



TRANSPORTATION ACTION PLAN **2021** MONITORING REPORT

CONTENTS

SUMMARY	i
1 INTRODUCTION	1
1.1 Transportation Action Plan	1
1.2 COVID-19 Pandemic	2
1.3 Conditions in Whistler	3
2 PARKING	7
2.1 Day Lots	8
2.2 Village Lots	15
2.3 Pay Parking at Parks	18
2.4 Other Parking	21
3 OTHER TRANSPORTATION ACTIONS	22
3.1 Transit	22
3.2 Rainbow Park Shuttle Bus	25
3.3 Secure Bicycle Parking	29
3.4 Valley Trail	32
APPENDICES	
Inventory of Publicly Accessible Parking	
Highway 99 Traffic Volumes	
Weekly Transit Ridership – 2019 to 2021	
Additional Parking Data – Winter 2020-21	
Additional Parking Data – Summer 2021	

SUMMARY

The Transportation Action Plan has made a significant difference in parking demand and congestion, and since 2017 it is now possible to find a parking space in the Village without difficulty on winter and summer weekends. Increasing transit ridership and the popularity of the bike valet service demonstrate that the Action Plan has encouraged residents and visitors to travel by walking, cycling and transit instead of by automobile.

This success has been tempered by recent increases in parking occupancy in the Day Lots. Prior to the COVID-19 pandemic the parking occupancy on weekends in winter and summer consistently exceeded the 90% target. Although the pandemic initially reduced parking demand, in summer 2021 the parking demand returned to pre-pandemic levels and the 90% target was exceeded several times. The municipality has an opportunity to implement further actions, particularly regarding the prices and numbers of parking passes, so that when the pandemic ends the parking demand does not increase even more, and instead remains at or below the 90% target in the Day Lots.

Pay parking was introduced at four popular parks (Rainbow, Lakeside, Wayside and Alpha Lake Parks) to manage parking demand and encourage park visitors to use preferred modes of transportation. Parking demand remained high, with occupancies exceeding 85% on many days, and parking continued to spill onto adjacent roads. Initiatives such as free weekend transit service, a free shuttle bus service to Rainbow Park and free bike valet secure bicycle parking in key destination parks proved popular and undoubtedly helped to reduce parking demand, and the municipality may wish to consider expanding these initiatives further.

Recommendations

Based on the results of the Transportation Action Plan and other municipal initiatives in 2021, key recommendations for 2022 and future years include:

Transit and shuttles

- Continue with free transit service on weekends and holidays in the summer.
- Continue the free Rainbow Park shuttle bus, and consider operating shuttle buses to other popular parks.
- Investigate the feasibility of operating all free shuttle buses from the same location in the Village, either the Gondola Transit Exchange or the Gateway Loop.
- Reinstate the bus stop on Highway 99 at Wayside Park during the summer

Transit and shuttles, continued

- Work with MOTI to implement a transit priority pilot project in summer 2022 between Function Junction and the Village.
- Develop plans for transit buses to bypass construction projects, to reduce delays to service and increase the attraction of transit compared to driving.
- Expand the High School Bus Pass Pilot Program to grade 7, to provide free transit to all K-12 students in Whistler (transit is free for all children 12 and under in BC).

Active transportation

- Combine the bike valet and Sunday Farmers' Market in the Village if possible.
- Expand the bike valet to other parks.
- Consider combining the bike valet in parks with storage and rental of watercraft such as paddleboards and kayaks.
- Explore opportunities for a public bike share program and/or expanded commercial bicycle rental fleets to encourage cycling to parks and other popular destinations.

Parking

- Increase the prices of parking passes to address availability problems in the Day Lots.
- Undertake a pilot program allowing general parking on weekends in half of the parking stalls on the bottom level P4 at the Conference Centre, which are currently reserved for monthly pass users.
- Continue the user pay parking program at Rainbow, Lakeside, Wayside and Alpha Lake parks in the summer.
- Consider extending user pay parking to the Rainbow Lake trailhead.
- Investigate options to increase parking capacity at the Whistler Interpretive Forest and Rainbow Falls and Train Wreck/Sea to Sky trailhead.

Communications

- Enhance the "Know Before You Go" communications plan for winter 2021-22 to address peak day congestion and inform visitors of transportation and parking options.
- Develop peak day communications actions for summer 2022 to reduce automobile traffic in Whistler and encourage transit and active transportation, including actions to encourage more people to park for free at Whistler Creekside.
- Expand promotion of the free shuttle bus to additional media and locations, including in hotels.

1 INTRODUCTION

This report presents results for 2021 of actions implemented as part of the Whistler Transportation Action Plan. The Plan and reports documenting results for 2017 through 2020 are available on-line at whistler.ca/movingwhistler.

1.1 Transportation Action Plan

The Whistler Transportation Action Plan is the long-term transportation plan for Whistler and addresses issues affecting transportation to, from and around Whistler. With an increasing permanent population and more visitors to Whistler, transportation has become more of a challenge than ever, especially issues of parking availability, traffic congestion and transit capacity.

The Action Plan was developed under the guidance of the Transportation Advisory Group (TAG), a Select Committee of Council. TAG is composed of a group of diverse stakeholders representing Tourism Whistler, the Whistler Chamber of Commerce, Whistler-Blackcomb, BC Transit, the Ministry of Transportation and Infrastructure, and four citizens-at-large, plus representatives of various municipal departments.

The Action Plan supports 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 Action Plan encompasses five strategy areas; Highway 99 efficiencies, transit improvements, peak day operations plans, better parking management, and preferred transportation options.

Short-term and medium-term Action Plans were adopted by Council in June 2017, and the first actions were implemented in summer 2017. The long-term Whistler Transportation Action Plan 2018–2028 was adopted by Council in October 2018.

Actions planned to be implemented in 2020 and later years were deferred when the COVID-19 pandemic began in March 2020. Some of these actions were implemented in 2021. The Transportation Advisory Group (TAG) is currently reprioritizing medium and long-term transportation actions in consideration of COVID-19 recovery plans and the recently adopted Whistler Climate Action Plan Big Moves.

1.1.1 Winter 2020-21 Actions

Transportation Action Plan initiatives implemented in 2017 through 2020 were maintained in winter 2020-21. New actions implemented in winter 2020-21 included:

- Prices for parking in the Day Lots were raised to \$12 per day for Lots 1, 2 and 3, and \$6 per day for Lots 4 and 5, effective 15 December 2020.
- At the same time, prices for parking passes were raised to \$72 per month for Lots 1, 2 and 3, and \$36 per month for Lots 4 and 5.
- The start time for pay parking on Blackcomb Way was moved to 8 am from 10 am to match the times for pay parking in Day Lots 1 through 5.

1.1.2 Summer 2021 Actions

Transportation Action Plan initiatives implemented in 2017 through 2020 were maintained in summer 2021. Several new actions were implemented as part of the Whistler Summer 2021 Experience Plan:

- A free shuttle bus service was provided between the Village and Rainbow Park on weekends and holidays, offering 15 to 20-minute service from 10:00 am to 6:00 pm.
- A free shuttle bus service was provided from the Village to the Art on the Lake event at Lakeside Park on 5 August.
- The free bike valet service previously provided in the Village on weekends and holidays was extended to Fridays, and was expanded to Lost Lake and Rainbow Park.
- More racks for bicycles and seasonal watercraft such as paddleboards and kayaks were added in several parks.
- Pay parking was introduced at Rainbow, Lakeside, Wayside and Alpha Lake Parks, and on Alta Lake Road adjacent to the Rainbow Park entrance. Pay parking was priced at \$2/hour and was in effect from 10 am to 6 pm.
- A \$1/hour fee (to a maximum of \$5/day) was introduced for Level 2 EV charging stations at the municipal hall, Conference Centre and public works yard.

1.2 COVID-19 Pandemic

The COVID-19 pandemic continued through 2021. The ski season began on 26 November 2020. Skiers were required to make reservations in advance order to manage the numbers of skiers on the slopes, lifts and in dining halls. Day pass sales began 8 December, but numbers of day passes were limited on peak days as Epic (season) pass holders were given priority.

The ski season ended on 29 March 2021, twenty days earlier than the planned 18 April end date. The early closure was due to a Provincial health order issued in response to rising numbers of COVID-19 cases in Whistler. Although the effective period of the health

order was three weeks, Whistler-Blackcomb announced on 30 March that the mountain would not reopen in April for spring skiing.

Travel restrictions were incrementally lifted in late spring and through the summer. Recreational travel within provincial “travel regions” was allowed as of 26 May, and unrestricted recreational travel was allowed within BC as of 15 June. Travel to BC from elsewhere in Canada was permitted as of 1 July. Fully-vaccinated American travellers were permitted to visit Canada as of 9 August, and vaccinated international travellers were permitted to visit as of 7 September.

Step 3 of BC’s Restart Plan began on 1 July. Indoor organized gatherings were permitted up to 50 people or 50% capacity, and outdoor organized gatherings were permitted up to 5,000 people or 50% capacity. Fairs, festivals and trade shows were permitted to return to normal with a communicable disease plan. There were no group limits for indoor and outdoor dining, events were allowed, and normal liquor service hours were reinstated.

Public health orders requiring masks for indoor spaces, transit buses and other shared transportation were lifted on 1 July but reinstated province-wide on 25 August in response to rising COVID-19 case numbers.

Events that had been held in Whistler in previous years were cancelled for summer 2021, including the Children’s Festival, Crankworx and GranFondo. Smaller in-person sporting events resumed in September, beginning with the Whistler X Triathlon at Lost Lake Park.

1.3 Conditions in Whistler

In considering the effects of the Transportation Action Plan, it is useful to compare activity levels in 2021 with the previous four years when Action Plan initiatives were implemented (2017 through 2020) as well as years before then.

1.3.1 Visitation

A record-setting heat wave engulfed western Canada at the beginning of the summer, and temperatures in Whistler reached 42 degrees. Warm weather continued through July, and wildfires in the BC interior resulted in some smoky days in Whistler. Although the weather was cooler in August and September, the hot weather earlier in the summer and the wildfires elsewhere in the province likely helped to attract more visitors to Whistler in summer 2021.

There were more than 176,000 visits to Whistler’s four primary lakefront parks (Lakeside, Lost Lake, Rainbow and Alpha Lake Parks) in summer 2021, as summarized in Table 1.1. This represents a 35% increase from the 130,000 visits in summer 2020, and a 77% increase from the 99,000 visits in summer 2019 prior to the pandemic.

Table 1.1 – Visitors to RMOW parks, summer 2021

	Summer 2019	Summer 2020	Summer 2021	Change 2019–2021
Lost Lake Park	24,700	32,900	55,700	+125%
Lakeside Park	26,500	35,400	41,000	+55%
Rainbow Park	33,200	40,900	52,200	+57%
Alpha Lake Park	15,100	21,300	27,500	+82%
All 4 Parks	99,500	130,400	176,400	+77%
<i>Resident</i>	23,200	23,600	23,300	+0%
<i>BC</i>	44,500	97,200	121,800	+174%
<i>Canada</i>	9,300	8,200	26,700	+187%
<i>US & International</i>	22,500	1,300	4,600	-80%

The increase in parks visitation was due entirely to visitors from Greater Vancouver, BC and the elsewhere in Canada, particularly Alberta, Ontario and Quebec. Numbers of visitors from the U.S. and other countries decreased by 80% due to pandemic travel restrictions. Most of the additional visits occurred during midweek rather than on weekends.

Numbers of people on the Village Stroll decreased in summer 2021 by 15% as compared to pre-pandemic levels in summer 2019, as indicated in Table 1.2. Anecdotal reports suggest the decrease in visitation was due to perceptions of congestion in the Village among residents, combined with lower numbers of international visitors.

Table 1.2 – Visitors to Village Stroll, summer 2021

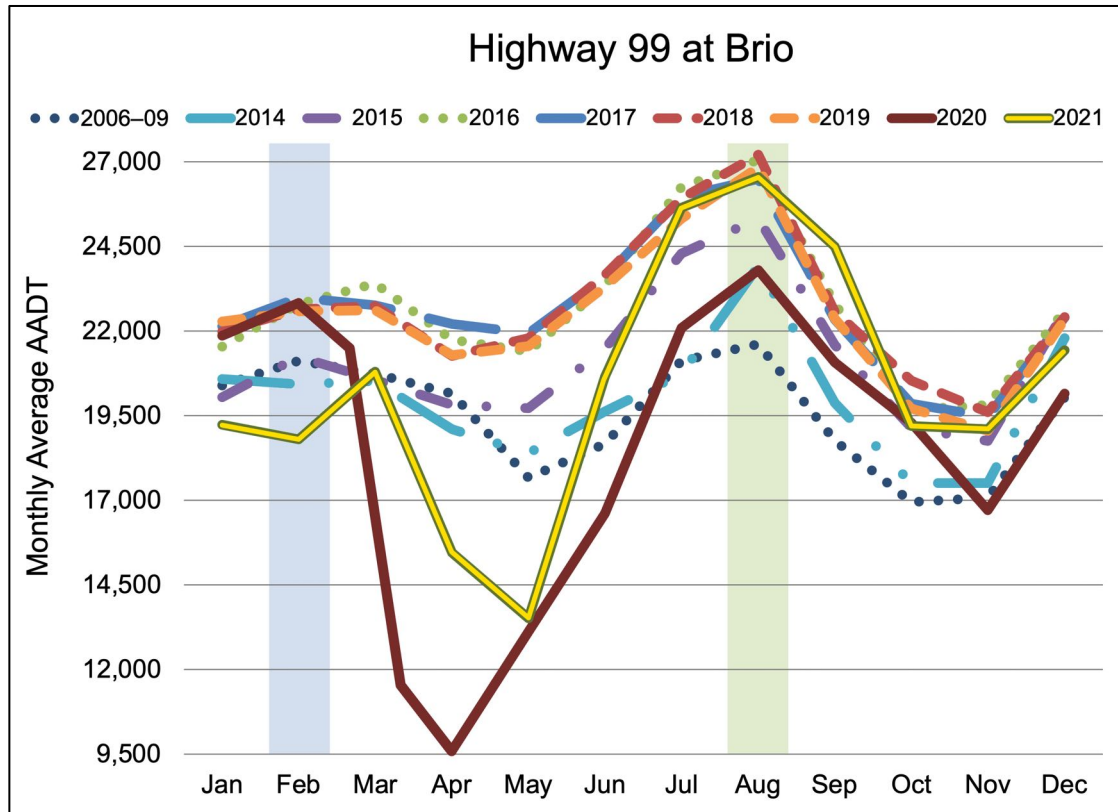
	Summer 2019	Summer 2020	Summer 2021	Change 2019–2021
Resident	4,100	2,800	2,900	- 30%
Visitor	15,500	9,400	13,700	- 11%
<i>BC</i>	7,500	8,300	10,400	+39%
<i>Canada</i>	1,900	900	2,900	+53%
<i>US</i>	3,300	< 100	300	-90%
<i>International</i>	2,800	< 100	< 100	-70%
Total	19,600	12,200	16,600	- 15%

Figure 1.1 illustrates average daily traffic volumes on Highway 99 at Brio, by month through to December 2021 (detailed traffic data are included in the Appendices). Traffic volumes on Highway 99 are highest in summer, reaching a typical average during August of 27,000 vehicles per day prior to the pandemic. Although traffic volumes were

approximately 10% lower than normal in August 2020 due to the COVID-19 pandemic, traffic in August 2021 returned to almost pre-pandemic levels.

Winter traffic volumes are typically consistent from December through April, averaging 23,000 vehicles per day prior to the pandemic. Traffic decreased sharply in March 2020 due to the pandemic. Traffic volumes in winter 2020-21 were lower than during the five winters prior to the pandemic.

Figure 1.1 – Highway 99 average daily traffic at Brio to December 2021



Tourism Whistler reported an average hotel occupancy of 22% for winter 2020-21, which was 40 percentage points below the ten-year average. Continued travel restrictions and increasing COVID-19 case numbers suppressed occupancy for the winter season.

For the summer, Tourism Whistler reports an average hotel occupancy of 44% from May through September 2021. Although this is significantly higher than in 2020, the first summer affected by the pandemic, it is still 27 percentage points less than pre-pandemic occupancy levels.

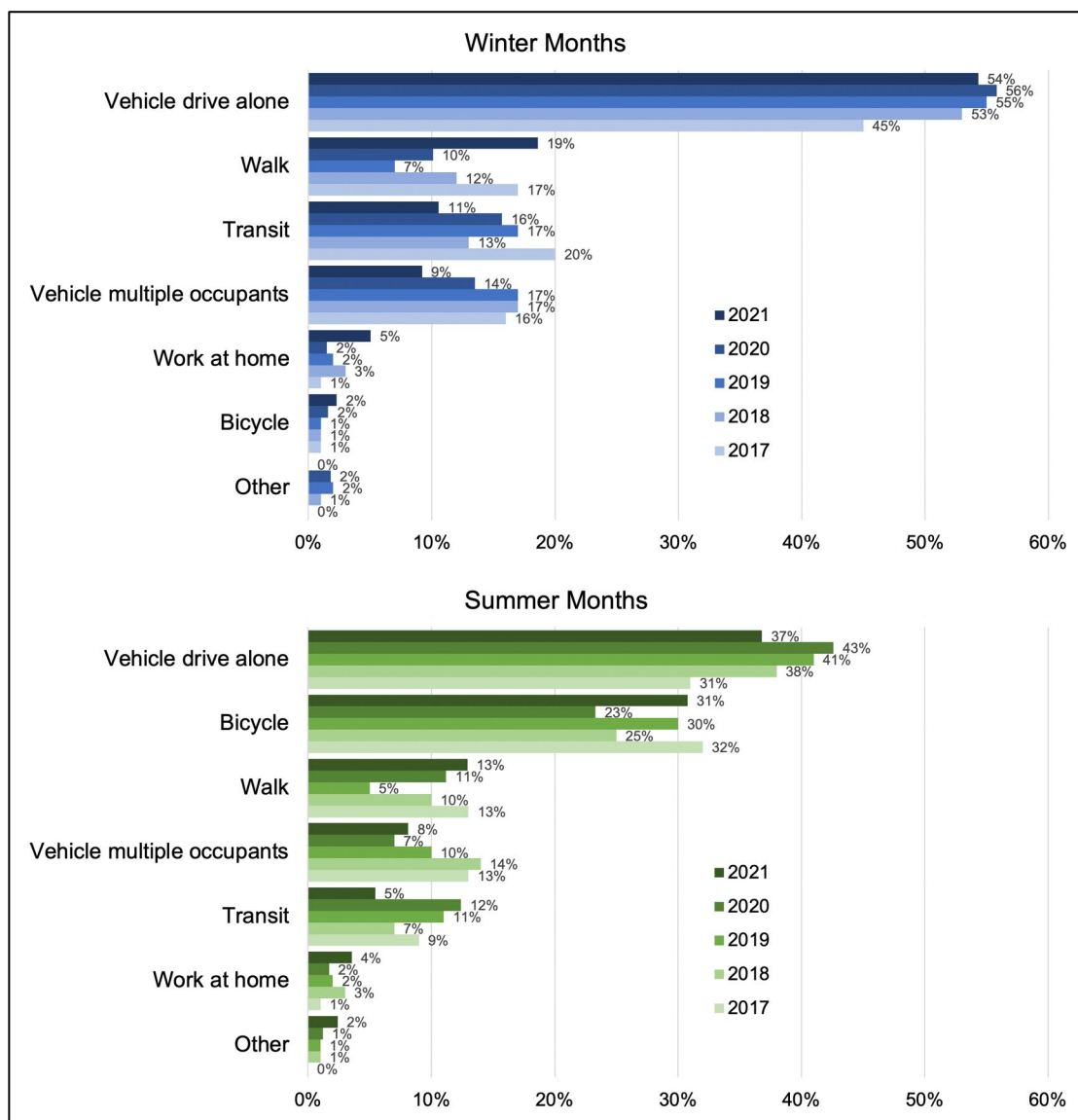
These comparisons of hotel occupancies and highway traffic indicate that the pandemic had a significant effect on visitor numbers in winter 2020-21, and less of an effect in summer 2021.

1.3.2 Transportation to Work

The Community Life Survey is conducted each year to monitor success at meeting goals related to community life, economic success and partnerships, the municipality's corporate plan and annual budgets. This year's survey was conducted in August 2021, and is the first survey conducted after the COVID-19 pandemic began.

Figure 1.2 presents the findings of the surveys from 2017 through 2021 regarding transportation modes that residents use to travel to and from work. Results for 2021 show a significant reduction in transit use and a small reduction in driving alone to work, offset by increases in walking, cycling and work from home.

Figure 1.2 – Transportation to/from work, 2017-21

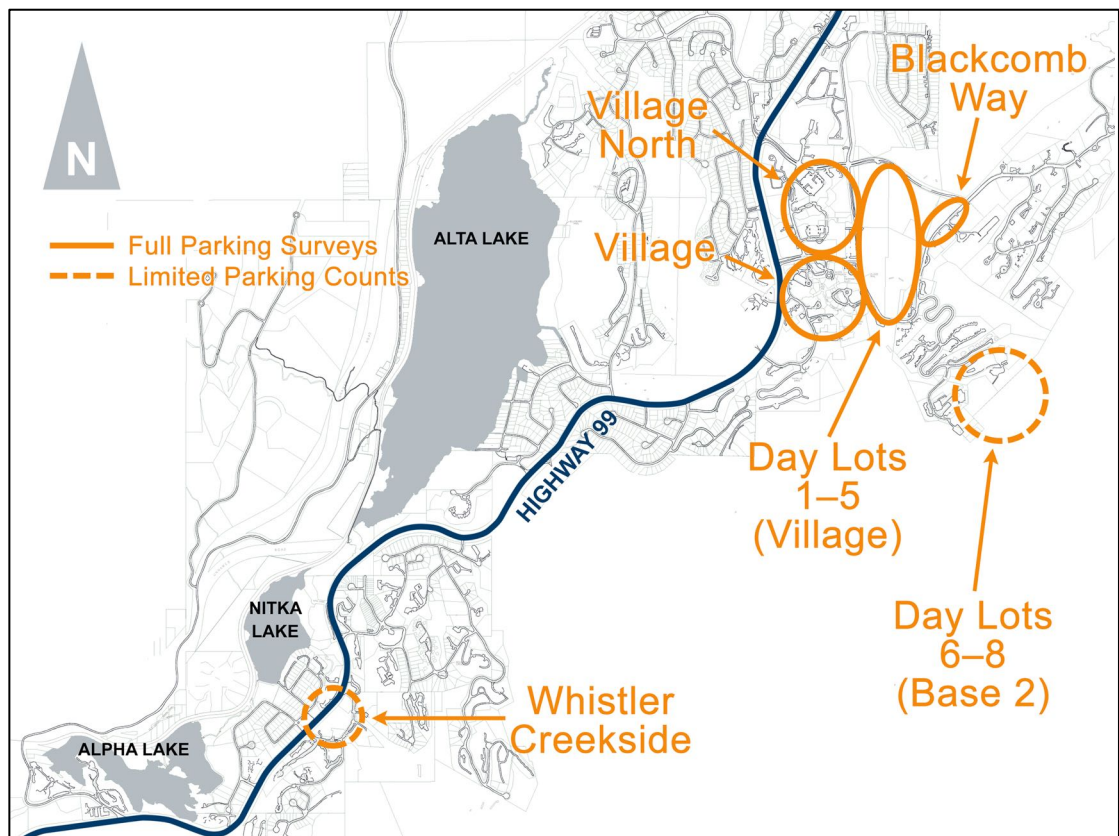


2 PARKING

This section presents the results of parking surveys undertaken in winter 2020-21 and summer 2021. The results are compared to the results of similar parking surveys undertaken in 2016 through 2020 to identify changes in parking usage and patterns that can be attributed to the Transportation Action Plan.

Parking surveys were undertaken in public and private lots in Whistler Village. Limited counts of parked vehicles and buses were also undertaken at Whistler Creekside and during the winter in Lots 6, 7 and 8 at Base 2. These locations are illustrated in Figure 2.1.

Figure 2.1 – Parking survey locations



The scope of the surveys was limited to publicly-accessible parking, which is parking that any member of the public can use on a casual, non-reserved basis. This includes:

- 388 to 393 general parking spaces in municipal parking lots and street parking in the Village, in winter and summer respectively, including parking on Main Street, at the

Conference Centre, library and other locations, and street parking on Blackcomb Way in the Upper Village.

- 1,483 general parking stalls in Day Lots 1 through 5 in Whistler Village.
- 1,080 parking spaces in Day Lots 6 through 8 at Base 2 during the winter.
- 1,347 general parking stalls in the Whistler Creekside parkade during the winter, and 771 stalls during the summer when levels P3 and P4 are closed. An additional 98 general parking stalls designated for short-term parking up to 2 hours are not counted as part of the parking surveys.
- 18 accessible parking stalls in municipal parking lots in the Village, 34 in the day lots, and 13 in the Creekside parkade.
- Designated motorcycle parking at the Conference Centre, in Day Lot 3 East and in Day Lot 4.
- Over 900 stalls in hotels and other private parking lots in Whistler Village that are open to the general public, plus 276 stalls in the parking lot at Marketplace, which is privately operated.

A detailed inventory of parking stalls is included in the Appendices.

2.1 Day Lots

Availability is a key concept in any discussion of parking. Availability refers to the number or percentage of unoccupied parking stalls that are available at any given time for a motorist to park in. For the Day Lots where people park for several hours or all day, the target availability is 10%, which means up to 90% of parking stalls are occupied at any given time.

There is a total of 1,483 general-use parking stalls in Day Lots 1 to 5 in winter. The summer capacity is reduced by up to 48 vehicles depending on the number of RVs parked in Lot 3 East. Significant results of the parking surveys are highlighted below, and detailed results are included in the Appendices.

Figures 2.2 and 2.3 illustrate the seasonal average parking occupancies in the Day Lots in winter 2020-21 and summer 2021 respectively, compared to the previous three years:

- This winter during the COVID-19 pandemic the seasonal average parking occupancy in all of the Day Lots was 59%, a significant decrease from the 72% average for the previous winter prior to the pandemic.
- The summer 2021 seasonal average parking occupancy in all of the Day Lots was 64%, a similar result to the 61% in summer 2020 during the COVID-19 pandemic. In summer 2019 prior to the pandemic, the seasonal average parking occupancy was significantly higher at 82%.

Figure 2.2 – Day Lot seasonal average parking occupancies, winter 2017-18 to 2020-21

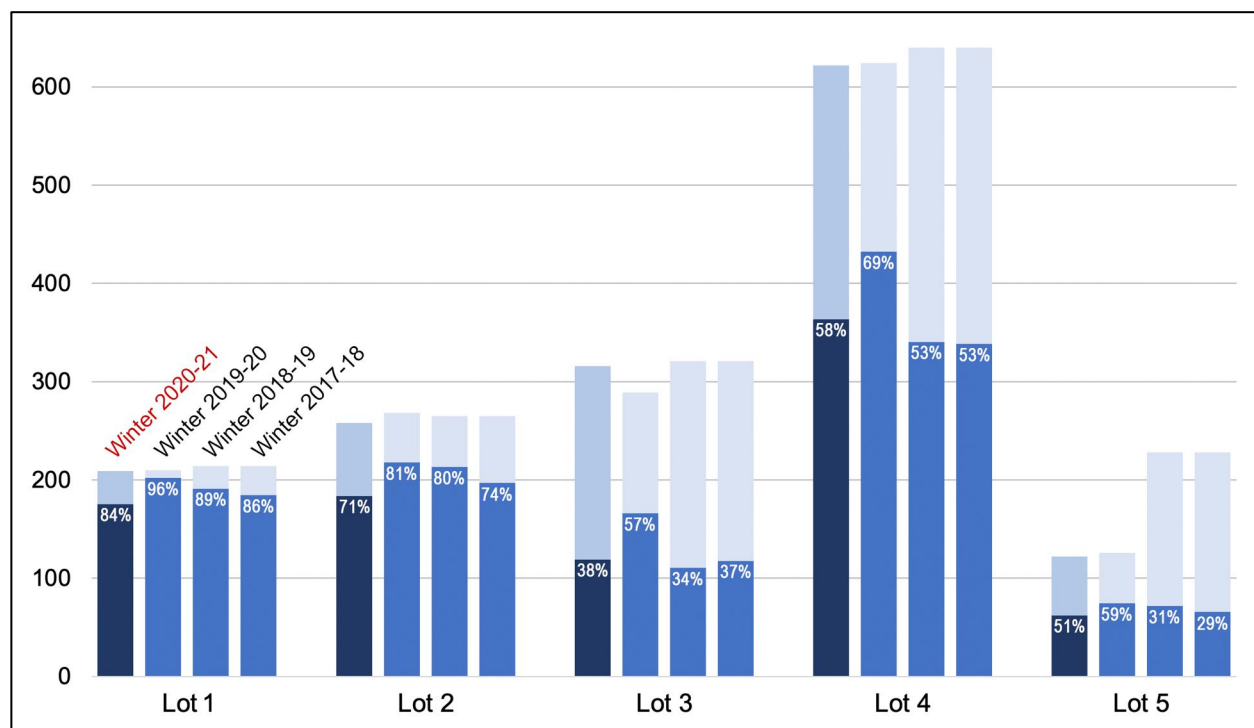
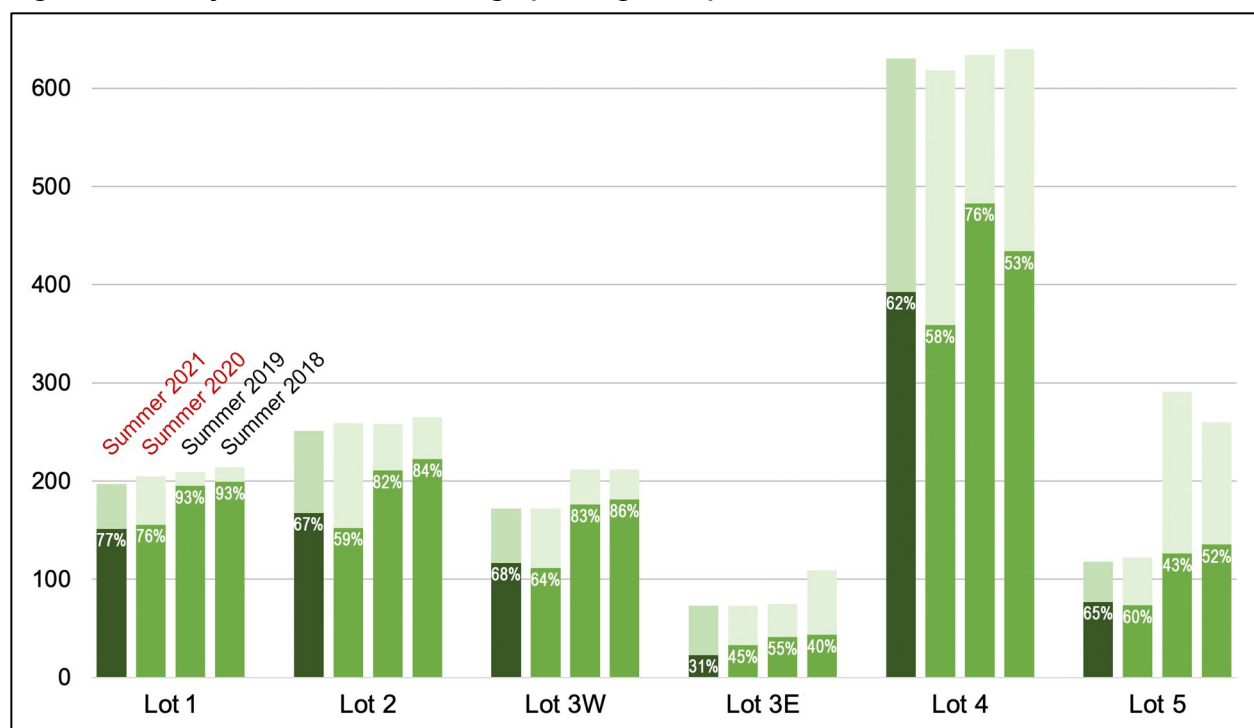


Figure 2.3 – Day Lot seasonal average parking occupancies, summer 2018 to 2021



COVID-19 pandemic years indicated in red

Figures 2.4 and 2.5 compare parking occupancies on survey days in winter 2020-21 and summer 2021 with previous years. Prior to the COVID-19 pandemic, parking in the Day Lots was a more significant issue in the summer than the winter, as occupancies exceeded the 90% target more often in summer and by a greater amount. Although the pandemic has reduced the parking demand in the Day Lots, the summer demand has returned to pre-pandemic levels:

- The occupancy in the Day Lots exceeded the 90% target on two of the six survey days in the winter, a reduction from five of six days the previous winter prior to the pandemic.
- The occupancy exceeded 90% on five of the six survey days in summer 2021, and reached 100% on three days. This result is similar to summer 2019 prior to the COVID-19 pandemic, and is a reversal of the result from summer 2020 during the early part of the pandemic when the occupancy in the Day Lots exceeded 90% on only one day.

Figures 2.6 and 2.7 illustrate parking occupancies in each of the Day Lots on survey days in winter 2020-21 and summer 2021, respectively. Occupancies consistently exceeded the 90% target in Day Lots 1 and 2 in both winter and summer, reaching 100% on most days, whereas occupancies in Lots 3, 4 and 5 only exceeded the 90% target on some days.

Figure 2.4 – Day Lot maximum parking occupancies, winter 2015-16 to 2020-21

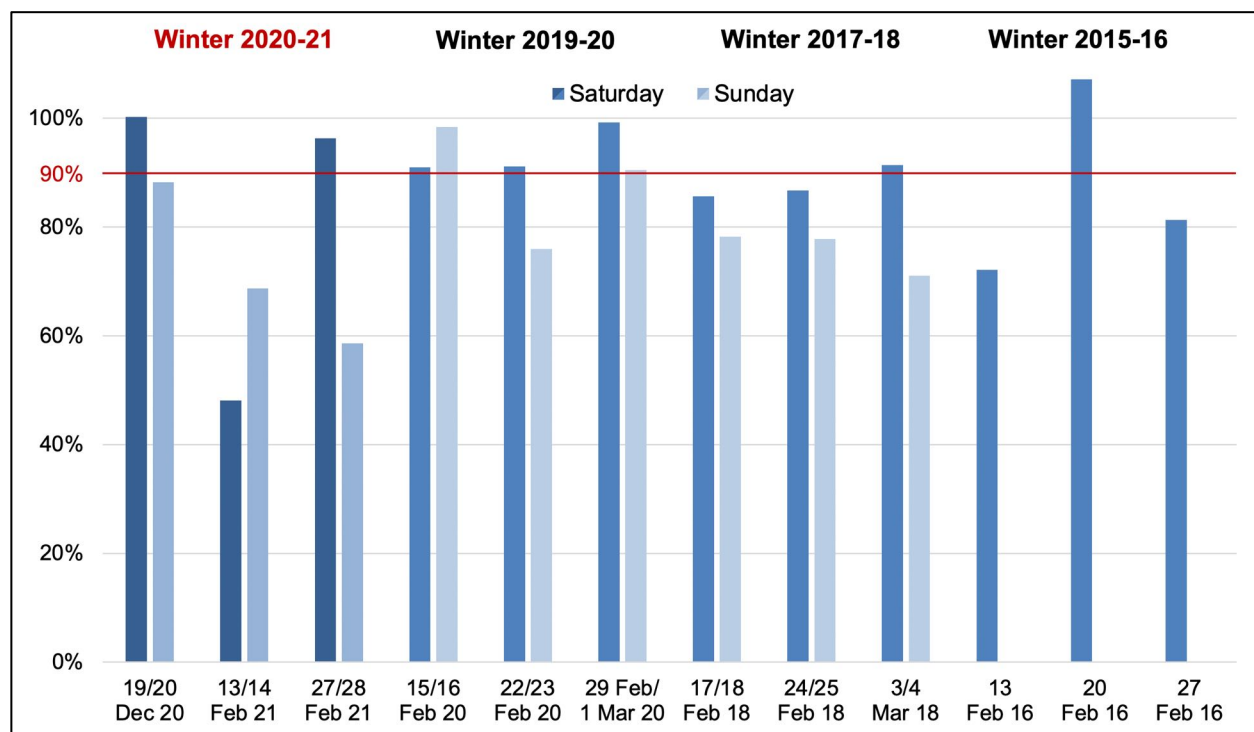
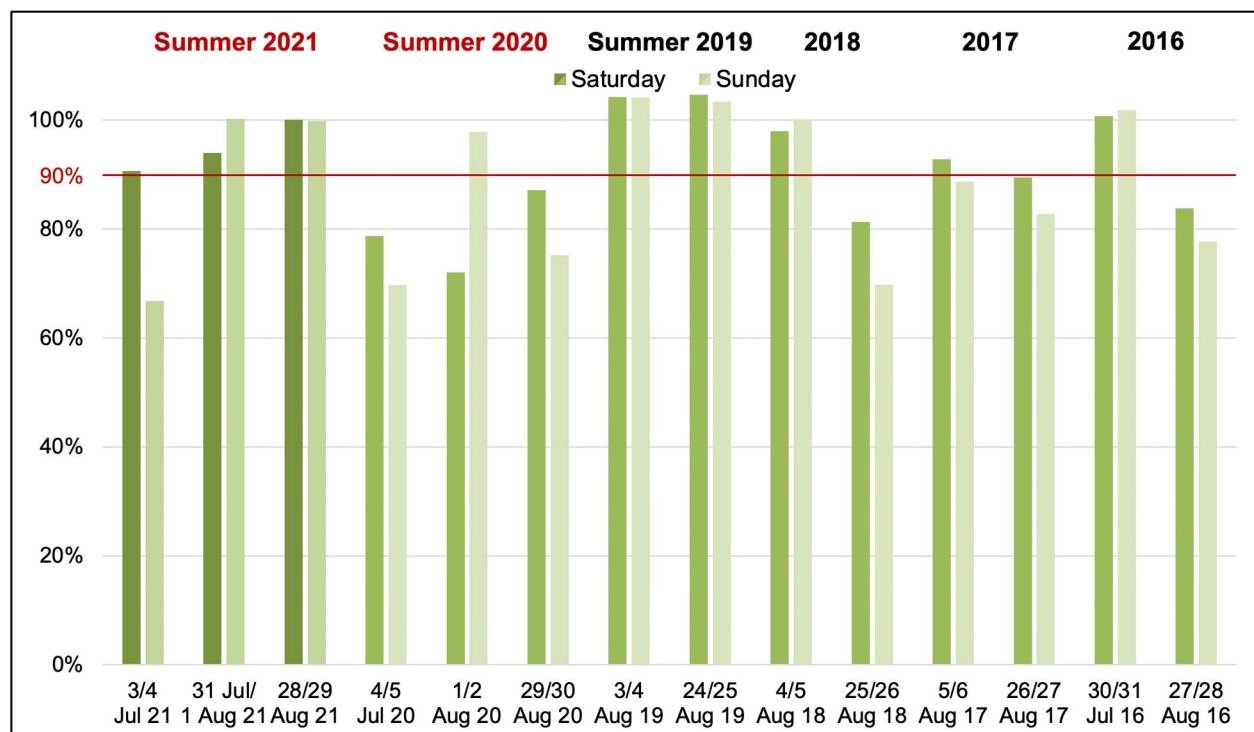


Figure 2.5 – Day Lot maximum parking occupancy, summer 2016 to 2021



COVID-19 pandemic years indicated in red

Figure 2.6 – Day Lot maximum occupancy by lot, summer 2021

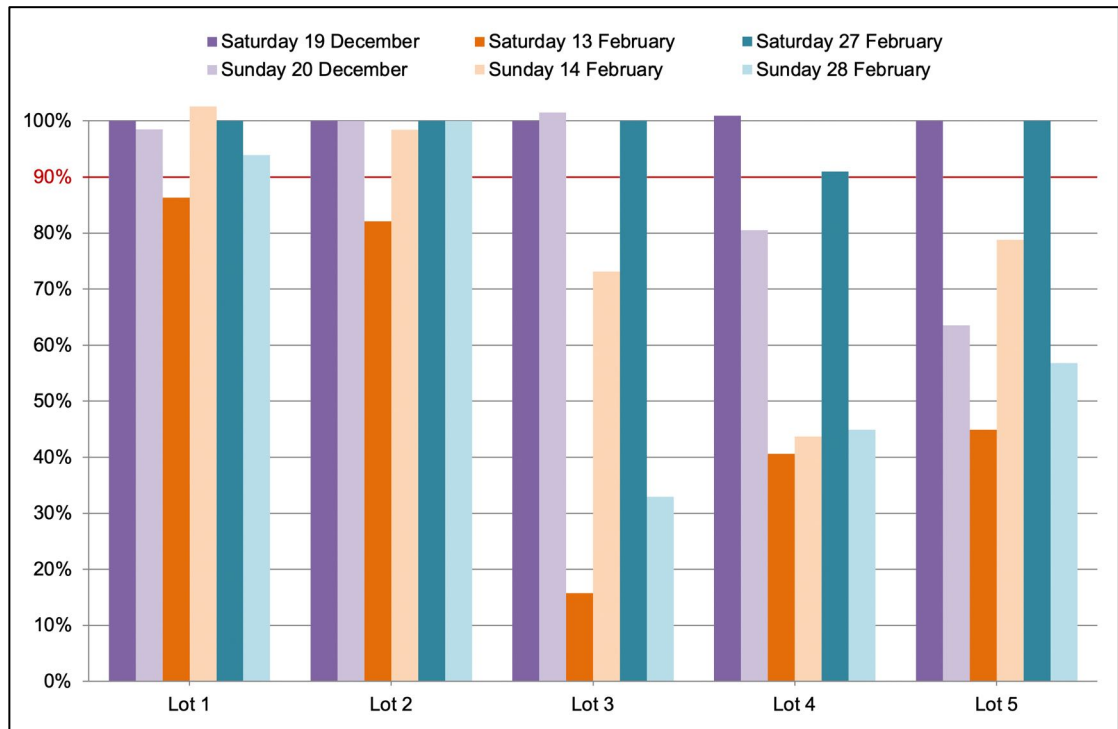
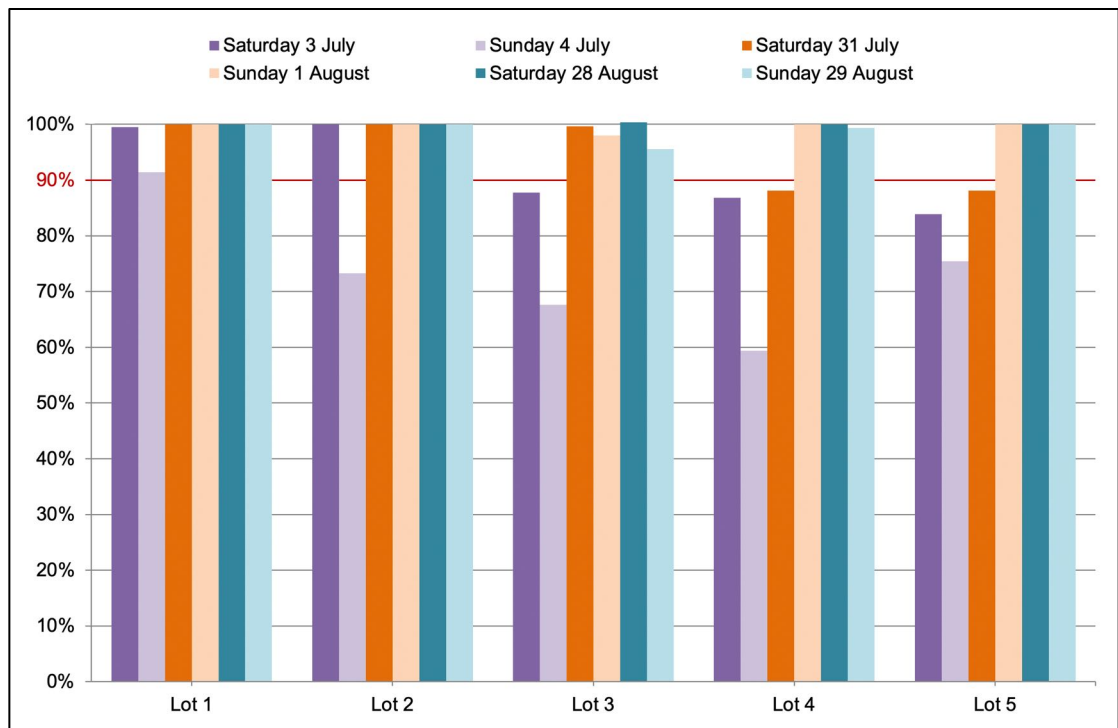


Figure 2.7 – Day Lot maximum occupancy by lot, summer 2021



One of the factors affecting occupancy in the Day Lots is the numbers of parking passes in use. A general parking pass is priced at \$72 per month and is valid in all Day Lots (and is the only pass valid in Lots 1, 2 and 3). A pass to park in Lots 4 and 5 is priced at \$36 per month and is available to employees and residents in Whistler.

Table 2.1 summarizes pass sales for the past four years. During winter 2020-21 there was an average of almost 300 general passes in use each month, representing 40% of the total 721 parking stalls in Day Lots 1, 2 and 3. This is a significant reduction from pre-pandemic levels when there was an average of 500 to 600 passes in use each month during the winter. In contrast, the numbers of employee and resident passes in use remained at pre-pandemic levels during the winter.

Pass sales in summer months decreased during the COVID-19 pandemic, particularly for general parking passes.

A parking pass creates an incentive that is counter to the municipality's objective of shifting trips to other modes. For someone who drives to work five days a week and purchases a \$72 pass, the average daily cost of parking is only \$3.50, less than a third of the day rate for parking in Lots 1, 2 and 3. If they also ski one day a week, the price drops to less than \$3 per day. More importantly, once someone has bought a parking pass they are incentivized to drive and park as much as possible to get their money's worth, and are less likely to consider transit or other modes.

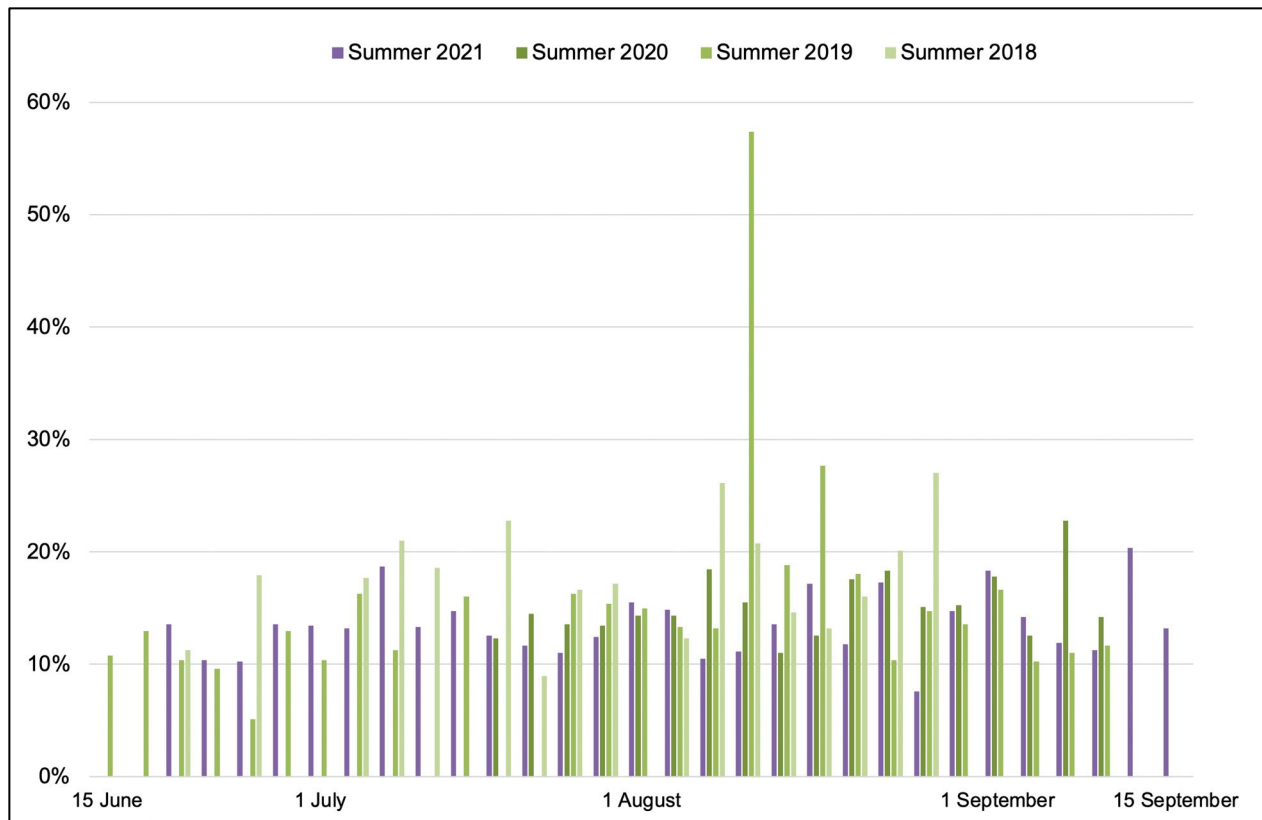
Table 2.1 – Day Lot parking pass sales, 2017 to 2021

	Lots 1–3				Lots 4–5			
	2020-21	2019-20	2018-19	2017-18	2020-21	2019-20	2018-19	2017-18
Price	\$72/mo	\$60/mo	\$50/mo	\$50/mo	\$36/mo	\$30/mo	\$30/mo	\$30/mo
December	346	620	704	578	572	578	595	344
January	302	565	760	523	626	536	529	560
February	269	536	560	451	585	582	450	399
March	182	104	524	469	467	113	337	240
June	46	n/a	429	356	333	n/a	541	153
July	50	97	500	406	274	546	554	168
August	47	103	449	351	240	359	449	112

COVID-19 pandemic months indicated in red

Free parking is available in the parkade at Whistler Creekside. During the winter there are 1,357 stalls available for day parking, and during the summer there are 781 stalls available (levels P3 and P4 are closed during the summer). During winter the Creekside parkade is well-used, with a seasonal average of 59% occupancy and weekend occupancies reaching 100%. In contrast, during the summer the parkade remains mostly empty, as shown in Figure 2.8. The Transportation Action Plan has been effective in shifting the demand for free parking from the Village Day Lots to Whistler Creekside (and Base 2) during the winter. Additional actions should be considered to replicate this effect in the summer.

Figure 2.8 – Creekside parkade occupancies, weekends/holidays, summer 2018 to 2021



2.2 Village Lots

A general “rule of thumb” for parking management is that the optimum occupancy of a parking facility is 85%, which means that at any given time at least 15% of parking stalls are available for motorists wishing to park. This is an appropriate target for street parking and shorter-term lots in the Village.

There are a total of 388 and 393 general-use municipal parking stalls in the Village, including underground parking at the Conference Centre and Library, in winter and summer respectively (these numbers do not include parking at Marketplace, which is privately-operated). Significant results of the parking surveys are highlighted below, and detailed results are included in the Appendices.

Figures 2.9 and 2.10 illustrate parking occupancies on survey days in winter 2020-21 and summer 2021, respectively. As in previous years, parking occupancies generally remained at or below the 85% target:

- Parking occupancies in the Village in winter 2020-21 were well below the 85% target. Daily peak occupancies ranged from 53% to 77% on the six survey days. This is a significant reduction from the previous winter when the peak parking occupancies ranged from 66% to 88%, exceeding the 85% target on one day.
- Parking occupancies in summer 2021 returned to pre-pandemic conditions, with similar results as in summer 2019, slightly exceeding the 85% target on two days.

Figure 2.9 – Village maximum parking occupancy, winter 2015-16 to 2020-21

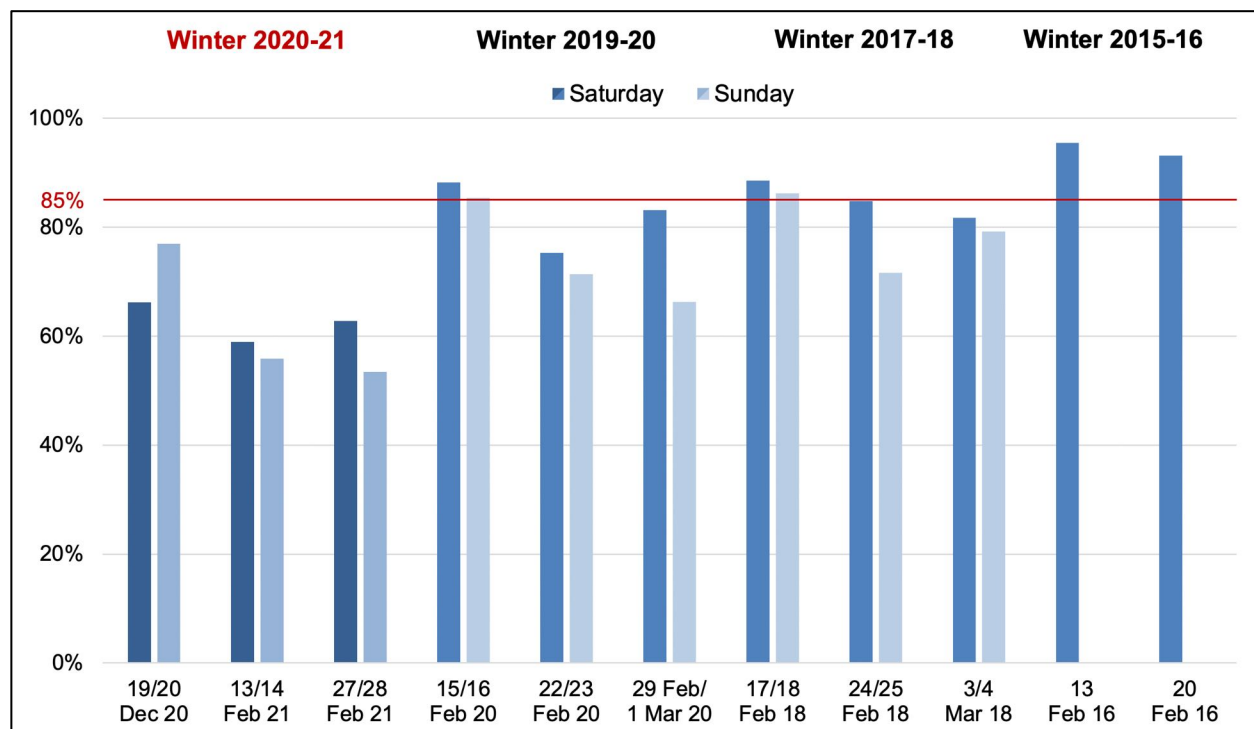
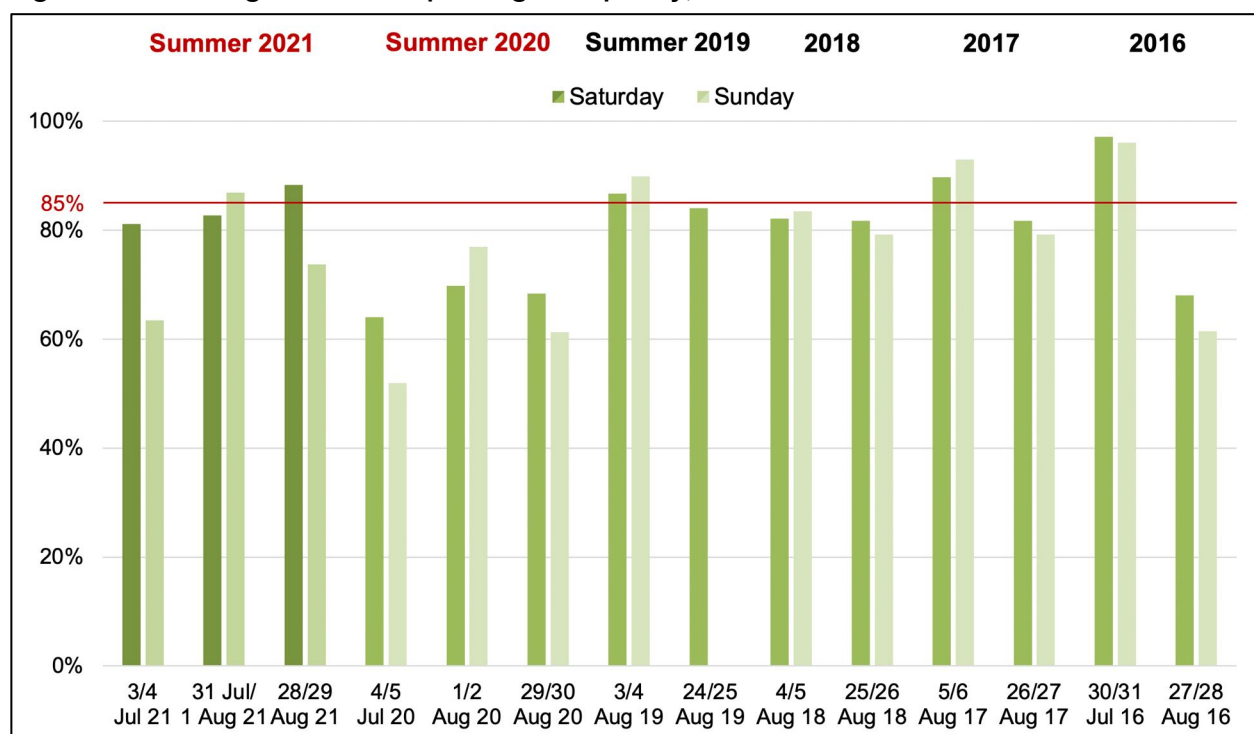


Figure 2.10 – Village maximum parking occupancy, summer 2016 to 2021



COVID-19 pandemic years indicated in red

There are 25 parking spaces on Blackcomb Way in the Upper Village, on the west (southbound) side of the road across from the Glacier Lodge and Le Chamois hotels. Parking on Blackcomb Way is limited to two hours, and is priced at \$2 per hour, the same as in the Village.

Figures 2.11 and 2.12 illustrate parking occupancies on Blackcomb Way throughout the day in winter 2020-21 and summer 2021, respectively. Occupancies exceeded the 85% target on all twelve survey days in winter and summer. The maximum occupancy in winter reached 108%, reflecting 27 vehicles parked in an area designated for 25 vehicles (additional vehicles typically park beyond the ends of the 2-hour zone in an area signed as “no parking”).

The high occupancies on Blackcomb Way are in part due to vehicles parked for more than the two-hour limit. In previous years, parking stalls were occupied by vehicles parked overtime as much as one-third of the time, and average durations for overtime parking were almost 4 hours.

Figure 2.11 – Blackcomb Way parking occupancy, winter 2020-21

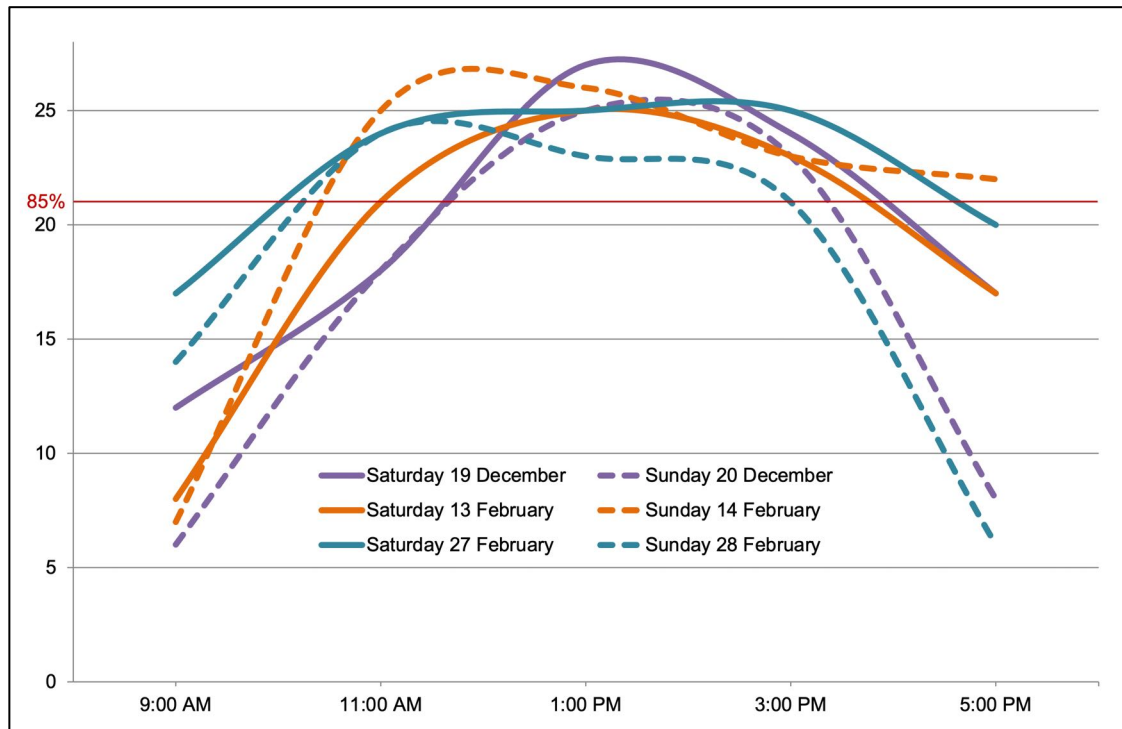
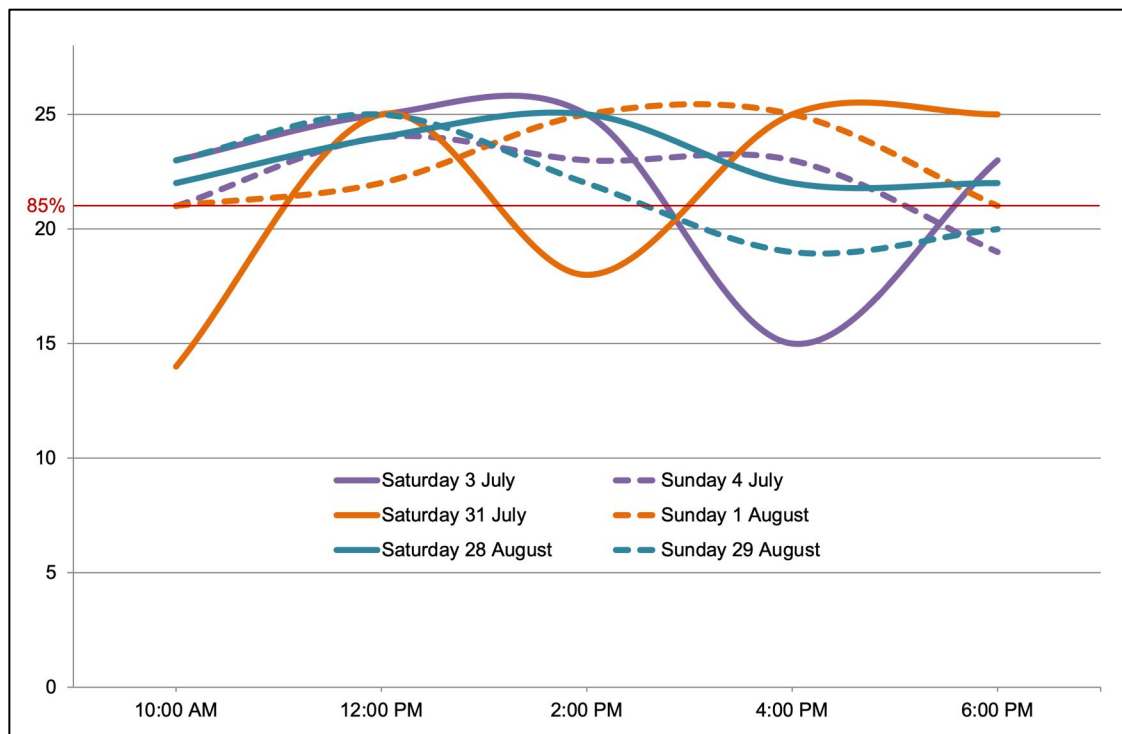


Figure 2.12 – Blackcomb Way parking occupancy, summer 2021



2.3 Pay Parking at Parks

Pay parking was introduced as a pilot project for summer 2021 at Rainbow, Lakeside, Wayside and Alpha Lake Parks to manage parking demand and encourage park visitors to use preferred modes of transportation, and to partially fund the free bike valet and Rainbow Park shuttle bus. Pay parking was in effect in the municipal parking lots at each park, and for a short portion of Alta Lake Road adjacent to the Rainbow Park entrance, from 15 June through 15 September. Parking was priced at \$2/hour from 10 am to 6 pm (accessible parking was at no cost).

Table 2.2 summarizes parking occupancies at peak times on ten days over the summer. Occupancies exceeding 85% of the nominal capacity of each facility are highlighted in light orange, indicating conditions when the availability of parking was less than the desired 15%, and occupancies exceeding the nominal capacity are highlighted in dark orange. Key observations include:

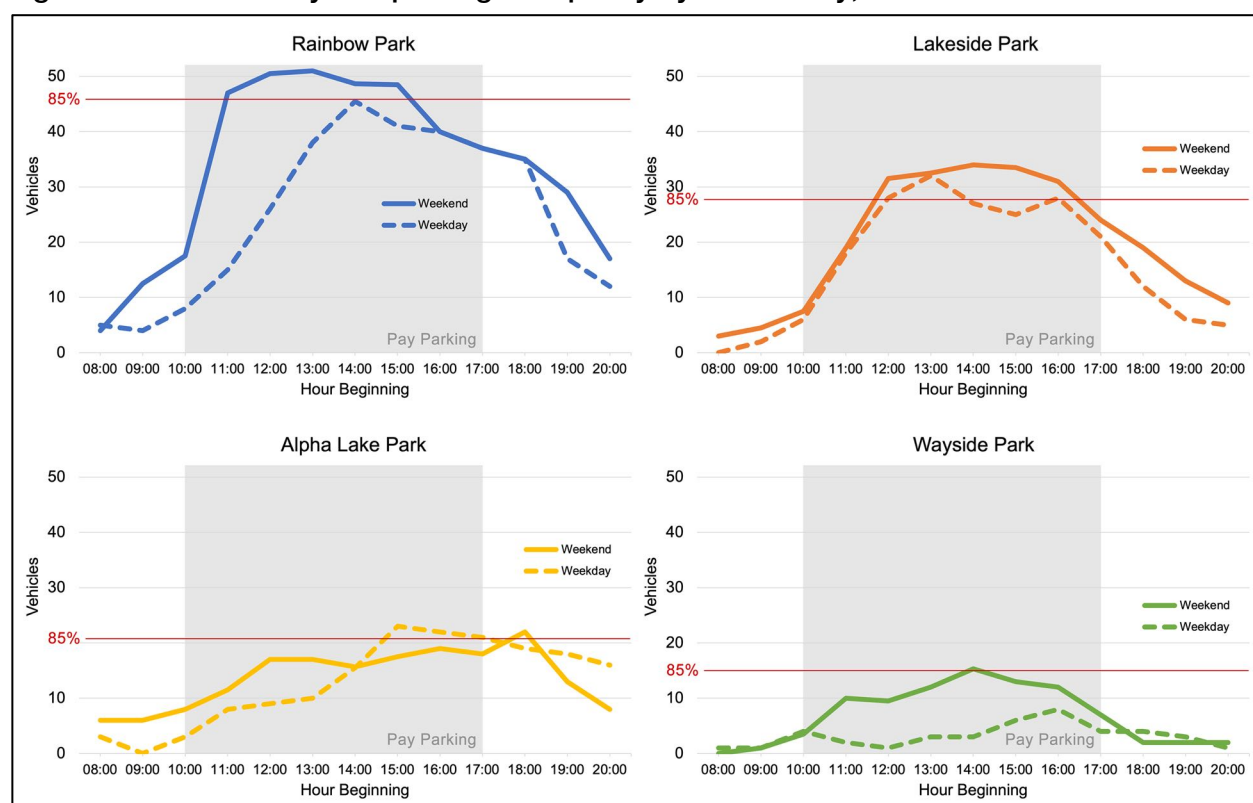
- *Rainbow Park:* The parking lot in the park and the pay parking on Alta Lake Road exceeded 85% occupancy on most days (construction on Alta Lake Road south of Rainbow Park temporarily eliminated some previously free on-street neighbourhood parking). Interviews with shuttle bus passengers (discussed in Section 3.2) indicate that some visitors to Rainbow Park parked at the Rainbow Lake trailhead to avoid paying for parking or because parking at the park was full. As a result, parking in the two lots at the Rainbow Lake trailhead also exceeded 85% occupancy on most days. As well, on busy weekends the two accessible parking stalls were often occupied, and traffic control attendants created additional accessible parking spaces in the shuttle bus drop off area.
- *Lakeside Park:* Occupancy in the parking lot exceeded 85% occupancy on most days. The free parking on Hillcrest Drive exceeded 85% occupancy on weekends and holidays in the first half of the summer. Unlike previous years, free on-street neighbourhood parking in Alta Vista was not available for the summer due to construction, which increased parking demand in the lot at Lakeside Park and along Hillcrest Drive.
- *Wayside Park:* The parking occupancy only exceeded 85% on two of the 10 days when parking surveys were conducted. Spillover parking on Highway 99 occurred frequently throughout the summer.
- *Alpha Lake Park:* The parking lot and the free parking on Lake Placid Road exceeded 85% occupancy on most days in the first half of the summer.

Figure 2.13 summarizes the results of hourly counts undertaken on three days in August, including times before and after pay parking was in effect. The key finding is that parking occupancies were highest during times when pay parking was in effect, with peak occupancies in early afternoon. This result suggests that 10 am to 6 pm is an appropriate time period for pay parking.

Table 2.2 – Parks and trailhead peak parking occupancy, summer 2021

	Rainbow Park		Rainbow Lake Trailhead		Lakeside Park		Way-side	Alpha Lake Park	
	Lot	Road	Paved	Gravel	Lot	Road	Lot	Lot	Road
Capacity	55 veh	36 veh	21 veh	25 veh	35 veh	50 veh	18 veh	28 veh	21 veh
Sat 26 Jun	69%	83%	90%	84%	100%	90%	83%	93%	86%
Wed 7 Jul	80%	0%	24%	0%	51%	32%	44%	43%	0%
Sat 10 Jul	104%	83%	100%	112%	100%	112%	100%	96%	86%
Sun 25 Jul	109%	92%	95%	100%	100%	80%	44%	93%	90%
Mon 2 Aug	96%	100%	90%	120%	103%	100%	100%	100%	95%
Wed 11 Aug	98%	89%	86%	96%	94%	60%	72%	96%	100%
Sat 21 Aug	107%	86%	90%	120%	91%	52%	39%	21%	81%
Sun 29 Aug	93%	67%	86%	116%	86%	12%	56%	32%	62%
Mon 6 Sep	89%	17%	57%	8%	49%	12%	61%	43%	57%
Sun 12 Sep	55%	0%	67%	8%	54%	4%	6%	18%	24%

Figure 2.13 – Parks daytime parking occupancy by time of day, summer 2021



Weekday = Thursday 19 August, weekend = Sunday 15 August and Sunday 29 August

Table 2.3 summarizes estimated average parking turnover and paid durations over the summer. These estimates are derived from pay parking transactions (via parking meters and smartphone apps) and consequently it is not possible to estimate actual parking durations. The average paid duration ranged from 2 to 2.5 hours of parking.

Table 2.3 – Parks seasonal average parking turnover and duration, summer 2021

	Capacity	Turnover		Paid Duration
Rainbow Park*	91 veh	149 veh/day	1.6 veh/stall/day	130 min
Lakeside Park	35 veh	89 veh/day	2.5 veh/stall/day	149 min
Wayside Park	18 veh	51 veh/day	2.8 veh/stall/day	129 min
Alpha Lake Park	28 veh	58 veh/day	2.1 veh/stall/day	118 min

* Includes pay parking on Alta Lake Road

2.4 Other Parking

Other significant results regarding parking in the Village and Day Lots include:

- The general parking at the Conference Centre underground parking was not well used in winter 2020-21, only exceeding the 85% occupancy target on two days. Usage was higher in summer 2021, exceeding 85% occupancy on all weekends in July and August. The occupancy in the reserved parking on level P4 did not exceed 85% at any time. Detailed data is included in the Appendices.
- There is a total of 18 accessible parking stalls in municipal lots in the Village, and 34 stalls in Day Lots 1 through 5. On the six survey days in winter 2020-21, a maximum of 5 accessible stalls were occupied in the Village and a maximum of 12 stalls were occupied in the Day Lots, representing 28% and 35% of total stalls, respectively. In summer 2021, a maximum of 9 stalls in the Village and 17 stalls in the Day Lots were occupied, representing 50% and 50% of total stalls.
- The demand for accessible parking at some popular parks exceeded the number of stalls. For example, at Rainbow Park the two accessible stalls were often both occupied, with additional temporary accessible parking in the shuttle bus drop off area.
- Designated parking for motorcycles is provided in the Conference Centre surface parking lot, Day Lot 3 East and Day Lot 4. The Conference Centre was again the most popular location for motorcycle parking, with an average peak occupancy of 4 motorcycles. In contrast, the motorcycle parking areas in Lot 3 East and Lot 4 were not as well used, remaining empty much of the time and with an average combined peak occupancy of 2 motorcycles.
- There are 10 EV chargers in the Village (8 at the Conference Centre and 2 at the municipal hall), and 24 in the Day Lots (8 each in Lots 1, 2 and 4). Table 2.4 summarizes usage of the chargers. Vehicles were charging an average of 80% of the time that chargers were occupied. In winter 2020-21 the average usage was 3.9 charging hours per day. This increased to 5.2 hours per day in summer 2021. The highest usage was in Day Lot 1 and the lowest in the surface lot at the Conference Centre (a \$1/hour fee was introduced on 15 June for charging stations at the Conference Centre and municipal hall).

Table 2.4 – EV charger usage, winter 2020-21 and summer 2021

Location	Chargers	Hours/Day/Charger		% Time Charging	
		Winter	Summer	Winter	Summer
Conference Ctr Surface	4	1.0 hr	2.1 hr	79%	82%
Municipal Hall	2	4.0 hr	3.7 hr	83%	89%
Day Lot 1	8	6.0 hr	6.8 hr	78%	77%
Day Lot 2	8	3.8 hr	4.2 hr	79%	79%
Day Lot 4	8	3.5 hr	6.4 hr	81%	79%
All	30	3.9 hr	5.2 hr	80%	79%

3 OTHER TRANSPORTATION ACTIONS

This section presents the results of other actions implemented as part of the Transportation Action Plan, including free transit service on summer weekends and holiday Mondays, a free bicycle valet parking service, carpool parking passes and parking for commercial buses. Additional parking in neighbourhoods and locations near popular trailheads and parks is also examined.

3.1 Transit

This section discusses transit ridership, pass-ups and the high school transit pass program.

3.1.1 Ridership

Table 3.1 and Figure 3.1 summarize transit ridership in 2019 through 2021 (total ridership for 2021 is estimated based on actual ridership through October). Ridership figures for 2020 include two and a half months prior to the COVID-19 pandemic. Transit ridership in 2021 remains well below pre-pandemic levels.

Table 3.1 – Annual transit ridership, 2019 to 2021

	2021	2020	2019
Total rides	1,342,000	1,916,000	2,906,00
Avg. rides per month	112,000/mo	160,000/mo	242,00/mo
Avg. rides per day	3,620/day	5,170/day	7.980/day

COVID-19 pandemic years indicated in red

Transit service on all bus routes was free in the summer on peak days (Saturdays, Sundays and holiday Mondays) from 1 July through to Labour Day on 6 September 2021. Transit service is free at all times on route 5 (the Upper Village shuttle) and route 8 (the Lost Lake shuttle), so in practice the peak day free transit service only affects routes 6, 7 and 10 through 32.

Ridership in summer 2021 was 40% higher than in summer 2020, the first summer of the COVID-19 pandemic. Despite this increase, summer ridership remains 35% below pre-pandemic levels. Although there were no capacity issues in 2021, transit vehicles were frequently delayed on Highway 99 due to construction from Nicklaus North to Emerald Estates, and anecdotal reports suggest that some transit passengers chose other modes of transportation instead.

Figure 3.1 – Transit ridership by week, January 2019 to October 2021

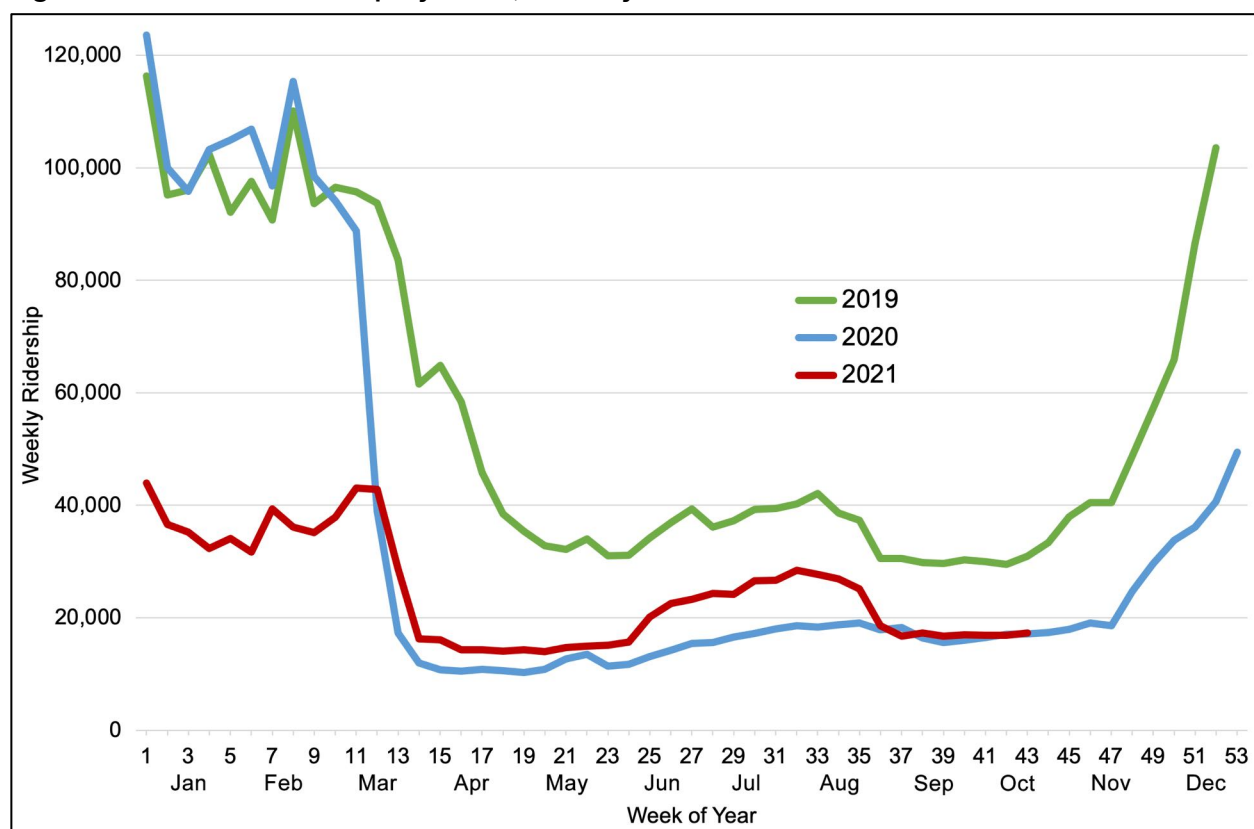


Table 3.2 summarizes average daily ridership in summer 2016 through 2021 (Canada Day through Labour Day), on Saturdays, Sundays and holiday Mondays when transit was free, and on weekdays when fares were paid. Ridership figures for 2019 and 2020 were recalculated using a new methodology based on data from automatic passenger counters, which provide more reliable ridership estimates than the previous methodology based on farebox data, and as a result are higher than ridership figures for 2019 and 2020 published in previous Monitoring Reports.

Table 3.2 – Average daily summer ridership on transit routes with weekday fares

	2021		2020		2019		2018		2017		2016	
	Paid	Free	Paid	Free	Paid	Free	Paid	Free	Paid	Free	Paid	Free
Saturday		3,290		2,450		5,840		5,400		5,390		4,680
Sunday		3,020		2,280		5,450		4,780		4,650		2,970
Holiday		n/a		n/a		n/a		3,580		3,930		2,060
Weekday	3,090		2,090		4,270		3,610		3,390		3,110	

Canada Day through Labour Day, COVID-19 pandemic years indicated in red
2019 and 2020 ridership recalculated using automatic passenger counter data

3.1.2 Pass-Ups

“Pass-ups” occur when a bus “passes up” people waiting at the bus stop. Pass-ups are a problem during summer due to the popularity of the free transit service, particularly during major events such as Crankworx. Table 3.3 compares pass-ups in the summer in 2018 through 2021. Key results include:

- Almost all pass-ups in summer 2021 involved cyclists who were left behind because the bike rack on the bus was already full. Although the number of pass-ups was less than in pre-pandemic years, the number of bicycles carried on buses was also less (7,600 bicycles on buses in summer 2021 as compared to 12,700 bicycles during the same period in 2019 and 10,950 bicycles in 2018).
- Only three pass-ups occurred in summer 2021 because the bus was full and no additional passengers could board. This is a significant decrease as compared with previous years. This result is in part due to increased service on the Route 10 Valley Express as well as lower transit ridership due to the pandemic and cancellation of events such as the Canada Day parade and Crankworx, which were significant contributors to numbers of pass-ups in pre-pandemic years.

Table 3.3 – Transit pass-ups, summer 2018 to 2021

	2021		2020		2019		2018	
	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full
May	0	0	3	2	15	37	28	134
June	5	0	0	6	17	7	8	0
July	15	1	10	87	16	96	16	6
August	21	2	3	0	60	57	21	245
September	1	0	0	15	6	17	12	18
Totals	42	3	16	110	114	214	85	403

COVID-19 pandemic months indicated in red

3.1.3 High School Transit Pass

The High School Bus Pass Pilot Program began in January 2020. The main goals of the pilot program are to reduce “parent chauffeur” trips within Whistler, thereby reducing highway congestion and GHG emissions, and improve affordability for families in Whistler. The program provides free access to transit for students in grades 8 through 12.

Phase 1 of the program operated from January through to September 2020, and Phase 2 operated from September 2020 to October 2021. The program includes almost 600 students at Whistler Secondary School and the Waldorf School. Surveys were conducted of pass users in March 2020 prior to the COVID-19 pandemic, and during the pandemic

in September and October 2020 when schools had resumed. A more general on-line survey was conducted in June 2021. The key findings of the surveys include:

- Students live in all neighbourhoods throughout Whistler, with the highest numbers in Alpine Meadows (19% of students), Rainbow Estates (9%) and Cheakamus Crossing (9%). Approximately 6% of students live in Pemberton.
- Prior to participating in the free bus pass program, only 11% of students bought a bus pass, and 62% paid with cash.
- Two-thirds (68%) of students used transit at least once a week prior to the free bus pass program, and 19% used transit 5 days per week.
- 88% of students reported using transit more as a result of the free bus pass program.
- 92% of students indicated that most of the additional transit trips they take have replaced automobile trips (include a parent or other person driving them).
- The free bus pass program saves Whistler families an average of \$26.50 per month per high school student.

Beginning in September 2021, transit is free for all children 12 and under in BC. To ensure continuity of free transit for K-12 students in Whistler, the High School Bus Pass Pilot Program should be expanded to include grade 7 students, some of whom are 13 years old.

3.2 Rainbow Park Shuttle Bus

In an effort to reduce the parking demand at Rainbow Park and encourage park visitors to use preferred modes of transportation, a free shuttle bus service was provided from the Village on weekends and holidays from 19 June to 12 September. The service was provided with 14-passenger vans that included rear cargo space for large items such as deflated watercraft, wagons, baby strollers and up to two bicycles. The shuttle operated very operating every 15 to 20 minutes from 10:00 am to 6:00 pm. Stops were located at Olympic Plaza in the Village and in the parking lot at Rainbow Park, with intermediate stops at the Rainbow Lake trailhead and the Meadow Park water park.

Table 3.4 summarizes ridership on the free Rainbow Park shuttle bus. There were over 5,000 rides, averaging 169 rides per day. The maximum was 392 rides on Saturday 3 July. Detailed ridership numbers are included in the Appendices.

Table 3.4 – Rainbow Park shuttle bus ridership, summer 2021

Direction	Boardings			
To Rainbow Park	Olympic Plaza	Meadow Park	Rainbow Lake Trail	Total
	1,398	399	612	2,409
	47/day	13/day	20/day	80/day
	58%	17%	25%	100%
To Village	Rainbow Park	Rainbow Lake Trail	Meadow Park	Total
	2,402	162	115	2,679
	80/day	5/day	4/day	89/day
	90%	6%	4%	100%

Figures 3.2 and 3.3 illustrate boardings and alightings at the four stops on the shuttle bus route. Many people parked for free at the Rainbow Lake trailhead and at Meadow Park and rode the shuttle bus to and from Rainbow Park to avoid paying for parking. As a result, 24% of rides were between Rainbow Park and the Rainbow Lake trailhead and 15% of rides were between Rainbow Park and Meadow Park.

Figure 3.2 – Rainbow Park shuttle bus ridership, summer 2021

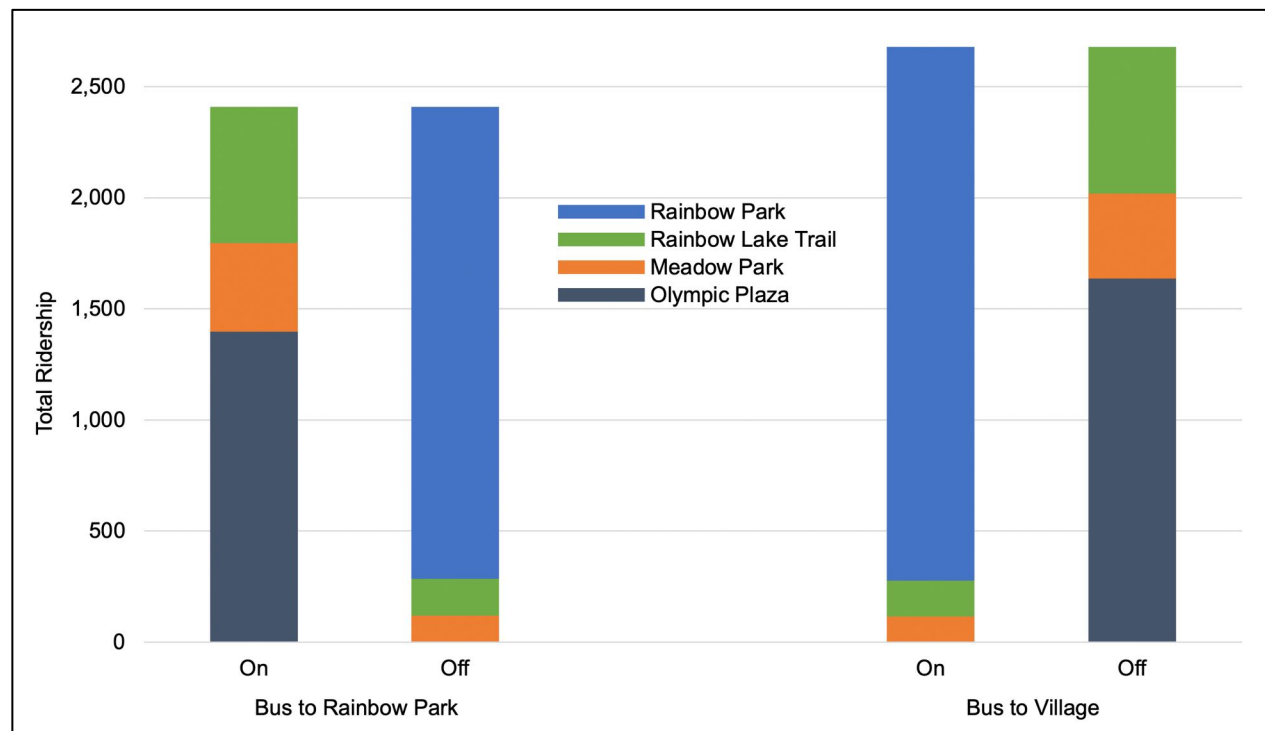


Figure 3.3 – Rainbow Park shuttle bus boardings and alightings, summer 2021

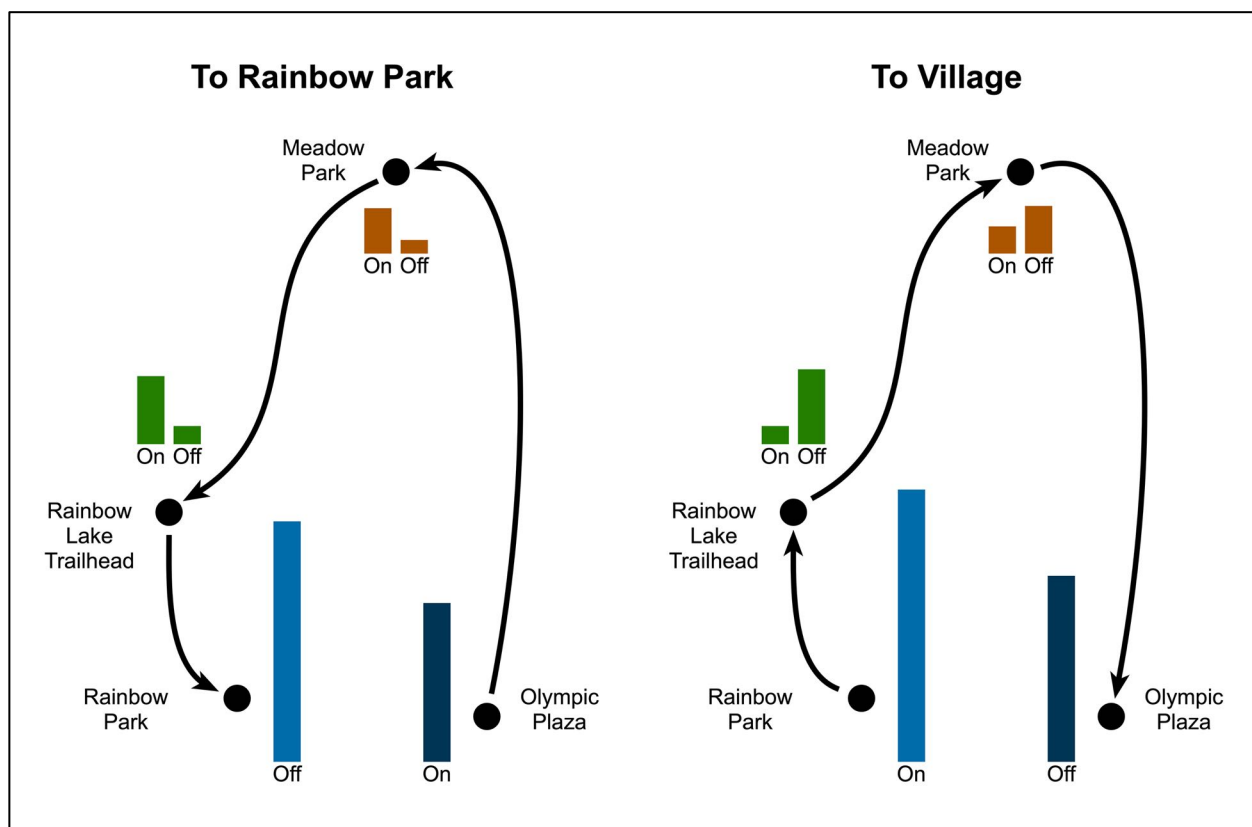


Table 3.5 summarizes the significant feedback from interviews of shuttle bus passengers (a total of 60 interviews were conducted on three days in August):

- Almost half (47%) of passengers did not know about the free shuttle bus in advance.
- 45% of people learned about the free shuttle bus from signs, far more than from any other source (a couple of people reported that they drove to Rainbow Park, saw the sign, parked elsewhere and took the shuttle to the park).
- Several people commented that the free shuttle should be promoted more in hotels (one person reported that the hotel concierge was unaware of the shuttle bus and said they would have to walk to Rainbow Park).
- The majority of people did not know that they would have to pay for parking at Rainbow Park. For those who did know in advance, the pay parking was not a factor in their decision to take the shuttle bus.
- Most people (68%) said they would have taken the shuttle if it was not free. 22% said maybe, depending on the price.
- 23% of people brought oversize items.
- Almost all people were visitors (only 3 of the 60 interviews were local residents), almost two-thirds from Metro Vancouver.

Table 3.5 – Rainbow Park shuttle bus passenger interviews, summer 2021

Did you know in advance that the shuttle bus and transit buses are free today?	Yes	53%
	No	47%
How did you hear about the Rainbow Park shuttle bus?	Sign	45%
	Word of mouth	12%
	Internet search	10%
	Visitor centre	8%
Did you know that you would have to pay for parking at Rainbow Park?	Yes	32%
	No	68%
If yes, was pay parking a factor in your decision to take the shuttle bus today?	Yes	18%
	No	82%
Would you have taken the shuttle bus if it was not free?	Yes	68%
	Maybe	22%
	No	10%
Did you bring any oversize items?	Yes	23%
Where are you from?	Whistler resident	4%
	Metro Vancouver	65%
	B.C.	9%
	Canada	16%

3.3 Secure Bicycle Parking

Recognizing that concerns regarding bicycle theft are a significant deterrent to cycling, the municipality offered secure bicycle parking in the Village and at two popular parks:

- A free bike valet parking service in Olympic Plaza to encourage people to travel to the Village by bicycle. The bicycle valet operated Fridays, Saturdays, Sundays and holidays during the summer, and was a continuation of the service first offered in 2017.
- Free bike valet parking at Lost Lake Park and Rainbow Park on Fridays, Saturdays, Sundays and holidays during the summer.
- A secure bicycle enclosure in the parking area below the Library with capacity for 30 bicycles. There were 22 cyclists registered to use the enclosure in 2021.

The bike valet service operates like a coat check service. A secure fenced area is provided for bicycle storage, and bicycles are always supervised by at least one attendant as shown at Lost Lake in Figure 3.4. To minimize the risk of transmitting COVID-19, attendants spray all bicycles with disinfectant when they are checked in. Cyclists are issued numbered tickets that they later use to reclaim their bicycles, which are identified with corresponding tags. Large items can also be checked in, such as bags, coolers, chairs, strollers, skateboards, scooters and small watercraft such as paddleboards and kayaks.

Figure 3.4 – Bike valet at Lost Lake, summer 2021



Tables 3.6 and 3.7 summarize the numbers and types of bicycles checked in at the bike valet in summer 2021. Table 3.8 compares numbers of bicycles at the Village location for summers 2017 through 2021. Significant results include:

- The bike valet operated on 41 days during summer 2021. A total of more than 6,000 bicycles were checked in, an average of 49.5 bicycles per day.
- The highest demand occurred on Saturday 3 July on the weekend following Canada Day, when a total of 420 bicycles were checked in at the three locations. In the two previous years the Saturday of the Labour Day weekend was the busiest day of the summer, but this year the weather on the Labour Day weekend was cloudy and cool.
- The highest number of bicycles was at the Olympic Plaza location where there was a total of 2,130 bicycles over the summer. There were almost as many bicycles at the Lost Lake and Rainbow Park locations (1,998 and 1,963 bicycles, respectively).
- Weekends and holidays were twice as busy as Fridays (a total of 164 to 187 bicycles per day on weekends as compared to 84 bicycles per day on Fridays).
- Demand for the bike valet correlated with the weather. Rain reduced demand as expected, but temperature also had an effect, with demand at the Olympic Plaza location highest on days with temperatures between 20 and 26 degrees, and demand at the parks higher on hot days.
- The average parking duration was 2.0 hours, which did not vary much by location or day of the week (from a low of 1.8 hours to a high of 2.2 hours).
- The Olympic Plaza location averaged 68 bicycles per day on weekends and holidays (not including Fridays). This is a similar result as summer 2020 when there was an average of 66.5 bicycles per day, but a significant reduction from two of the three pre-pandemic years (93 bicycles per day in 2019 and 87 bicycles per day in 2017). The reduced numbers of bicycles in 2020 and 2021 is due in part to cancellation of the Whistler Presents free concerts at Olympic Plaza.

Table 3.6 – Bicycle valet, summer 2021

	Checked	Type Bicycle	e-Bike	Other	Average Duration
Olympic Plaza	2,130	2,031	99	0	2.1 hr
Lost Lake	1,998	1,911	76	7	1.9 hr
Rainbow Park	1,963	1,820	108	1	2.1 hr
Friday	1,013	927	46	1	1.8 hr
Saturday	2,433	2,212	156	4	2.1 hr
Sunday	2,134	2,060	72	3	2.1 hr
Holiday	511	497	14	0	2.2 hr
Totals	6,091 49.5/day	5,762 95%	283 5%	8	2.0 hr

- Similar to last year, the majority of people using the bike valet were visitors from Metro Vancouver (almost 60%). Whistler residents accounted for almost 25% of users. In summer 2020 there were travel restrictions in effect and no users from outside BC, whereas this summer over 5% of users were from elsewhere in Canada, and 0.5% were international visitors.

Table 3.7 – Bicycle valet, summer 2021

	Olympic Plaza	Lost Lake	Rainbow Park	Totals
Bicycles	2,130	1,998	1,963	6,091
Bicycles per day	52.0/day	48.7/day	47.9/day	49.5/day
e-Bikes	4.6%	3.8%	5.6%	4.7%
Fridays (12)	363	366	284	1,013
Saturdays (13)	772	818	843	2,433
Sundays (13)	805	643	686	2,134
Holidays (3)	190	171	150	511
Origins				
Whistler	25.8%	38.3%	36.7%	33.4%
Squamish, Pemberton	2.9%	2.5%	1.3%	2.2%
Metro Vancouver	56.5%	50.4%	53.0%	53.4%
Other BC	8.3%	3.1%	2.9%	4.8%
Other Canada	5.9%	4.2%	5.3%	5.2%
United States	0%	1.3%	0.5%	0.6%
Elsewhere in the world	0.6%	0.2%	0.3%	0.4%

Table 3.8 – Bicycle valet in the Village, summer 2017 to 2021

	2021	2020	2019	2018	2017
Days (weekends & holidays)	26	21	28	25	16
Bicycles	1,767	1,396	2,610	1,556	1,385
Bicycles per day	68/day	67/day	93/day	62/day	87/day
e-Bikes	4.9%	5.6%	8.6%	n/a	n/a
Origins					
Whistler	24.5%	30.3%	49.4%	50.5%	38.6%
Squamish, Pemberton	2.9%	0.5%	2.6%	1.2%	1.6%
Metro Vancouver	58.9%	62.9%	27.2%	23.3%	39.6%
Other BC	7.9%	6.3%	4.4%	4.7%	2.6%
Other Canada	5.2%	0%	2.2%	2.3%	2.3%
United States	0%	0%	9.8%	10.2%	8.4%
Elsewhere in the world	0.6%	0%	4.4%	7.8%	6.9%

COVID-19 pandemic years indicated in red

3.4 Valley Trail

Counts were conducted at seven locations on the Valley Trail network in summer 2021 (all locations were away from the Village). The counts are summarized in Table 3.8. Key findings include:

- There were fewer users on the Valley Trail this summer than last summer, but more than in 2019 (an average of 131 users per hour in summer 2021, compared with 173/hr in 2020 and 116/hr in 2019).
- The peak number was 321 users per hour at Whistler Creek (last summer it was 366/hr in the same location).
- There were approximately 65% more people on the Valley Trail weekends than on weekdays. Numbers of people were similar in the morning and the afternoon, on both weekends and weekdays.
- As in previous years, cyclists amounted to slightly more than 70% of users in summer 2021.
- The proportion of e-bikes increased significantly in summer 2021 (16.9%) as compared with previous years (11.8% in 2020 and 10.0% in 2019).

Table 3.8 – Valley Trail users, summer 2021

Location	Avg.	Max.	Classification	
Lorimer–Meadow Park	127/hr	227/hr	Pedestrian	27.0%
Mons Underpass	49/hr	106/hr	Person with disability	0.1%
Montebello	158/hr	282/hr	Conventional bicycle	59.1%
Golf Course North	119/hr	194/hr	E-bike	12.0%
Golf Course South	166/hr	250/hr	Skates	0.1%
Lakecrest	140/hr	220/hr	Skateboard, scooter	0.9%
Whistler Creek	160/hr	321/hr	E-skateboard, e-scooter	0.7%
			Other	0.1%
All locations 2021	131/hr	321/hr		
2020 comparison	173/hr	366/hr		
2019 comparison	116/hr	n/a		

APPENDICES

Inventory of Publicly Accessible Parking

Highway 99 Traffic Volumes

Weekly Transit Ridership – 2019 to 2021

Additional Parking Data – Winter 2020-21

Additional Parking Data – Summer 2021

Inventory of Publicly Accessible Parking, 2021

Location	Lot	Surface	Under-ground	Parking Stalls		2021 Surveys
				General	Other	
Village	Conference Centre surface (w/s)	•		58/63	4A 4E	✓
	Conference Centre underground		•	153	4E	✓
	Gateway bus loop	•		13		✓
	Gateway visitors centre	•		6	1A	✓
	Village Green	•		8	1A	✓
	Sundial	•		4	5A	✓
				242/247	11A 8E	
	Pan Pacific Village Centre		•	338		✓
	Westin		•	345		✓
	Pan Pacific Mountainside		•	110		
			793			
Village North	Main Street	•		78	3A	✓
	Library		•	17	2A	✓
	Municipal hall	•		26	2A 2E	✓
				121	7A 2E	
	Marketplace	•		273	3A	✓
	Brewhouse		•	47	1A	✓
	Town Plaza		•	92		✓
	Pinnacle		•	82	2A	
				494	6A	
Day Lots	Day Lot 1	•		197	5A 8E	✓
	Day Lot 2	•		251	9A 8E	✓
	Day Lot 3 West	•		172	10A	✓
	Day Lot 3 East (automobiles)	•		107		✓
	Day Lot 4	•		630	6A 8E	✓
	Day Lot 5	•		118	4A	✓
				1,483	34A 24E	
Upper Village	Blackcomb Way s/o Chateau	•		25		✓
	Glacier Lodge		•	16		
	Le Chamois		•	92		
				133		
Base 2	Day Lot 6 (winter only)	•		380		✓
	Day Lot 7 (winter only)	•		360		✓
	Day Lot 8 (winter only)	•		340		✓
				1,080/0		
Creekside	15-min, 1-hour and 2-hours	•		98	3A	✓
	Overheight	•		78		✓
	Levels P1–P4 (winter/summer)		•	1,269/693	10A	✓
				1,445/869	13A	
Totals (Winter/Summer)				5,803/4,152 + 71A + 34E		

A= Accessible parking, E = Electric vehicle charging

Highway 99 Traffic Volumes

Average vehicles per day at Brio, by month January–June

	January	February	March	April	May	June
2021	19,233	18,796	20,794	15,452	13,507	20,656
2020			10,839	9,598	13,122	16,609
	21,859	22,830	21,400			
2019	22,283	22,583	22,608	21,291	21,547	23,307
2018	21,978	22,639	22,727	21,256	21,789	23,650
2017	22,139	22,983	22,757	22,202	21,928	23,580
2016	21,542	22,789	23,405	21,739	21,389	23,346
2015	20,043	21,243	20,555	19,809	19,725	21,471
2014	20,577	20,423	20,515	19,091	18,391	19,623

COVID-19 pandemic months indicated in red, average 1–15 March 2020, average 16–31 March 2020

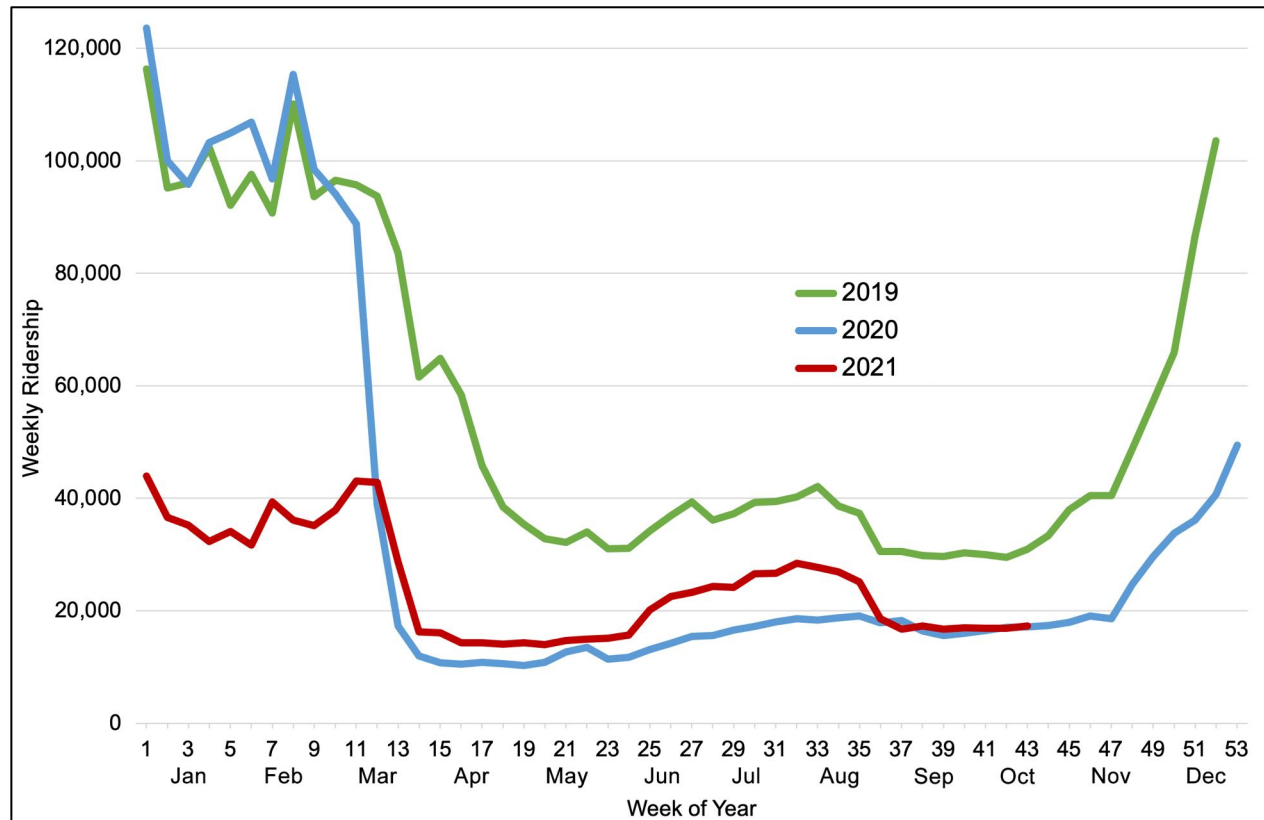
Average vehicles per day at Brio, by month July–December

	July	August	September	October	November	December
2021	25,643	26,549	24,494	19,189	19,092	21,433
2020	22,082	23,800	21,066	19,290	16,705	20,148
2019	25,313	26,831	22,357	19,704	19,048	22,333
2018	25,919	27,208	22,562	20,528	19,604	22,409
2017	25,958	26,493	22,335	19,851	19,471	22,401
2016	26,252	27,052	22,788	19,671	19,820	22,585
2015	24,284	25,312	21,582	19,148	18,750	22,585
2014	20,738	23,914	19,878	17,503	17,501	21,783

COVID-19 pandemic months indicated in red

Weekly Transit Ridership – 2019 to 2021

Transit ridership by week, January 2019 to October 2021



Transit ridership by week, 2019 to 2021

Week	Week Beginning	2021	2020	2019
1	28 December 2020	43,991	123,587	116,345
2	4 January 2021	36,575	99,996	95,162
3	11 January 2021	35,232	95,788	96,069
4	18 January 2021	32,327	103,229	102,434
5	25 January 2021	34,125	104,959	92,082
6	1 February 2021	31,657	106,847	97,608
7	8 February 2021	39,337	96,811	90,688
8	15 February 2021	36,145	115,353	110,089
9	22 February 2021	35,157	98,438	93,618
10	1 March 2021	37,898	94,118	96,562
11	8 March 2021	43,098	88,774	95,719
12	15 March 2021	42,805	38,955	93,668
13	22 March 2021	28,670	17,301	83,572
14	29 March 2021	16,233	11,980	61,552

COVID-19 pandemic weeks indicated in red

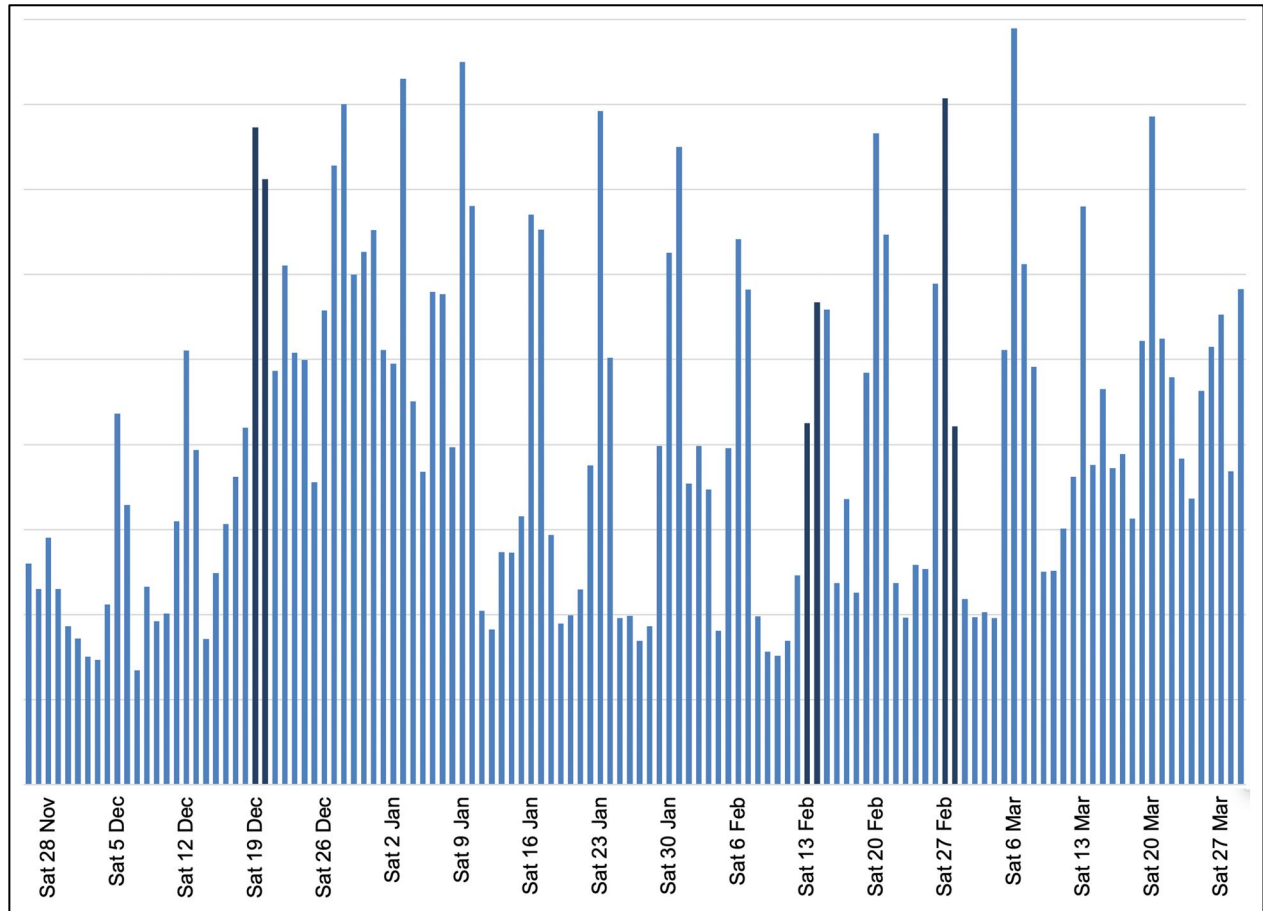
Transit ridership by week, 2019 to 2021, continued

Week	Week Beginning	2021	2020	2019
15	5 April 2021	16,094	10,738	64,910
16	12 April 2021	14,314	10,514	58,441
17	19 April 2021	14,333	10,802	45,831
18	26 April 2021	14,081	10,573	38,482
19	3 May 2021	14,284	10,241	35,420
20	10 May 2021	13,962	10,865	32,802
21	17 May 2021	14,700	12,693	32,144
22	24 May 2021	14,956	13,492	33,998
23	31 May 2021	15,149	11,374	31,059
24	7 June 2021	15,684	11,738	31,105
25	14 June 2021	20,154	13,062	34,164
26	21 June 2021	22,577	14,213	36,953
27	28 June 2021	23,255	15,477	39,331
28	5 July 2021	24,300	15,578	36,109
29	12 July 2021	24,189	16,608	37,229
30	19 July 2021	26,582	17,249	39,298
31	26 July 2021	26,700	18,021	39,432
32	2 August 2021	28,426	18,604	40,241
33	9 August 2021	27,748	18,361	42,069
34	16 August 2021	26,884	18,753	38,658
35	23 August 2021	25,140	19,041	37,367
36	30 August 2021	18,564	17,886	30,562
37	6 September 2021	16,773	18,307	30,583
38	13 September 2021	17,332	16,440	29,802
39	20 September 2021	16,716	15,632	29,652
40	27 September 2021	16,982	15,984	30,332
41	4 October 2021	16,900	16,496	30,002
42	11 October 2021	16,863	17,035	29,528
43	18 October 2021	17,301	17,144	30,932
44	25 October 2021		17,350	33,386
45	1 November 2021		17,919	38,014
46	8 November 2021		19,103	40,493
47	15 November 2021		18,564	40,501
48	22 November 2021		24,752	48,805
49	29 November 2021		29,662	57,302
50	6 December 2021		33,813	65,946
51	13 December 2021		36,084	86,628
52	20 December 2021		40,609	103,591
53	27 December 2021		49,466	

COVID-19 pandemic weeks indicated in red

Additional Parking Data – Winter 2020-21

Daily parking revenue, Village lots + Day Lots, winter 2020-21

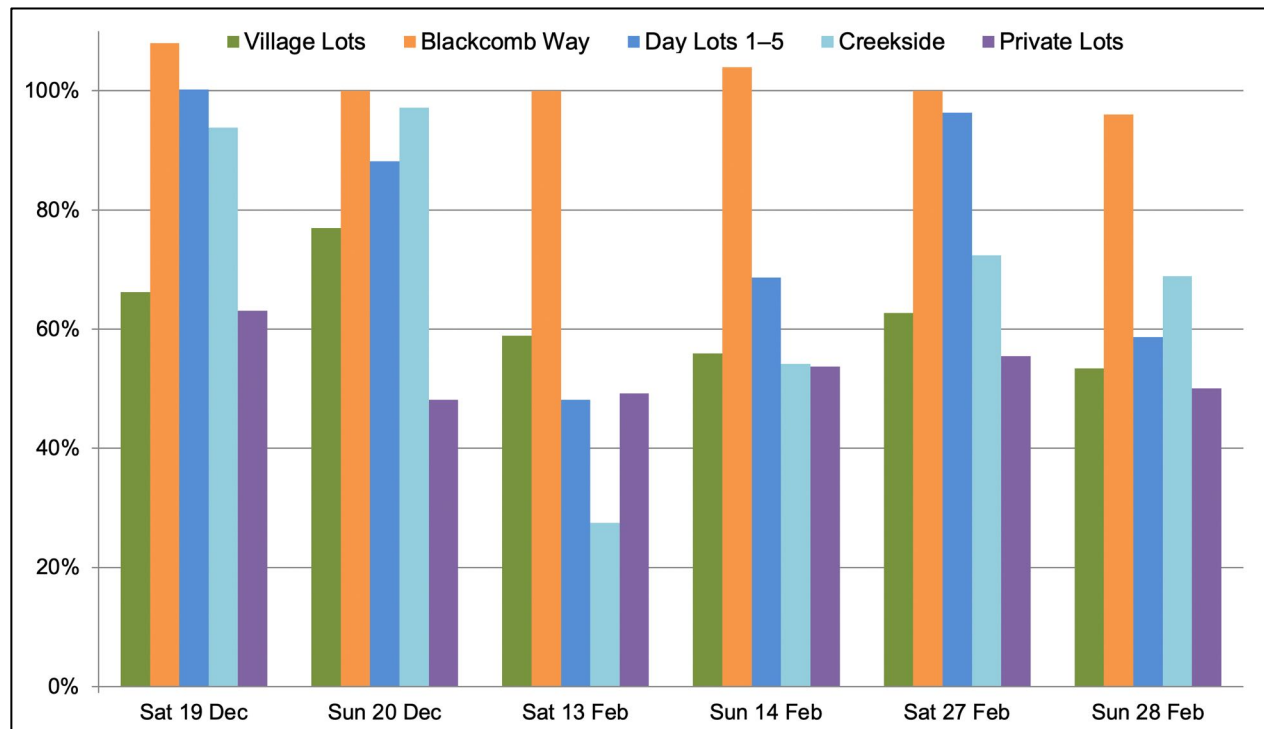


Parking survey days indicated in dark blue

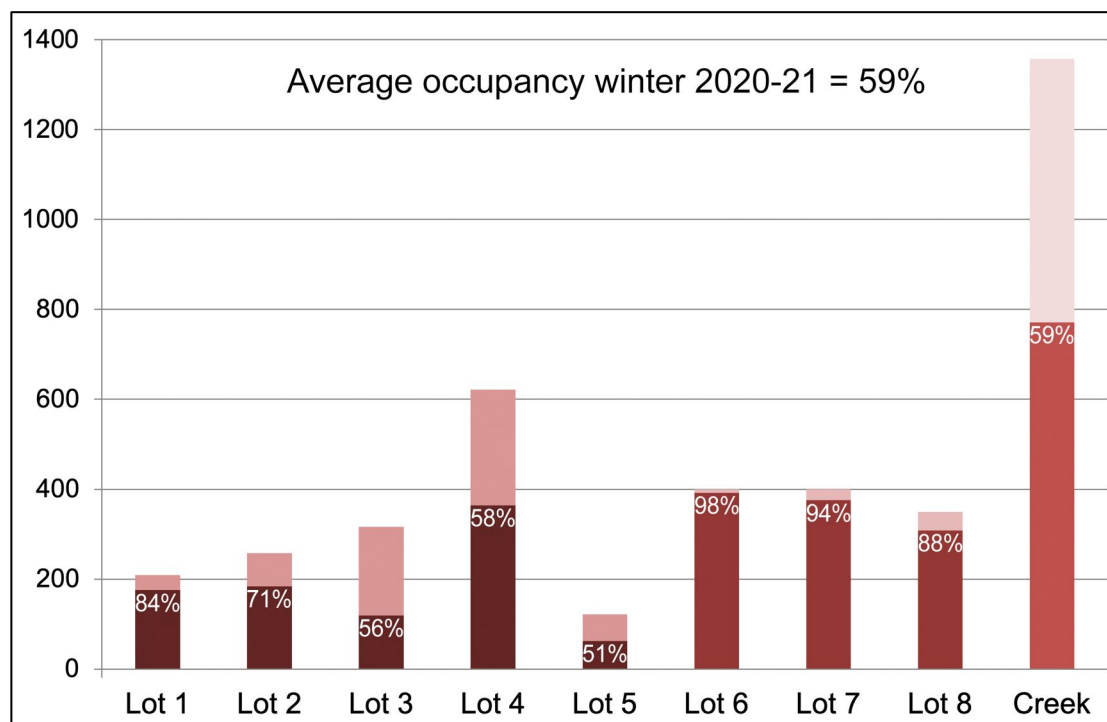
Maximum parking occupancies, winter 2020-21

	Capacity	Sat 19 Dec	Sun 20 Dec	Sat 13 Feb	Sun 14 Feb	Sat 27 Feb	Sun 28 Feb
Main Street	78	77%	90%	78%	85%	73%	72%
Conference Ctr	211	68%	71%	55%	53%	64%	44%
Other Village	76	61%	68%	51%	53%	57%	62%
All Village	365	64%	74%	59%	56%	63%	53%
Blackcomb Way	25	108%	100%	100%	104%	100%	96%
Day Lots 1-5	1,475	100%	48%	48%	69%	96%	59%
Base 2 Lots 6-8	1,080	108%	92%	92%	108%	108%	108%
Creekside	1,357	94%	27%	27%	54%	72%	69%
Private Lots	1,095	63%	49%	49%	54%	55%	50%

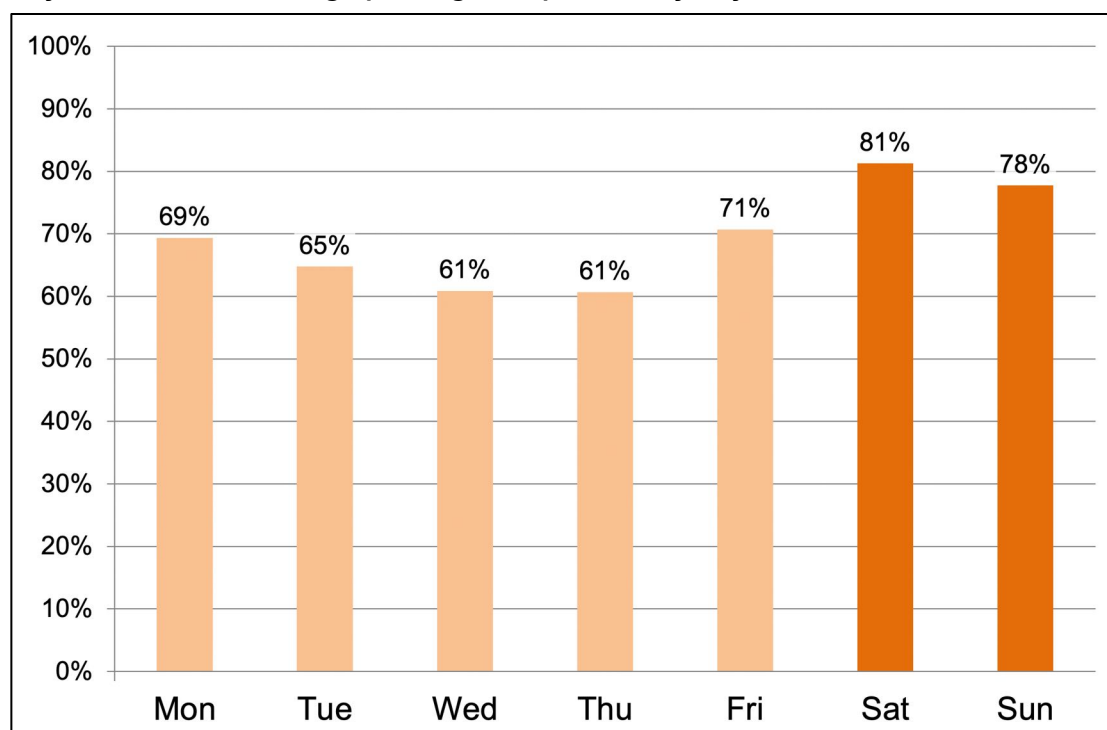
Maximum parking occupancies, winter 2020-21



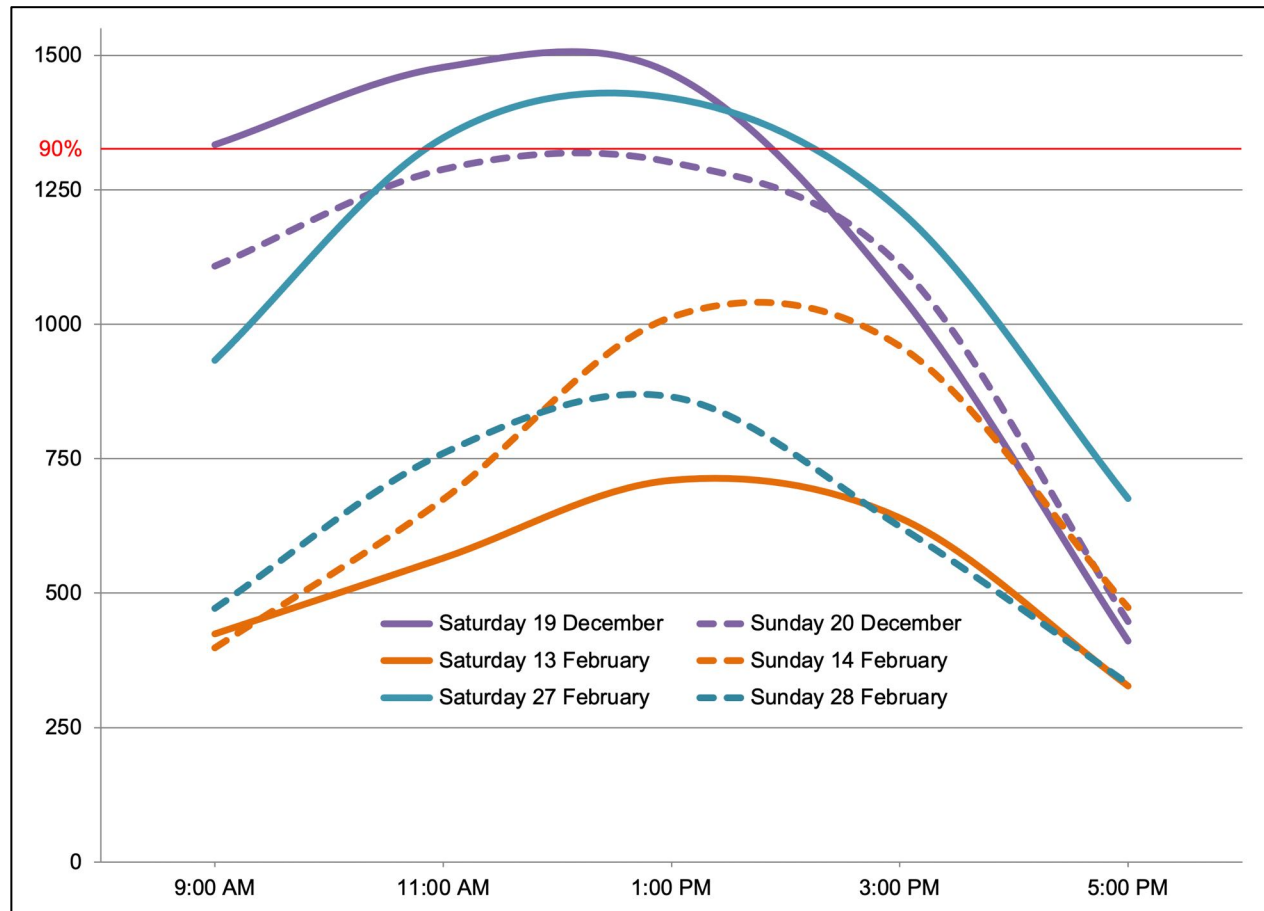
Day Lot seasonal average parking occupancies by lot, winter 2020-21



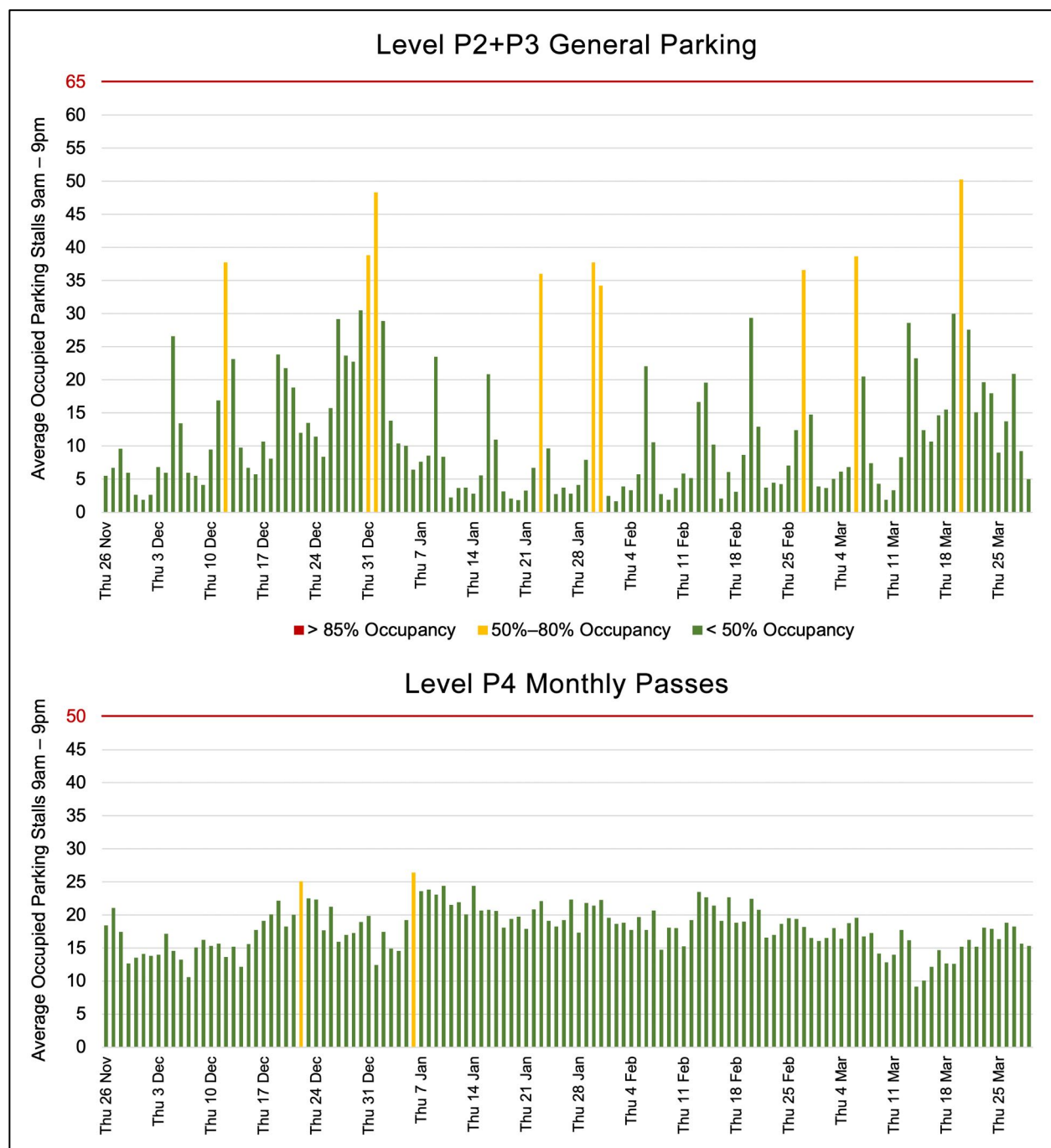
Day Lot seasonal average parking occupancies by day of the week, winter 2020-21



Day Lot parking occupancies by time of day, winter 2020-21

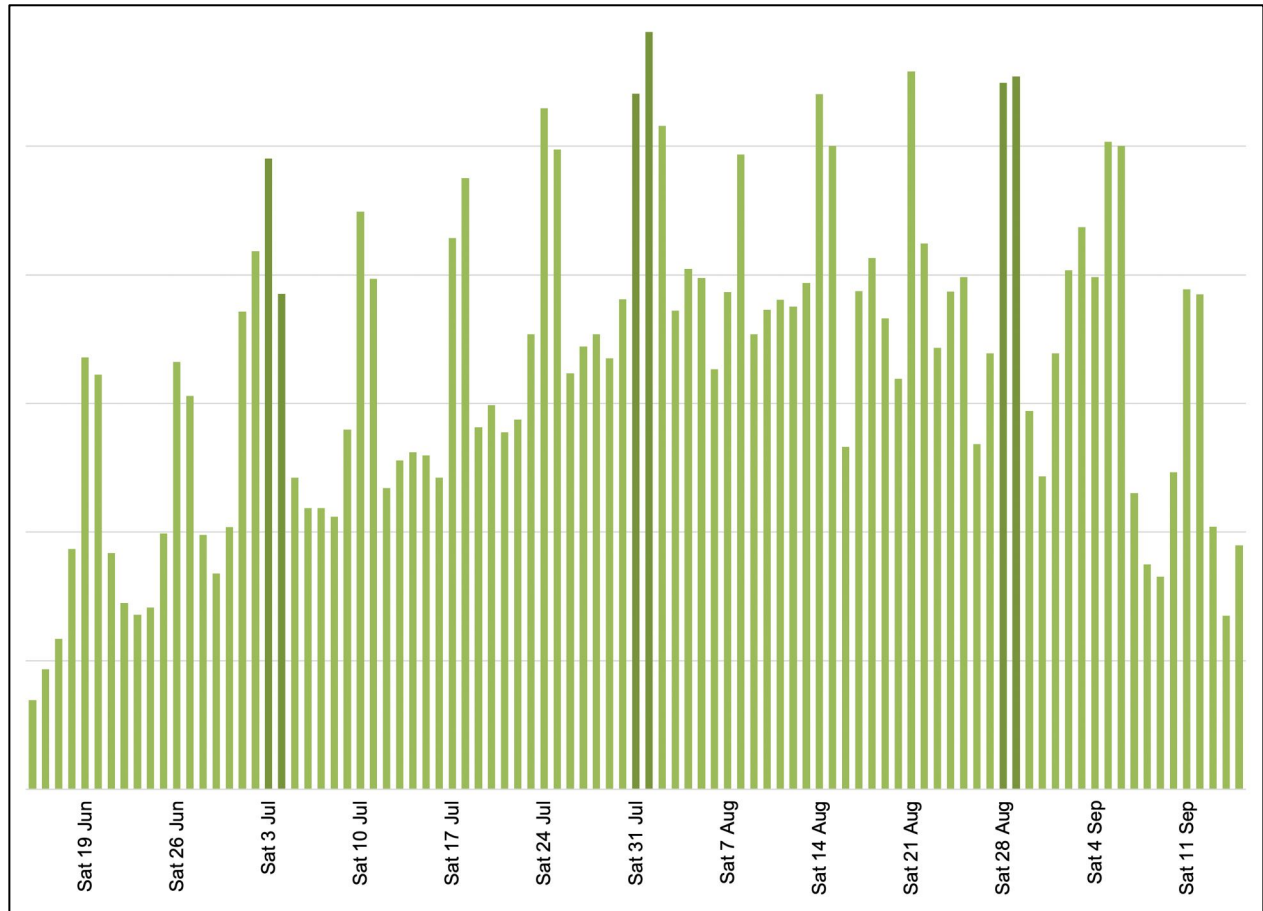


Conference Centre underground parking occupancy, winter 2020-21



Additional Parking Data – Summer 2021

Daily parking revenue, Village lots + Day Lots, summer 2021

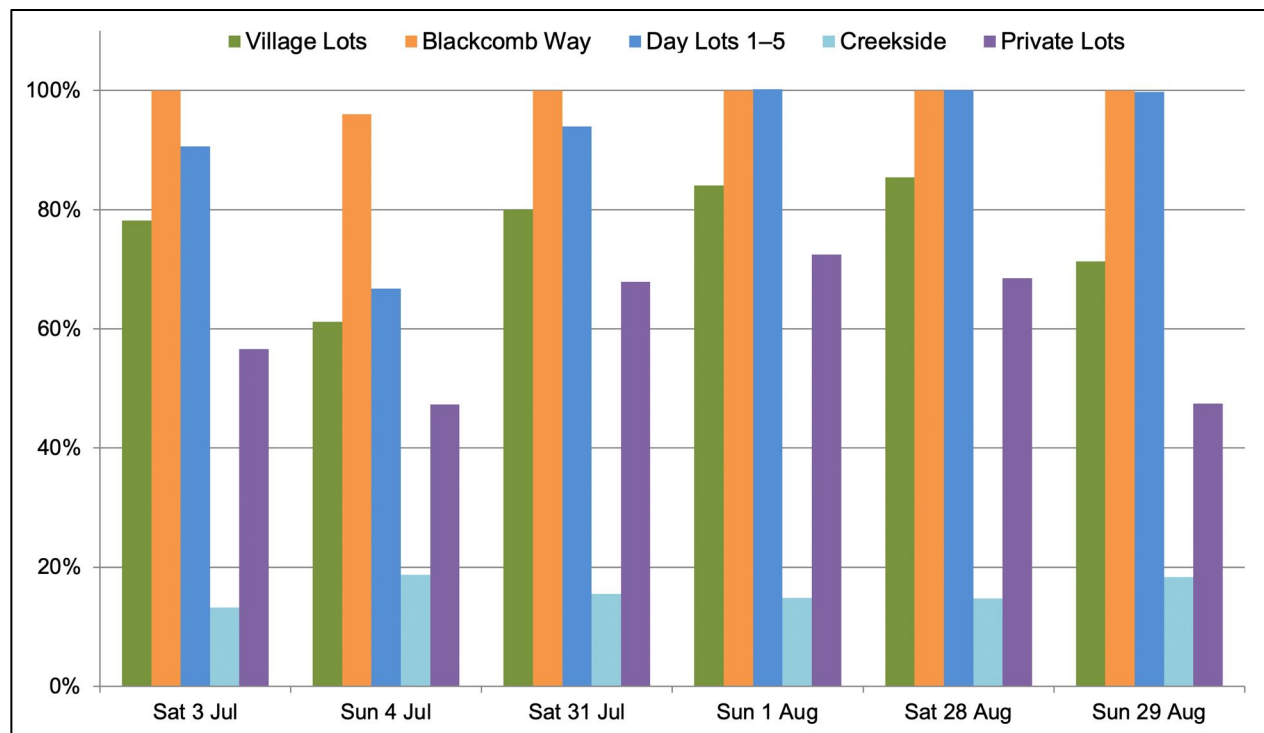


Parking survey days indicated in dark blue

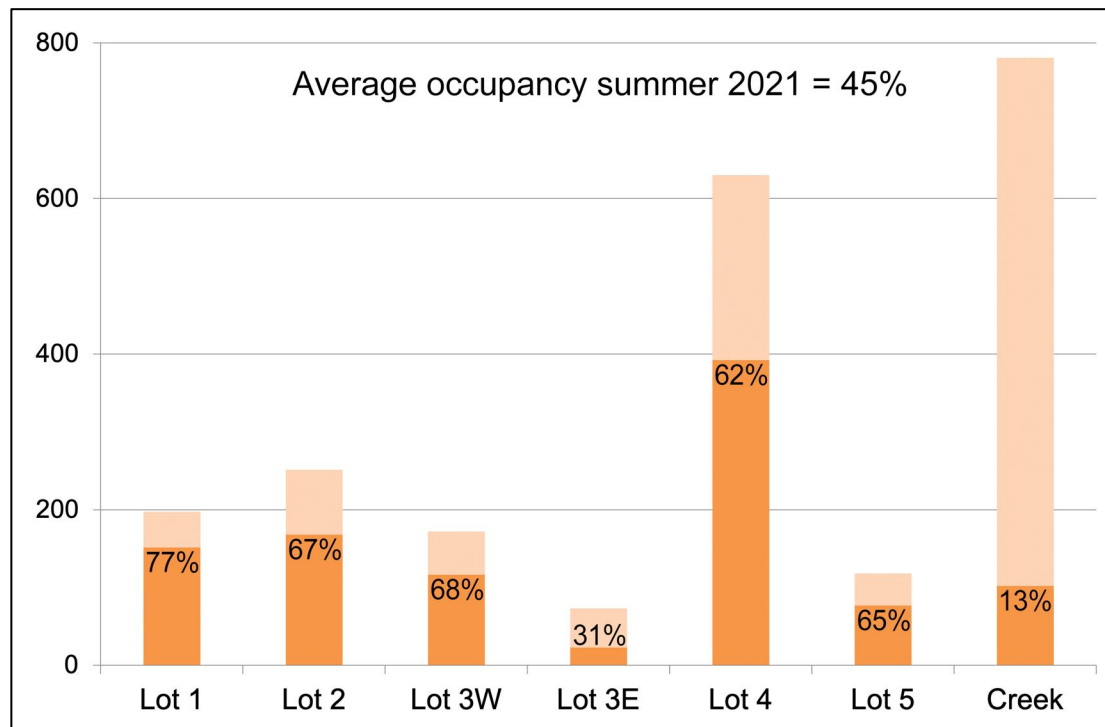
Maximum parking occupancies, summer 2021

	Capacity	Sat 3 Jul	Sun 4 Jul	Sat 31 Jul	Sun 1 Aug	Sat 28 Aug	Sun 29 Aug
Main Street	78	85%	86%	85%	96%	95%	92%
Conference Ctr	216	83%	58%	84%	85%	85%	65%
Other Village	76	64%	49%	70%	71%	83%	71%
All Village	370	78%	61%	80%	84%	85%	71%
Blackcomb Way	25	100%	96%	100%	100%	100%	100%
Day Lots 1–5	1,489	91%	67%	94%	100%	100%	100%
Creekside	781	13%	19%	15%	15%	15%	18%
Private Lots	1,095	57%	47%	68%	72%	69%	47%

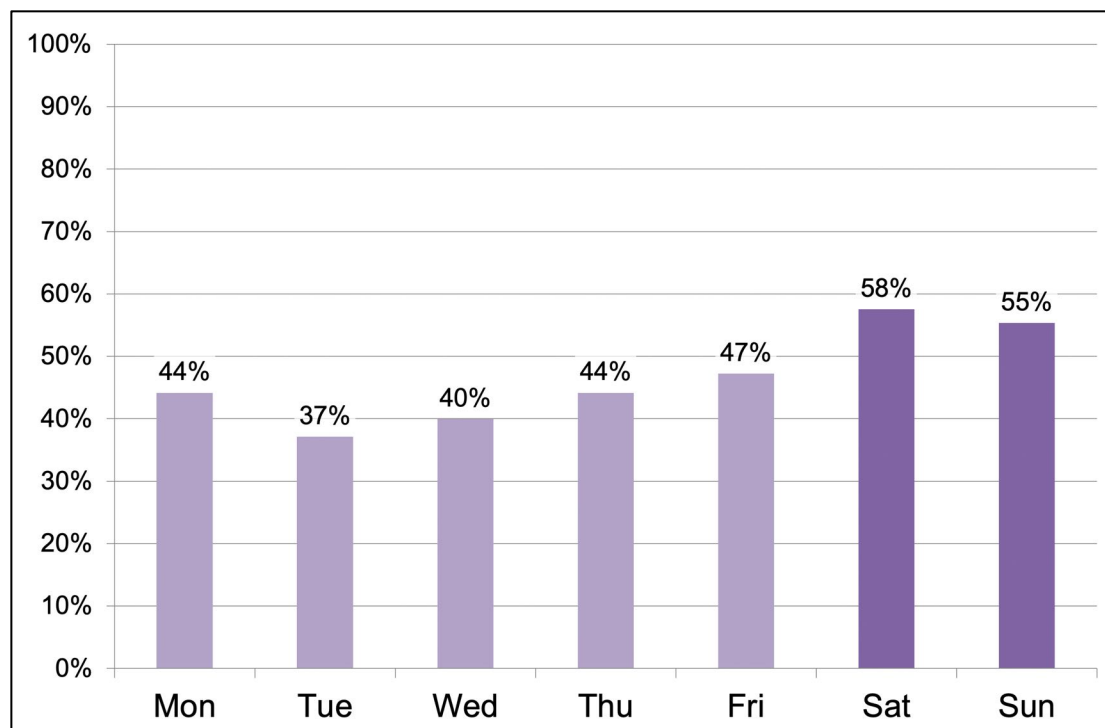
Maximum parking occupancies, summer 2021



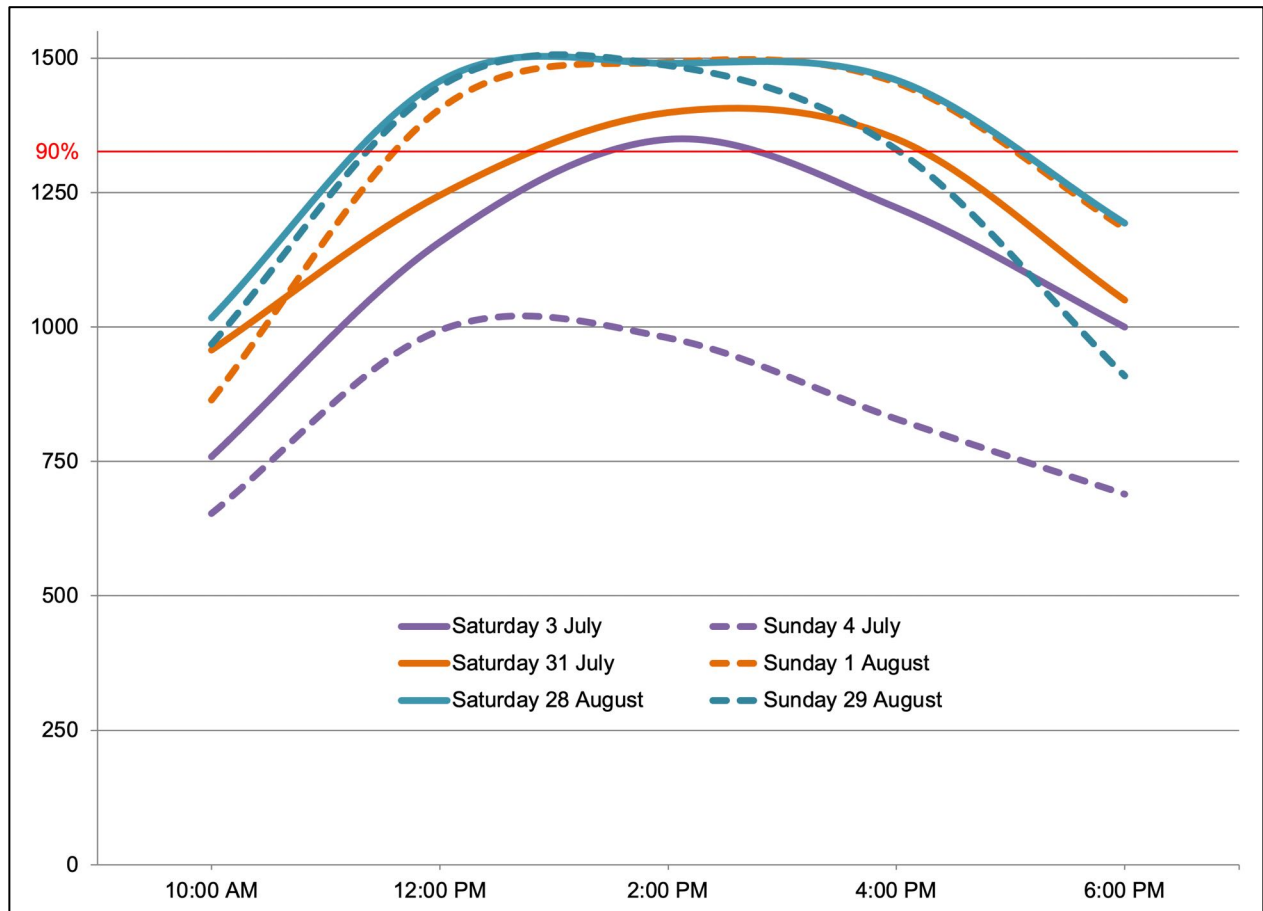
Day Lot seasonal average parking occupancies by lot, summer 2021



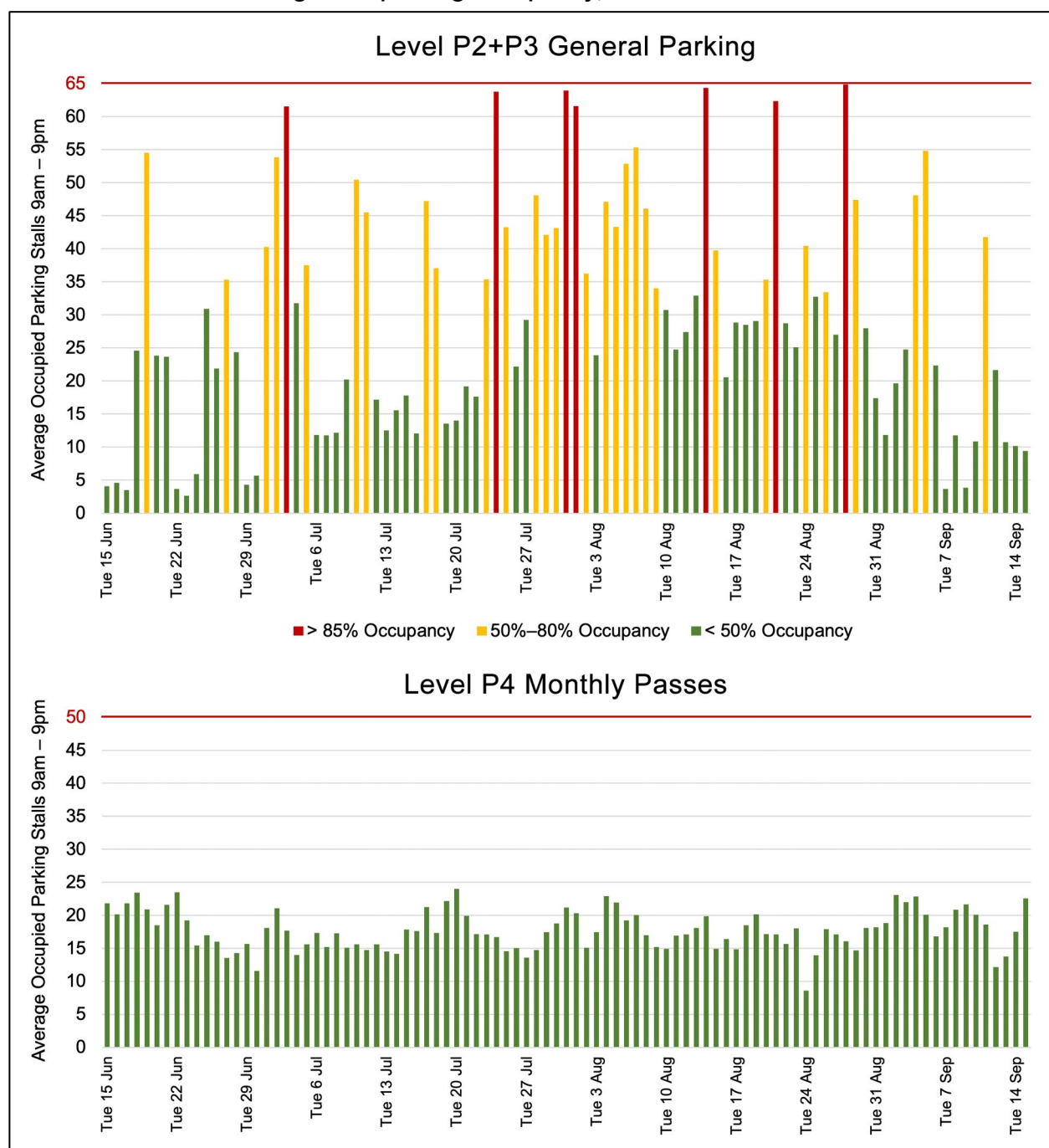
Day Lot seasonal average parking occupancies by day of the week, summer 2021



Day Lot parking occupancies by time of day, summer 2021



Conference Centre underground parking occupancy, summer 2021



Rainbow Park shuttle bus boardings, summer 2021

Date	To Rainbow Park				To Village				Total
	Olympic Plaza	Meadw Park	Rainbw Lake Trail	Sub Total	Rainbw Park	Rainbw Lake Trail	Meadw Park	Sub Total	
Sat 19 Jun	12	2	0	14	18	5	0	23	37
Sun 20 Jun	12	2	14	28	16	0	4	20	48
Sat 26 Jun	49	16	80	145	139	6	10	155	300
Sun 27 Jun	35	21	79	135	151	0	2	153	288
Thu 1 Jul	42	27	7	76	53	4	2	59	135
Fri 2 Jul	66	17	35	118	150	10	1	161	279
Sat 3 Jul	95	32	71	198	184	2	8	194	392
Sun 4 Jul	78	10	30	118	132	3	8	143	261
Sat 10 Jul	69	28	76	173	135	8	2	145	318
Sun 11 Jul	37	2	12	51	75	4	4	83	134
Sat 17 Jul	16	9	2	27	22	2	3	27	54
Sun 18 Jul	45	14	21	80	81	8	6	95	175
Sat 24 Jul	112	62	6	180	166	10	14	190	370
Sun 25 Jul	68	27	44	139	133	4	0	137	276
Sat 31 Jul	54	16	26	96	75	12	6	93	189
Sun 1 Aug	73	20	23	116	115	32	1	148	264
Mon 2 Aug	76	16	32	124	133	9	5	147	271
Sat 7 Aug	33	0	8	41	45	7	5	57	98
Sun 8 Aug	36	10	0	46	35	5	2	42	88
Sat 14 Aug	105	52	11	168	168	6	10	184	352
Sun 15 Aug	69	5	11	85	83	3	4	90	175
Sat 21 Aug	75	0	9	84	130	0	2	132	216
Sun 22 Aug	10	0	2	12	15	8	2	25	37
Sat 28 Aug	32	5	4	41	40	0	0	40	81
Sun 29 Aug	45	6	4	55	41	8	10	59	114
Sat 4 Sep	7	0	0	7	7	3	0	10	17
Sun 5 Sep	18	0	5	23	23	3	4	30	53
Mon 6 Sep	11	0	0	11	13	0	0	13	24
Sat 11 Sep	8	0	0	8	8	0	0	8	16
Sun 12 Sep	10	0	0	10	16	0	0	16	26
Totals	1,398	399	612	2,409	2,402	162	115	2,679	5,088