

Welcome to the 2017 Transportation Action Plan Info Session

The purpose of this info session is :

- 1. To report back to the community on how input received at the January Transportation Community Forum and the on-line survey was used to inform the recommended 2017 Transportation Action Plan.**
- 2. To inform the community of the details of the recommended 2017 Transportation Action Plan and how it will be implemented.**

What is the 2017 Transportation Action Plan?

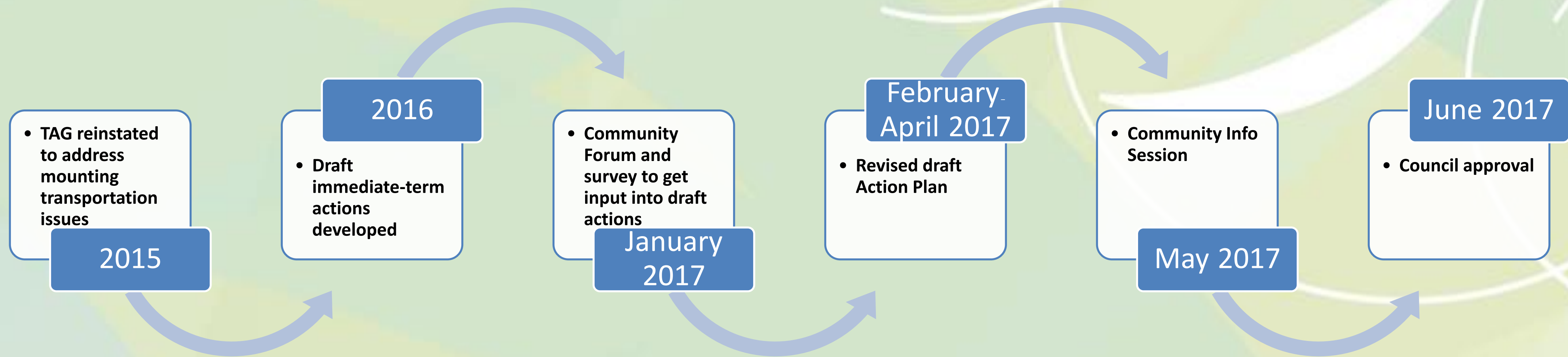
The Plan identifies the community's vision and goals for transportation to and around Whistler, and the strategies and actions for moving toward that vision.

Why do we need a Transportation Action Plan?

The Whistler 2017 Transportation Action Plan will improve the transportation system so that it works for everyone. Residents, employees and visitors will be able to move more easily with improved highway flow, improved transit services, better bike facilities, and make it easier to find parking when needed.

This will enable us to maintain and improve visitor satisfaction, allow efficient movement of goods and services, and ensure continued business improvement for our community.

How was the Action Plan developed?



Transportation Advisory Group

What is TAG?

The Transportation Advisory Group is a select committee of RMOW Council, and provides advice and recommendations regarding the assessment of, planning for, and implementation of strategic options to resolve transportation related issues affecting the resort community.

Membership

VOTING

- Mayor of Whistler
- Two Councillors
- RMOW Chief Administrative Officer
- One representative Whistler-Blackcomb
- One representative Tourism Whistler
- One representative Whistler Chamber of Commerce
- Four Citizens-at-Large

NON-VOTING (staff technical expertise)

- One representative BC Transit
- One representative Ministry of Transportation and Infrastructure
- General Manager of Infrastructure Services
- General Manager of Resort Experience
- TDM Coordinator

Updated Vision and Goals

Community
PRIORITIES

Enriching Community
Life

Enhancing the Resort
Experience

Protecting the
Environment

Ensuring Economic Viability

Partnering for Success

VISION

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.

Goals

The transportation system provides a quality travel experience for all visitors, employees and residents, and promotes a culture of motorist, pedestrian and cyclist safety.

The transportation system respects Whistler's natural environment and the liveability of the resort community.

The transportation system is integrated with land use planning to minimize the need for travel by private automobile.

The transportation system leverages advances in technology to move away from dependence on fossil fuels.

The transportation system supports the increased use of transit and preferred modes for all travel purposes to reduce dependence on the private automobile.

The transportation system meets and anticipates the resort community's future needs, population growth and economic viability.

The transportation system supports partnerships (including public and private stakeholders and First Nations) to improve the quality of local and regional transportation systems.

Viable alternative modes and routes (including road, railway, water and air transport) to, from and within the resort community provide a resilient transportation system.

2017 Transportation Action Plan Strategies

1. Highway 99 Efficiencies
 2. Transit Improvements
 3. Peak Day Operations
 4. Better Parking Management
 5. Preferred Transportation Options
- ## Medium and Long Term Actions



2017 Proposed Short-Term Actions

Tell us what you think! *Highway 99 Efficiencies*

Place a sticky dot along each scale to indicate your level of support for each action:

☹ Not at all supportive Completely supportive ☺

1. Undertake highway intersection study to explore ways to increase movement of people and goods through all signalized and unsignalized intersections (including exploring road line re-alignment to allow easier exits and highway crossings from subdivisions as well as where can roundabouts increase traffic flow in Whistler). ☹ ☺
2. Implement accident investigation study recommendations to improve accident investigation times. ☹ ☺
3. Explore synchronizing traffic signals along Highway 99 in both winter and summer. ☹ ☺

you need to ask this question ???

2017 Proposed Short-Term Actions

Tell us what you think! *Improve Public Transit*

Place a sticky dot along each scale to indicate your level of support for each action:

☹ Not at all supportive Completely supportive ☺

1. Explore transit funding options reducing cost to end user (e.g. combo transit and lift passes, contributions from events, or expanded Family Travel program from May to October). ☹ ☺
2. For summer 2017, expand free transit pilot to Saturdays and Sundays in summer and on festival weekends for entire transit day (not just to 8pm). ☹ ☺
3. Direct pay parking revenues to help support reduced local transit fares. For times when we cannot offer free transit, adjust pricing to make it more equitable with parking rates. ☹ ☺
4. Expand basic BC Transit service in 2017 & 2018 (more frequent service on priority routes and during peak periods on all routes). ☹ ☺
5. Implement a queue jumper for BC Transit buses on Highway 99 through a summer pilot program. ☹ ☺

2017 Proposed Short-Term Actions

Tell us what you think! *Peak Day Operations Plan*

Place a sticky dot along each scale to indicate your level of support for each action:

☹ Not at all supportive Completely supportive ☺

1. Implement manual override with personnel at key traffic signals during extreme peaks. Station parking attendants to manually control traffic in and out of day parking lots. ☹ ☺
2. Work with private lots to better advertise and direct users to underutilized spots. ☹ ☺
3. Consider testing bicycle valet parking, including secure overnight parking, for events and Saturdays and Sundays from Canada Day (July 1) through Labour Day (Sept 4). ☹ ☺
4. Test parking management recommendations from the 2016 Parking Study regarding use of underutilized parking lots, such as the Creekside parkade, private lots in Whistler Village and the Upper Village, and the lots 6-8 Day Skier Lots in the summer. ☹ ☺
5. For 2017, expand free transit pilot to Saturdays and Sundays in summer and on festival weekends for entire transit day (not just to 8pm). ☹ ☺
6. Implement a queue jumper for BC Transit buses on Highway 99 summer pilot program. ☹ ☺

2017 Proposed Short-Term Actions

Tell us what you think! *Better Parking Management*

Place a sticky dot along each scale to indicate your level of support for each action:

☹ Not at all supportive Completely supportive ☺

1. Begin to implement recommendations of the 2016 Whistler Parking Study. ☹ ☺
2. Start planning for automated (ITS) highway signs for parking on Hwy 99 in Whistler to indicate when (and which) parking lots are full. ☹ ☺
3. Investigate implementing car counters and lot full signs at the entrance to the Conference Centre underground parking area. ☹ ☺
4. Encourage private parking lots and use staff and temporary signs to attract and help visitors find underground lots. Encourage operators to feed into the planning and messaging for spots available. ☹ ☺
5. Develop and launch a Whistler parking app for publically accessible parking stalls. ☹ ☺

Don't forget to let us know if you are a parking operator or if you have any other ideas for parking management!

lot full information on Twitter / facebook (@WhistlerTransit, WhistlerBkcm, Whistler Winter 2016/2017 FB group).

2017 Proposed Short-Term Actions

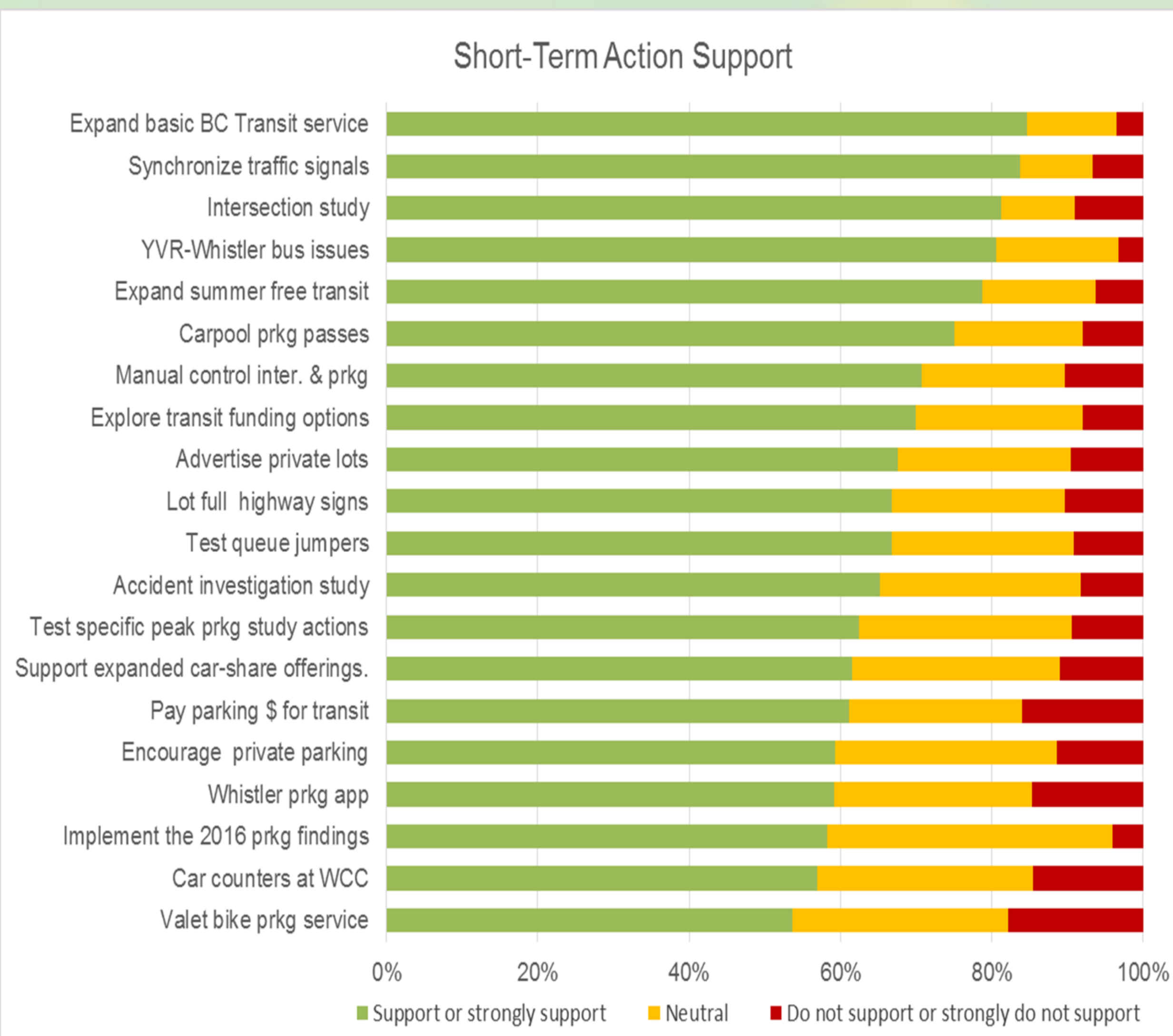
Tell us what you think! *Preferred Modes*

Place a sticky dot along each scale to indicate your level of support for each action:

☹ Not at all supportive Completely supportive ☺

1. Consider testing bicycle valet parking for events and Saturdays and Sundays from Canada Day (July 1) through Labour Day (Sept 4). See if the operator can also provide secure overnight parking for bicycles in the Village. ☹ ☺
2. Support expanded car-share offerings. ☹ ☺
3. Develop and offer (free or reduced rate) transferable parking passes for carpools. ☹ ☺
4. Identify and address challenges (e.g. cost, location) of the Vancouver/YVR to Whistler bus services. ☹ ☺

Summary of Community Feedback



- Over 700 people contributed feedback
 - 200 people at Community Forum
 - 60-70 table discussion
 - 500+ surveys completed
- Majority of forum and survey participants supported or strongly supported all of the draft short-term actions
- Strongest support and most suggestions for improving/increasing free transit, widening the highway and improving intersections

Update on Winter 2016 / 2017 Actions

Highway 99 Efficiencies

- ✓ Refined programming of Hwy traffic signals from Function through Lorimer Rd
- ✓ Accident Investigation Assessment in progress

Transit Improvements

- ✓ Additional service hours where needed most
- ✓ Reviewing Route 1 – Valley Connector and Routes 4/5 – Village Shuttles
- ✓ Sea-to-Sky Corridor Regional Transit Plan
- ✓ Planning for transit fleet expansion in 2018

Peak Day Operations Plan

- ✓ Manual control of intersections from Creekside to Function parking lot access
- ✓ Promotion of alternative parking locations and transit/coach travel

Better Parking Management

- ✓ Increased enforcement, including overnight parking regulations
- ✓ Investigated “car counter” and message board at the Whistler Conference Centre underground parkade

Preferred Transportation Modes

- ✓ Gateway Loop construction underway
- ✓ Winter maintenance of new valley trail linking Alpine Meadows to the Village



Highway 99 Efficiencies

Problems Identified:



Here's what we're doing:

- Completing an accident investigation assessment
 - coming to Council June 20
- Reprogramming traffic signals to improve traffic flow
- Undertaking highway intersection study to explore ways to increase traffic movement (including road re-alignment, crossings from subdivisions, and use of roundabouts)
- Investigating potential for additional capacity on Hwy 99 through Whistler
- Continuing emergency highway closure or congestion protocol

Transit Improvements

What we've heard:

- Bus passes cost too much
- Transit not frequent enough
- Too complicated to take transit to the mountain
- Buses get delayed in traffic
- We need buses from Squamish and Pemberton

The **transportation system** should be **cost-effective** and **safe** for **all users** and all **modes** of travel.

Whistler Transit Monthly Pass



\$65

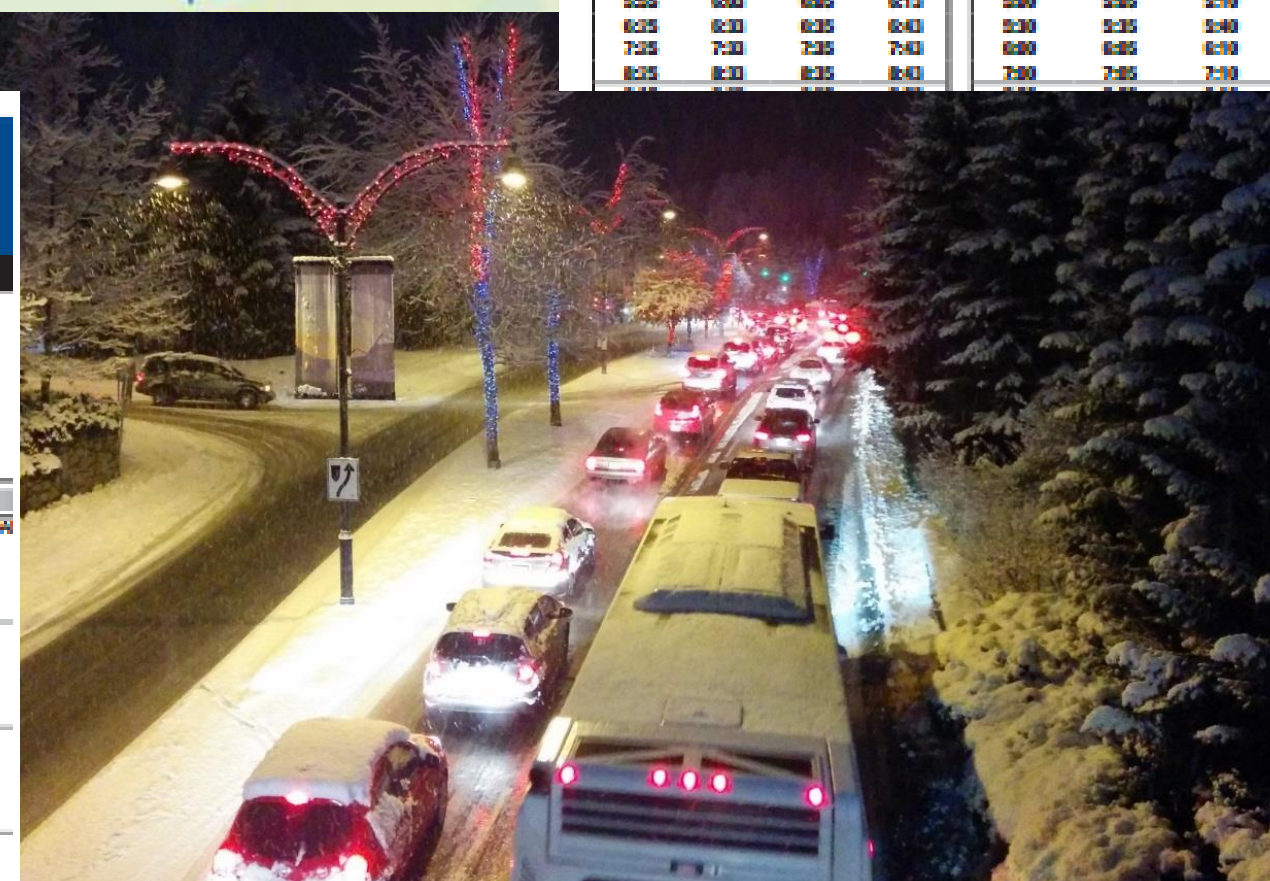
Lot 1-2-3 Monthly Pass



\$30

6 Tapley's/Blueberry					7 Staff Housing				
Daily					Daily				
V	I	D	V		V	H	V		
6:00	6:10	6:12	6:20		6:45	6:50	6:55		
6:27	6:35	6:37	6:45		7:15	7:20	7:25		
7:00	7:10	7:12	7:20		7:45	7:50	7:55		
7:25	7:30	7:35	7:40		8:15	8:20	8:25		
7:55	8:00	8:05	8:10		8:45	8:50	8:55		
8:25	8:30	8:35	8:40		9:15	9:20	9:25		
8:55	9:00	9:05	9:10		10:00	10:05	10:10		
9:25	10:00	10:05	10:10		10:25	10:30	10:35		
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8:25	8:30	8:35	8:40		9:25	9:30	9:35		

1 Valley Connector 2 Whistler Creek/Cheakamus 3 Rainbow/Emerald									
Daily									
Stop #	E	RE	M	Y	F	N	V		
Stop #	Emerald	Reed	Marble	Yukon	Fairview	Northern	Valley		
For continuing southbound trips to Cheakamus Crossing, read across.									
1	6:16	6:21	6:24	6:34	—	6:37	6:45		
1	6:50	6:55	6:58	7:08	—	7:11	7:19		
1	6:50	6:55	6:58	7:08	—	7:41	7:49		
1	7:50	7:55	7:58	8:08	—	8:11	8:19		
1	8:20	8:25	8:28	8:38	—	8:41	8:49		
1	8:50	8:55	8:58	9:08	—	9:11	9:19		
1	9:20	9:25	9:28	9:38	—	9:41	9:49		
1	9:50	9:55	9:58	10:08	—	10:11	10:19		
1	10:20	10:25	10:28	10:38	—	10:41	10:49		
1	10:50	10:55	10:58	11:08	—	11:11	11:19		
1	11:20	11:25	11:28	11:38	—	11:41	11:49		
1	11:50	11:55	11:58	12:08	—	12:11	12:19		



Here's what we're doing:

- Expanding transit service on priority routes in Whistler
- Supporting BC Transit with the Sea-to-Sky Corridor Regional Transit Study
- Expanding the Family Program to allow kids to ride for free with an adult with any fare (currently only available with 1-day and longer passes)
- Providing **free transit** and more service on **summer weekends** starting July 1
- Exploring a bus queue-jumper pilot project for summer
- Exploring transit and lift combo passes

Better Parking Management

What we've heard:

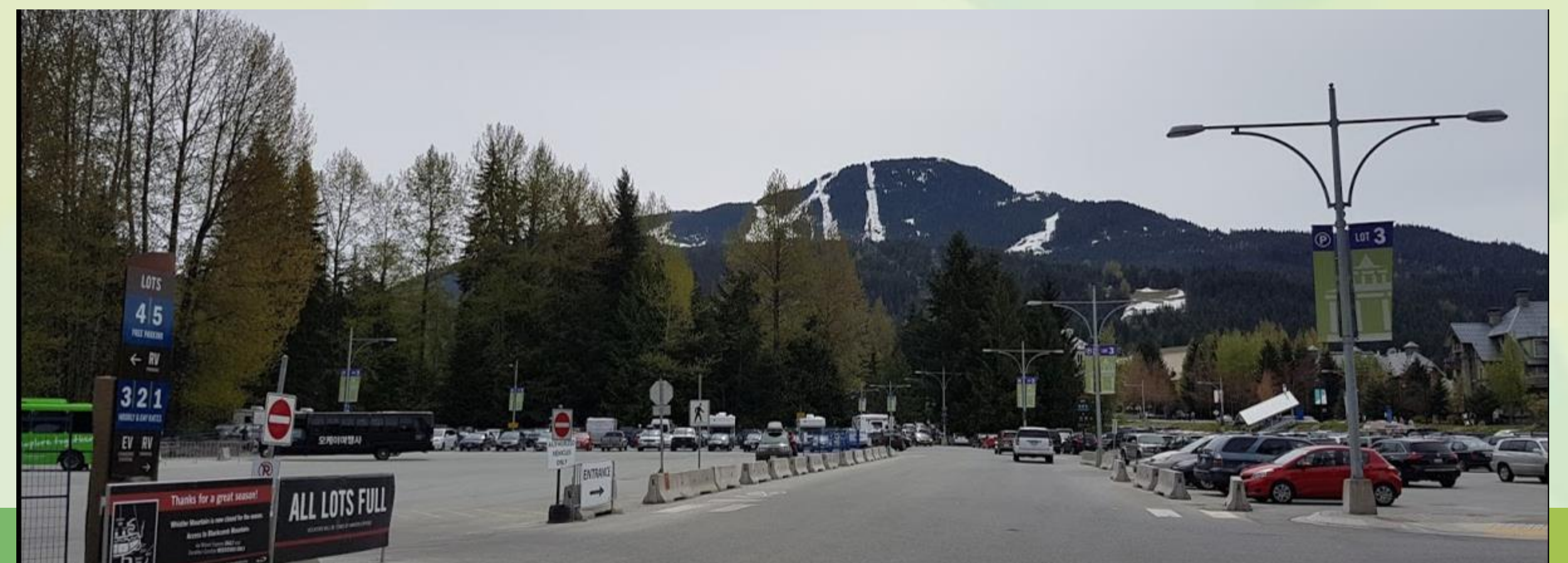
- No parking available on busy days
- Time wasted looking for parking even in pay lots
- I don't come to the Village on busy days because I can't find a place to park even when I'm willing to pay
- I work in the Village and live in Squamish or Pemberton – what do you expect me to do?



Here's what we're doing:

Increasing availability of parking by:

- Reducing parking time limits in Village to encourage turnover
- Implementing better technology to direct people to available parking
- Using revenue for increased transit and secure bike parking
- Changing parking rates in Day Lots 1-3
- Adding parking fees to Day Lots 4 & 5 only in peak season for 2017



Preferred Transportation Modes

What we've heard:

- Don't want to ride an expensive bike to the Village as it may get stolen
- Transit not frequent enough
- Too complicated to take transit to the mountain
- Taking a bus to/from Vancouver isn't convenient
- We love the Valley Trail but need to add the missing links

Here's what we're doing:

- Adding secure bike parking in Whistler Village
- Increasing transit service and reducing bus pass costs
- Addressing bus service challenges
- Completing Gateway Loop upgrade
- Continue to improve Valley Trail linkages
 - ✓ Meadow Park Sports Centre
 - ✓ Whistler Road (Hwy 99 to Rimrock)
 - ✓ Parkwood Drive (Alpine North)

Improving Transit and Parking Availability

What's New	Details	When	Estimated 2017 Costs
Free Transit Summer Weekends	Saturday, Sunday and holiday Mondays, for a total of 23 days of free service. Increased service and communications	Canada Day through Labour Day	\$165,000
Reduced Bus Pass Prices	Reduce monthly pass from \$65 to \$50	Start July	\$225,000
More Transit Service	1,750 more hours of service including one additional bus in the fleet	Phase 1 – July 1 Phase 2 – mid-Nov	\$60,000 (RMOW portion, matched by BC Transit)
Bicycle Parking	Secure bicycle parking in Whistler Village	Start July	\$30,000
Bus Queue-Jumper	Pilot a queue-jumper for BC Transit buses to bypass congestion at Whistler Creekside	Canada Day through Labour Day	\$30,000

Total Cost for New Initiatives (from Community Transportation Initiative Fund)

\$510,000

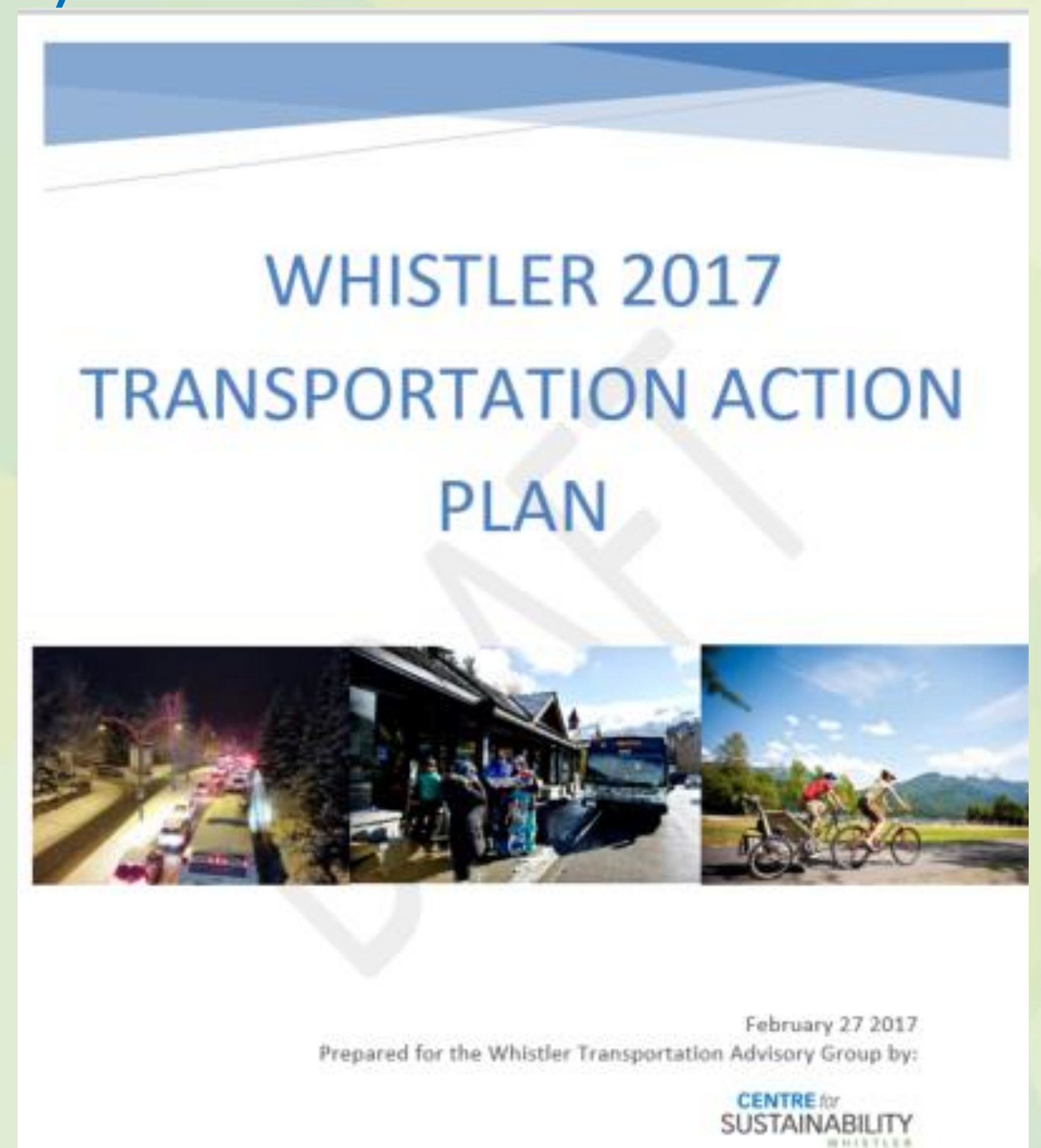
What's Changing	Details	When	Estimated 2017 Revenues
Day Lots 1, 2, and 3	Daily Rate \$10 (was \$8) Monthly Rate \$50 (was \$30) Max stay 24 hrs (Apr – Oct) Additional revenue put toward transit improvements	Start July 1	\$500,000 (was \$300,000) (put toward Community Transportation Initiative Fund)
Day Lots 4 and 5	Daily \$5 Resident & Employee Only Monthly Pass \$30 Max stay 24 hrs (Apr – Oct) Additional revenue put toward transit improvements	Winter & Summer Peak seasons only Summer July 1 - Sept 4 Winter Dec 15 - Apr 15	Revenue neutral in 2017 due to startup costs
Other Village Underground and Surface Parking	Increase Conference Centre and Library parking rates. Surface lots free after 7PM instead of 9PM, and maximum stay reduced from 4 hours to 2 hours.	Start July 1	\$10,000

Revenue (total available to support Community Transportation Initiatives)

\$510,000

Next Steps

- Council meeting – June 6
 - ✓ 2017 Transportation Action Plan
- Detailed Information Available
 - ✓ Inside Scoop – June 12 (2-6pm Conference Centre)
 - ✓ AWARE Event – June 12 (7-9pm Library)
 - ✓ Chamber Lunch – June 27 (12-2pm)
- ***Begin implementation of summer Action Plan – July 1***
- Summer Monitoring program
- TAG continuing to work on Medium & Long-term actions
- Community Forum in Fall 2017



Proposed medium and long-term actions

We are continuing to identify initiatives to help us improve transportation to and around Whistler next year and beyond. This is not yet a complete list. Some of these proposed actions are:

Medium term (2018-2020)

- Implement intersection and signal improvements on Hwy 99 in Whistler
- Further expand transit services locally and regionally
- Develop a strategy to provide reduced transit rider costs year round
- Build more sidewalks/valley trail
- Develop a Whistler combo visitor pass card that includes transportation

Long term (2020+)

- Implement highway capacity improvements through Whistler (intersections, signals, and possibly additional lanes)
- Continue to expand transit services
- Test a park-and-ride system south of Whistler Village
- Work with providers to bring back passenger trains from North Vancouver to Whistler to Lillooet
- Develop a publicly accessible end-of-trip facility in the Village