



MINUTES

SPECIAL MEETING OF THE TRANSIT MANAGEMENT ADVISORY COMMITTEE (TMAC) FRIDAY OCTOBER 2, 2015, STARTING AT 13:00

In the Flute Room
4325 Blackcomb Way, Whistler, BC V0N 1B4

PRESENT:

Steve Anderson, RMOW Councillor – TMAC Chair
Bill Murray, Citizen-at-Large
Scott Pass, Citizen-at-Large
Johann van Schaik, BC Transit – Senior Regional Transit Manager
Juan Carlos Gomez, Whistler Transit Ltd, Manager
Joe Paul, RMOW – General Manager Infrastructure Services
Emma DalSanto, RMOW – TDM Coordinator & Recording Secretary

GUESTS:

Steve Antil, Whistler Transit Ltd. – Service Delivery Manager, *alternate*
Matthew Boyd, BC Transit – Regional Planning Work Lead
Elicia Elliot, BC Transit – Senior Planner

ANNOUNCEMENTS

- Due to fog, BC Transit's flight was grounded. BC Transit staff decided to catch the ferry and drive to Whistler. The meeting start time was delayed to 13:00.
- The Transportation Advisory Group (TAG) Terms of Reference report is going to Whistler Council for consideration on Tuesday, October 6, 2015. TAG membership includes BC Transit staff.
- Joe Paul informed the Committee that he is retiring from the RMOW in January 2016.
- Scott Pass announced that he has resigned from PWTransit and taken a position based out of Whistler with Whistler Connections.
- Matt Boyd reminded TMAC that Elicia Elliot was hired on a one year contract to replace maternity leave. Elicia's last day with BC Transit is October 29, 2015. The Committee thanked Elicia for all her work on the Sea to Sky Transit Future Plan.

PRESENTATIONS/DELEGATIONS

Draft Sea to Sky Transit Future Plan Review
TMAC and BC Transit agreed to call a special TMAC meeting in late September or early October to review and discuss the draft Sea to Sky Transit Future Plan. The draft plan was circulated the Committee last week.

BC Transit's proposed timeline to finalize the Sea to Sky Transit Future Plan:

- Oct 2: Whistler Committee of Council – TMAC
- Oct 27: Mount Currie Band Chief & Council
- Nov 10: Squamish Committee of Council - Public Services Committee
- Nov 17: Whistler and Pemberton Councils (2 separate meetings)
- Nov 25: SLRD Board
- Dec 1: Squamish Council
- Jan 20: Present Final Adopted TFP to BC Transit Senior Leadership & Board
Distribute copies to partners

Prior to BC Transit's arrival, the Committee members discussed general impressions of the plan, concerns and points that would need clarification.

BC Transit staff arrived at 13:45.

BC Transit gave a high level presentation, discussed process and asked TMAC for comments.

Action 1:

TMAC will give their comments to RMOW staff who will give the comments to BC Transit staff.

Action 2:

BC Transit staff will circulate a final draft of the Sea to Sky Transit Future Plan on October 23, 2015. RMOW staff will cross check the plan from inclusion of TMAC's comments and inform TMAC of the results.

Action 3:

TMAC will meet on Tuesday, October 27 or Wednesday, October 28 to review the final plan and other TMAC business.

Summary of TMAC discussion:

Mode Share Targets:

- Target for 2020 seems ambitious with only 750 annual hours of service expansion planned for Whistler.
- Add the methodology (the mathematical formula) as well as context in the TFP document regarding the modeshare targets generated for Whistler.
- For the 2025 and 2040 targets, add general commentary regarding linkage to the Whistler Transportation Advisory Group (TAG).

Village Shuttle:

- There needs to be more context about the importance of the Village Shuttles to the community.

- Include comments about who the Shuttles serve, why they service these people and the economic benefit to the community in providing these free shuttle services.

Passenger Information & Amenities:

- Real Time information is mentioned but under represented
- Needs to be more discussion about the importance of technology in the transit and transportation industry between now and 2040 especially in the near future
- TMAC suggests that technology, such as Live NextBus information, is something that can drive increased ridership. Providing customer friendly technology may prove to be as important as improving on time performance in the future.

ParaTransit/handyDART/Dial-a-Ride

- Not even mentioned to be studied until 2025-2040 implementation
- TMAC recommends that a BC Transit needs assessment for a handyDART/ParaTransit/Dial-a-Ride service in the Whistler area be listed in the Short Term – Explore between 2015-2020

Route #1-Valley Connector

- BC Transit has listed a short-term implementation item of reviewing the #1 Valley Connector route to evaluate its effectiveness and its route structure.
- TMAC questions the need for through service when evaluating the percentage of passengers that ride through the Village vs. the percentage of passengers that start and end their trips in the Village.
- Concepts to be considered:
 - Separating the north end of the route from the south end.
 - Reducing the southern termini
 - Reviewing the Northbound routing into the Village and considering routing all northbound service from Whistler Creek into the Village along Whistler Way
 - This study will need to consider effects to the passenger, costs or savings to the system.
- It is suggested that this study be prioritized for early 2016.

Funding Section

- There needs to be more explanation regarding the drastic differences in costs between the comparative BC Transit systems as well as why costs per passenger vary at a different rate than costs per hour.
- Alternative forms of Funding Chart
 - As this chart is supposed to be generic to any BC Transit system, consider changing the title to Alternative Sources of Funding for Transit in British Columbia.
 - Can this chart identify if these are for operating, capital or both
 - Crowd funding – what does this mean in a transit funding context? Please provide a transit example in the chart or remove it.
 - Where do corporate/business contributions fit?
 - Should RMI funding be added? If so, where?

- Are new categories need – perhaps “Corporate crowd funding” or “Partnerships” or “third party resort Stakeholders contributions”

Train Travel

- Consider removing train travel as an option for regional commuter service as the rail bed is designed for freight, CN owns the rights to the rail bed for just under 990 years, and the Whistler Mountaineer was a Tourist service and never envisioned to accommodate commuter travel.

Regional Transit

- Squamish – should there be text written into the TFP that identifies the community priority of Local Transit improvements vs Regional Transit. Currently it reads that Regional Transit to Metro Vancouver is top priority but the reader doesn't know if that is higher priority than enhancing the transit system within Squamish. This is a question for the District of Squamish. However, there should be some indication in the plan on general community priorities.
- Governance – the RMOW agrees with the wording “explore regional governance options”
- Private Shuttles – this section is weak and needs expansion. There needs to be language in here about the Passenger Transportation Board (PTB) function of regulating interregional travel as well as language about the two licences managed by the PTB that require the licensees to provide a minimum amount of daily service along the Sea to Sky corridor between Vancouver (Greyhound Canada) and the Vancouver International Airport (PCL/SkyLynx) and Mt. Currie.

Action 4:

RMOW staff will work with BC Transit staff to include the above comments in the revised draft of the Sea to Sky Transit Future Plan.

Steve Antil left the meeting at 15:15.

BC Transit AVL
announcement

BC Transit announced that since the last TMAC meeting, BC Transit staff have been given direction to initiate talks with interested local partners (Whistler, Kelowna, Nanaimo) to participate a scaled down AVL program for 2016/2017.

MoTI Betterment
Program

BC Transit has received program information on the Ministry of Transportation and Infrastructure (MoTI) Betterment Program intake and application process and has circulated this information to Local Government Partners.

Bill Murray and Scott Pass left the meeting at 15:30.

TMAC reviewed the updated Whistler Transit System Potential Infrastructure Improvements spreadsheet to start assigning priorities. This list will form the basis for the applications to the MoTI Transit

Betterment Program. The RMOW has already had initial talks with their local MoTI contacts. BC Transit staff is meeting with MoTI staff next week to discuss priorities for the Southcoast Region.

ACTION 5:

Whistler Transit Ltd. to review the current spreadsheet with their operator's and share the operator's comments with TMAC.

ACTION 6:

RMOW staff to update the spreadsheet and circulate to TMAC and BC Transit for their discussions with MoTI staff next week.

OTHER BUSINESS

- **Alternate Routing through the Village for Routes 1 and 2 Northbound:**

ACTION 7:

TMAC requests staff have a look at re-routing the northbound-only legs of routes #1 and #2 through the Village by turning into the Village at Whistler Way instead of Village Gate Boulevard with the pros and cons discussed at a future TMAC meeting. The review should include new bus stops on Whistler Way especially at Springs Lane and any infrastructure required to make the stop useful. The review should also look at how this new routing would interact with Gateway Loop and Gondola Transit Exchange and report back to TMAC in appropriate timeline for implementation of changes as of winter 2016/2017.

- **Alternate Routing through the Emerald for Routes 1 and 3:**

ACTION 8:

Councillor Anderson to submit a sketch plan to RMOW staff regarding a proposed new route for the buses that terminate in Emerald so that RMOW staff can review property lines and bring this back to TMAC for future discussion.

Next Meeting

The next TMAC meeting will be scheduled for October, 27 or 28, 2015.

ADJOURNMENT

Moved by Steve Anderson

That Transit Management Advisory Committee (TMAC) adjourns the August 17, 2015 TMAC meeting at 15:45.

CARRIED

CHAIR: Steve Anderson