



## REPORT | ADMINISTRATIVE REPORT TO COUNCIL

**PRESENTED:** February 20, 2018  
**FROM:** Infrastructure Services  
**SUBJECT:** WHISTLER TRANSPORTATION ACTION PLAN RECOMMENDATIONS:  
MEDIUM-TERM (2018-2019)

**REPORT:** 18-018  
**FILE:** 546

### COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

**That** the recommendation of the General Manager of Infrastructure Services be endorsed.

### RECOMMENDATION

**That** Council receive the Transportation Advisory Group medium-term (2018-2019) Transportation Action Plan recommendations as attached as Appendix “A” to Administrative Report to Council No. 18-018; and

**That** Council direct staff to work with Transportation Advisory Group members and partners to start implementing the 2018 actions as recommended in Administrative Report to Council 18-018.

### REFERENCES

Appendix “A” – 2018-2019 Transportation Action Plan Recommendations, January 2018.

### PURPOSE OF REPORT

The purpose of this Report is to inform Council of the Transportation Advisory Group’s (TAG) medium term (2018-2019) recommended Transportation Actions and to seek Council’s authorization for staff to work with TAG members and stakeholders to start implementing the 2018 actions. The medium term plan focuses on actions that can be delivered in 2018 and 2019. The medium term plan developed by TAG, builds on the Transportation Actions delivered in 2017 as well as lessons learned and revisions based on feedback received at the November 2, 2017 Community Forum. The medium term actions will continue to move Whistler towards 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”.

## **DISCUSSION**

### **Background**

The medium term (2018-2019) Whistler Transportation Action Plan recommendations are the compilation of priority transportation actions to be implemented over the next two years building on the successes and lessons learned from the 2017 Action Plan. The history of development of the 2017 short-term transportation action plan is outlined in the June 6, 2017 Administrative Report to Council No. 17-062. The proposed medium term actions were presented at the November 2, 2017 Community Forum held at the Whistler Conference Centre. The materials have been posted on [www.whistler.ca/CommunityForum](http://www.whistler.ca/CommunityForum) since November 3, 2017. The Transportation Advisory Group received the feedback from the Community Forum, revised and finalized the recommended medium term action plan at their January workshop. The recommended Whistler 2018-2019 medium-term Transportation Action Plan, as outlined in Appendix “A”, is a package developed using a consensus model.

Often, when two potential options were available, TAG chose the option that was most consistent with the other parts of the package and provided a reasonable option for everyone – residents, employees and visitors. If the action could not be executed in 2018 or 2019, it was moved to the long term (2020 and beyond) action lists.

### **2016 and 2017 Transportation Action Plan Results**

The Council reports, presentation and action summary report continue to be posted on line at [www.whistler.ca/MovingWhistler](http://www.whistler.ca/MovingWhistler) to provide easy access to development of the Whistler Transportation Action Plan as well as the results and key findings from actions implemented in 2016 and 2017.

### **Whistler 2018-2019 medium term Transportation Action Plan Recommendations**

The layout of the medium-term Action Plan is similar to the 2017 Transportation Action Plan. The recommended actions have been broken into five strategy areas: Highway 99 Efficiencies, Transit Improvements, Better Parking Management, Active Transportation Modes, and Other. The recommended actions can be found in Appendix “A” organized by recommended implementation timing.

The next step is for Resort Municipality of Whistler (RMOW) staff to work with TAG members and stakeholders to determine the lead organization to implement the action and to move the action forward according to the recommended timeline.

TAG is continuing to work toward developing long term transportation recommendations. It is important to note that as part of the development of the Long Term Action Plan, TAG will be reviewing the Official Community Plan transportation policies and suggesting any revisions needed to move the community toward a transportation system that efficiently and affordably moves people and products to, from and within Whistler while delivering a high quality experience and minimizing impacts on natural areas. In addition, TAG is developing recommended criteria for the Day Lot Operating Committee to use as a guideline when authorizing spending from the Community Transportation Initiative Fund going forward. It is anticipated that the draft Long Term Action Plan will be completed later this year.

**WHISTLER 2020 ANALYSIS**

W2020 Strategy	TOWARD Descriptions of success that resolution moves us toward	Comments
Transportation	<p>Transportation preferences and options are developed, promoted and supported so that inter-community mobility minimizes the negative impacts of traditional modes of travel.</p> <p>Residents, businesses and visitors are increasingly aware of the importance and benefits of preferred transportation choices.</p>	<p>Transportation congestion to, from within Whistler is once again 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 and has started formulating potential recommended actions. Many of the medium-term actions will require partnerships with senior levels of government and private industry to move the actions forward.</p> <p>The medium-term (2018-2019) Transportation Action Plan’s goal is to continue improve transportation for everyone – residents, employees and visitors.</p>
Partnership	<p>Partners work together to achieve mutual benefit.</p> <p>Partners meaningfully engage stakeholders and practice “good governance” guided by Whistler’s Partnership Principles.</p>	
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>	
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>	

W2020 Strategy	AWAY FROM Descriptions of success that resolution moves away from	Mitigation Strategies and Comments
Finance	Whistler lives within its financial means.	Many of the recommended medium-term transportation action plan costs can be balanced utilizing funds from the Community Transportation Initiative Fund with the approval of the Day Lot Operating Committee. However, many of the actions involve studies and partnerships with senior levels of government and private industry.

### OTHER POLICY CONSIDERATIONS

Information sharing between TAG and the Mayor’s Task Force on Resident Housing been initiated and will continue as these two groups continue progress towards their respective goals.

### BUDGET CONSIDERATIONS

The draft 2018 – 2022 Five-year Financial Plan includes a capital budget of \$120,000 to support TAG studies and initiatives in 2018. There is also increased funding in the 2018 municipal operating budget for a transit expansion to start in April 2018. The bulk of the recommended actions involve studies and partnerships with senior levels of government and private industry. More work needs to be done to determine costs to the RMOW.

It is anticipated that the suite of recommended actions to improve transit and parking availability would 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, many presentations to Council and to stakeholders and through the more recent Community Forum in November 2017. All material related to the forum and TAG’s work are posted on [www.whistler.ca/MovingWhistler](http://www.whistler.ca/MovingWhistler) .

## **SUMMARY**

The Whistler 2018-2019 medium term 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. TAG met to review the input and revise the Whistler 2018-2019 Transportation Action Plan based on the feedback received. The recommended actions presented in this report are intended to continue to alleviate the highway and parking congestion issues as well as move us toward a transportation system that efficiently and affordably moves people and products to, from and within Whistler while delivering a high quality experience and minimizing impacts on natural areas within the RMOW.

Respectfully submitted,

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TRANSPORTATION DEMAND MANAGEMENT COORDINATOR

for

James Hallisey, P.Eng.

GENERAL MANAGER OF INFRASTRUCTURE SERVICES

## 2018-2019 Transportation Actions

(Finalized by the Transportation Advisory Group January 8, 2018)

Timing	Highway 99 Efficiencies 	Transit Improvements 	Better Parking Management 	Active Transportation Options 	Other 
2018 spring/summer	Work with Ministry of Transportation and Infrastructure (MOTI) on study to model potential efficiencies and to understand costs, benefits and impacts on natural areas for highway capacity improvements from Function to Whistler Village	Work with BC Transit to study the opportunities to improve and expand regional transit service from Pemberton/ Mt. Currie all the way to Metro Vancouver focusing on employees from Mt. Currie, Pemberton and Squamish.	Monitor the winter 2017/2018 parking actions and results of the 2017 Improving Parking Availability Strategy to inform any required changes.	Expand secure bicycle parking offerings in the Village and Upper Village, including secure overnight and event parking.	Explore peak time carpooling strategies to encourage more people to carpool to the ski hill.
	Work with Sea to Sky municipalities, RCMP, to implement findings of Sea to Sky Highway Road Closure Protocol Assessment Report.	Work with Ministry of Transportation and Infrastructure (MOTI) and BC Transit to develop transit queue jumper lanes as a pilot project in 2018.	Work with Tourism Whistler and Chamber to explore the feasibility of creating a single parking app that illustrates all available parking in Whistler.	Evaluate the opportunity for Valley Trail lighting south of Blueberry through to Whistler Creekside.	Investigate opportunities to partner with Whistler businesses and organizations to increase number and affordability of end of trip and storage facilities (e.g. bike & ski lockers) in Village and at Creekside.

Work with MOTI to implement higher levels of maintenance on Highway 99 in winter (anticipate winter weather events and proactively treat known problem areas such as Nordic hill).	Provide safe trails from neighbourhoods to highway bus stops.	Develop and deliver a parking inventory learning session hosted by the Day Lot Operating Committee, inviting all public and private parking operators in Whistler	Request that MOTI direct their contractor to re-paint the faded bicycle stencils on Highway 99 to, from and within Whistler as part of the ongoing maintenance and safety improvements.	As part of the 2018 monitoring program, understand all the variables that have affected transportation changes and Resort traffic issues this winter (e.g. staggered school holidays).
Work with MOTI to implement higher levels of maintenance on Highway 99 in summer (targeting road line painting for May/June).	Provide Whistler transit pass vendors in Whistler Creekside and Function Junction neighbourhoods.	Introduce multiple day parking passes (beginning summer 2018) and phase out monthly parking passes in 2019/2020.	Work with businesses in Function Junction to determine the need and location for building sidewalks on public and private lands.	
	Explore the potential for further reduction of Spirit Pass price.	Encourage private lots and hotel owners to offer multi-day passes or carpool passes for their staff at their lots.	Develop and better communicate information on Action Plan items.	Work with businesses, other transportation providers and potential user groups (First Nations, large employers and employees) to implement new transportation options from Mt. Currie/Pemberton and Squamish to Whistler.
	Work with BC Transit to improve transit service throughout the Whistler community with consideration for express service and neighbourhood services. Evaluate express service on Highway with neighbourhood "collector" service.			

2018 fall/winter	Study potential changes to Highway 99 at Britannia Beach to reduce or eliminate major highway congestion point.	Explore alternate revenue sources for funding improved transit services, including transit contributions from other businesses or combination transit and activity pass.	Develop winter 2018/2019 carpool incentive program based on results of the 2017/2018 pilot program.	Develop and implement a marketing campaign including an incentive program to encourage people to leave their car at home.
		Implement real time bus tracker on all Whistler Transit system vehicles and effectively communicate this information.	Review and re-evaluate a coordinated parking strategy for Whistler.	
.2019 spring/summer	Implement improvements to Highway 99 traffic signals with state-of-the-art network signal systems.	Develop a strategy to further reduce transit rider fares year round. Explore mechanism to offer free youth passes for students enrolled in Whistler schools full-time.		Work with Whistler Blackcomb/Vail Resorts to develop and offer a "Whistler Card" to guests as a combo pass (including transportation to and from Whistler), to experience and get around the resort.
		Provide basic bus shelters at all highway bus stops.		
2019 fall/winter		Perform a cost/benefit analysis and explore funding options to offer free transit year-round.	Assess feasibility and RMOW actions needed for private sector to provide electric bike and other share services.	Build permanent Village end-of-trip facility or reinstate existing one at Library (for active transportation and transit users).