the recommended purpose, goals, criteria and other information to help guide the Day Lot Operating Committee on the allocation of Community Transportation Initiative Funds.

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-

Break

10:15 a.m. to 10:25 a.m.

Highway Capacity Update

MoTI has initiated the study to look at increasing capacity on Highway 99 from Function to Lorimer Road. A draft report should be circulated this summer.

J. Hallisey presented the result of the report prepared by the Parson's group to address what it would take to improve Highway 99 capacity through regional transit between Metro Vancouver and Whistler. The model illustrated that 150 trips would need to be diverted from cars to transit in the peak hour between Horseshoe Bay and Squamish and 100 trips would need to be diverted from cars to transit between Squamish and Whistler. The technical memo was circulated to TAG as part of the agenda package.

**2018 Official
Community Plan
(OCP) Refresh**

Discussion of TAG and Official Community Plan (OCP) Vision and Goals

The 2018 Whistler OCP refresh project involves taking the 2011 OCP (see Official Community Plan Adoption Bylaw No. 1983, 2011), which was adopted May 7, 2013 as the starting point and updating it based on the current realities, studies, strategies and initiatives over the past five years.

Staff reviewed the input from the March 5, 2018 OCP Community Visioning Session and reorganized the Transportation policies in Chapter 9 under the eight TAG goals.

C. Ho facilitated an exercise to review the review and revise the transportation policies.

M. Sedgwick left at 10:50 a.m.

ACTION: Staff will revise the Transportation policies based on the feedback and circulate a revised draft of objectives and policies for a special TAG Working Group meeting on March 22 from 2:30 – 4:00 p.m. focused on completing the OCP transportation policy review.

M. Facundo left at 11:30 a.m.

Correspondence

Letter from J. Wood regarding restrictions to parking in neighbourhoods

ACTION: Staff will respond to J. Wood informing him of the preliminary results of the 2107/2018 monitoring program and the expanded monitoring that will take place this spring and early summer.

Letter from A. MacConnachie regarding parking for Fire Fighters

This letter was received and discussed by TAG at the June 15, 2017 workshop. It was forwarded to RMOW staff. This letter was recirculated in this agenda package as the minutes from June 15, 2017 did not reflect the discussion as the Correspondence section of the Minutes were missed.

N. Wilhem-Morden received a response from the Ministry of Transportation and Infrastructure that there are no plans to add additional barriers on Highway 99 between Whistler and Metro Vancouver and that the Ministry has invested in variable speed signs between Whistler and Squamish to encourage safer driving behaviours.

Communications Task Team Update and Discussion

The task team is reviewing summer messaging and will update materials to include messaging related to progress on Regional Transit, how parking fees (CTIFs) are being used to create other transportation options for residents, employees and visitors.

OTHER BUSINESS/UPDATES

The next two TAG workshops will be scheduled in April/May and June/July 2018. Staff will explore inviting a speaker such as Gord Price or Gord Lovegrove to present on innovative transportation initiatives, and to open up the talk to the community.

ADJOURNMENT

Moved by S. Anderson

That Transportation Advisory Group (TAG) adjourn the March 15, 2018 TAG workshop at 12:01p.m.

CARRIED

CHAIR: N. Wilhelm-Morden

RECORDING SECRETARY: E. DalSanto