



MINUTES

SECOND MEETING OF THE TRANSPORTATION ADVISORY GROUP (TAG) TUESDAY MARCH 8, STARTING AT 9:00

**At Delta Village Inn and Suites, 9:00 am - 12:10 pm
4308 Main Street, Whistler, BC V0N 1B4**

PRESENT:

- Nancy Wilhelm-Morden, RMOW Mayor – TAG Chair
- Steve Anderson, RMOW Councillor
- Andree Janyk, RMOW Councillor
- Mike Furey, RMOW – Chief Administrative Officer
- Barrett Fisher, Tourism Whistler – President and Chief Executive Officer
- Karen Goodwin, Tourism Whistler, Alternate
- Mark Sedgwick, Whistler Blackcomb – VP Information Technology
- Val Litwin, Whistler Chamber of Commerce, Chief Executive Officer
- Bill Murray, Member-at-Large
- Ben Smith, Member-at-Large
- Janusz Sobieniak, Member at-Large
- Jesse Morwood, Ministry of Transportation and Infrastructure Area Manager
- Bob Andrea, RMOW – Acting GM Resort Experience
- James Hallisey, RMOW – GM of Infrastructure Services
- Emma DalSanto, RMOW – Transportation Demand Management Coordinator

REGRETS:

- Johann van Schaik, BC Transit – Senior Regional Transit Manager

GUESTS:

- Jim Dunlop, RMOW – Acting Manager, Transportation and Solid Waste
- Ted Battiston, RMOW – Manager of Special Projects

WELCOME by Mayor and CAO

1)	9:00 am	<p>ADOPTION OF AGENDA <i>Moved by Andrée Janyk</i> <i>Second by Steve Anderson</i></p> <p>THAT TAG Adopt of the Transportation Advisory Group (TAG) agenda of March 8, 2016.</p> <p style="text-align: right;">CARRIED</p>
----	---------	---

MINUTES

Transportation Advisory Group Meeting #2

Tuesday, March 8, 2016

Page 2

2)		<p>ADOPTION OF MINUTES <i>Moved by Barrett Fisher</i> <i>Second by Ben Smith</i></p> <p><i>THAT TAG Adopt of minutes of the inaugural Transportation Advisory Group (TAG) meeting of December 8, 2015 as circulated.</i></p> <p style="text-align: right;"><i>CARRIED</i></p>
----	--	--

3)	9:15 to 9:45 am	<p>Transportation Today Presentation 1:</p> <p><i>Discussion surrounding the Winter traffic issues of 2015/2016 as well as a summary of transportation issues:</i></p> <ul style="list-style-type: none">• <i>BM – wants to see more granulated data for the Average Annual Daily Traffic, month by month gives a better representation of the increase that we are seeing at peak periods.</i>• <i>VL – Are there more people in cars compared to previous years?</i>• <i>MF – How close to design capacity is Highway 99 for transporting vehicles?</i>• <i>AJ – Worries that the movements of vehicles from side streets onto Hwy 99 are being overlooked and they are increasing.</i>• <i>MS – Inbound and outbound traffic delays/congestion at peak times have been very noticeable this season.</i>• <i>NWM – How often was transit running at capacity requiring there to be extra buses put on certain routes?</i><ul style="list-style-type: none">➤ <i>ED – in addition to the extra buses that are scheduled for winter weekends, from the second week of Jan through March the operating company has at least one bus running peak morning and peak afternoon to deal with the over capacity</i>➤ <i>ED –buses get stuck in traffic the same as all other vehicles on the road at peak periods.</i>• <i>MS – Most weekends the Whistler Blackcomb parking lots have been full (or reasonably full since the on-mountain lots can fluctuate as to the number of spaces)</i>• <i>There was concern about parking encroaching the residential neighbourhoods.</i>• <i>MF – noted that there are more people in the resort in the summer but transit ridership in the summer is lower than in the winter.</i><ul style="list-style-type: none">➤ <i>ED – riders transition onto other forms of travel in the nicer weather (bike, walk). We reduce service levels to reflect this lower demand.</i>• <i>BM – An idea of the number of travellers that are getting to the resort by bus.</i>• <i>SA – what is the comparison of visitors that are regional vs. destination who are arriving by bus.</i>• <i>BS – what was the reason for the 2011 service cut in transit? (driven by funding pressures)</i>
----	--------------------	--

		<ul style="list-style-type: none"> • <i>BS – with the increase in rider satisfaction are we back to previous levels for transit service?</i> <ul style="list-style-type: none"> ➤ <i>ED – no we are not: 2010 services hours were 75,000, 2011 service hours were 60,000, 2015 service hours were 62,500.</i> • <i>VL – business choke points related to transit and not being able to get employees to work on time due to transit being stuck in congestion.</i>
<p>4)</p>	<p>9:50 to 12:00 pm</p>	<p>Transportation Tomorrow Exercise 2: <i>Visioning Whistler’s Transportation Future in 2040</i></p> <p><i>Staff presented 11 draft statements gathered from existing documents (Whistler Comprehensive Transportation Strategy, TAG terms of reference, Whistler 2020 Transportation Strategy, Whistler’s Official Community Plan and the SLRD Regional Growth Strategy.) TAG reviewed these statements and added 3 more. Based on the discussion, staff will bring back a draft vision to TAG.</i></p> <ul style="list-style-type: none"> • <i>Valley Trail</i> <ul style="list-style-type: none"> ○ <i>NWM – The valley trail is lacking in maintenance in areas limiting its use as a transportation means in the winter.</i> ○ <i>BF – Valley trail sections that are missing lighting to be effective transportation routes to feel safe using.</i> • <i>Accidents and Highway Closures:</i> <ul style="list-style-type: none"> ○ <i>MS – in future we need to be able to control the length of Highway.</i> ○ <i>MF – more median/barrier on the twisty sections of highway or areas that are known problems.</i> • <i>MF – would like to know the comparison of traffic congestion here vs. the city. Are trips delayed longer than in the city?</i> • <i>BS – noted that the peak time delays are the perception of the local. To the regional visitor it is always like that since those are the times that they are typically travelling if they are driving.</i> • <i>BS – Is regional traffic growing?</i> <ul style="list-style-type: none"> ○ <i>part of the increase in people for the future seasons will be driven by the US dollar rate and the snow conditions of that year.</i> ○ <i>Overall resort visitors are categorized 28% regional and 72% destination. Regional visitor contribute more to highway congestion since they need/choose to travel at the peak times.</i>

- *JM – is there a capacity for the resort; either on the mountain or overnight guests?*
 - *There is a limit to the overnight capacity*
 - *overall occupancy is now 58-60% which is very good but we could realistically look to increase that to an overall occupancy of 70%. The limiting factors would be Hwy experience/capacity, overall attraction of the resort*
- *BS – Squamish’s growth will inevitably grow our regional day-visitors.*
- *BF – for those thinking that rail is an option, note that with the existing rail lines it is slower than driving up from North Vancouver.*
- *BS – wants to consider the demographic of the Whistler-Vancouver commuter, this is the same distance as Abbotsford-Vancouver. What is Abbotsford doing to support that movement?*
 - *TAG not intending to create support for that user at this time.*

Data Gathering:

- *NWM – Are the 11 trigger points from the previous TAG’s report still being considered or tracked? Are they still relevant?*
 - *ED – in 2007 decided to suspend the transportation monitoring program due to all the changes in the community related to preparing for the Olympic and Paralympic games. It is being considered for reinstatement.*
- *ED – MoTI info is available from time to time and by request for the intersections throughout the sea-to-sky.*
- *BM – what is the customer satisfaction as it relates to the highway congestion?*
- *MF – is there a threshold where the visitor will not visit due to the delays that are found related to traffic congestion or the possibility of closures.*
- *MF – interested in % regional guest traffic vs. % destination guest traffic; and % of satisfied regional guest vs. % of satisfied destination guest.*
- *JH – in the works is the Highway 99 Capacity Report/Analysis from Parsons.*
- *BF – Tourism Whistler could augment their surveys to reflect some of the above requests.*
- *BM – Whistler Connection could provide volume data for bus traffic as well as tracking of travel times along the sea-to-sky.*

		<ul style="list-style-type: none"> • <i>AJ – do we know the rate of growth for Squamish development?</i> • <i>BS – feels that he could find some of the rough numbers for this question.</i> • <i>MF – there will be an increase in traffic when the Sunshine Coast connection is completed.</i> <p>Requested data:</p> <ol style="list-style-type: none"> 1) <i>11 Transportation Trigger Points – updated with real metrics</i> 2) <i>Compare local vs. regional traffic by the hour.</i> 3) <i>Determine percentage of highway traffic that is regional at peak times vs. off-peak</i> 4) <i>Regional Visitor Satisfaction Levels – TW could support</i> 5) <i>Destination Visitor Satisfaction Levels – TW could support</i> 6) <i>Squamish Corridor Growth Projections and other Changes to projected Highway Volumes</i> <p>Local Issues that are presented to TAG members</p> <ul style="list-style-type: none"> • <i>Transportation correspondence is being referred from council to TAG for review and a staff member will draft a response to be reviewed at TAG.</i> • <i>AJ – worried about pedestrian movements in various locations. Crossing the highway: eg. Whistler Cay, valley trail use in the winter when there is less maintenance on that section.</i> • <i>SA – Has looked into what other resorts are researching for improving pedestrian movements.</i>
5)		<p>Future Meetings. Within the next 10 weeks for Meeting #3 KG – try to avoid the last Tuesday of any month</p>
6)	12:10 pm	<p>Motion to Adjourn Moved by Steve Anderson That the Transportation Advisory Group (TAG) adjourns the March 8, 2016 regular TAG meeting at 12:10 pm.</p> <p style="text-align: right;">CARRIED</p>

CHAIR: Mayor Nancy Wilhelm-Morden

Notes prepared by Jim Dunlop, RMOW Acting Manager, Transportation and Solid Waste.