



## MINUTES

### REGULAR MEETING OF TRANSPORTATION ADVISORY GROUP (TAG) COMMITTEE,

WORKSHOP 25 MONDAY, NOVEMBER 8, 2021, STARTING AT 1:00 P.M.

Remote Meeting

Held via Zoom

PRESENT	Mtgs. YTD (2)
Acting Chair, Councillor, R. Forsyth	2
Mayor J. Crompton	2
Councillor, A. De Jong	2
(V) Citizen at Large, C. Doak	2
(V) Citizen at Large, A. Jenkins	2
(V) Citizen at Large, T. DeMarco	2
(V) Citizen at Large, J. Sobieniak	2
(V) RMOW Chief Administrative Officer, G. Cullen	2
(V) Tourism Whistler VP, MarketDevelopment & Sales, K. Goodwin	2
(V) Whistler Blackcomb Senior Director, Base Operations & Business Development, M. Davies (replacing S. McCullough)	1
(V) Whistler Chamber of Commerce CEO, M. Pace	2
(NV) Ministry of Transportation and Highways Area Manager Howe Sound (Alternate), S. Payne	1
(NV) BC Transit Senior Regional Transit Manager, Government Relations, R. Ringma	2
(NV) BC Transit Senior Transit Planner (Alternate), B. Bullivant	2
(NV) RMOW, GM, Infrastructure Services, J. Hallisey	2
(NV) RMOW GM, Resort Experience, J. Gresley-Jones	2
(NV) RMOW Transportation Demand Management Coordinator, E. DalSanto	2
<b>GUESTS</b>	
Community Transportation Planning, R. Drdul, P. Eng.	-
RMOW, Manager, Planning, J. Chapman	-
RMOW Climate Action Coordinator, L. Burhenne	-
<b>FACILITATION</b>	
Whistler Centre for Sustainability - ED, Facilitator, C. Ho	
Whistler Centre for Sustainability, Recording Secretary, K. Slater	-
<b>REGRETS*</b>	
(NV) Ministry of Transportation and Highways, M. Braun	1
District of Squamish, Transportation Planner, D. Gunn	0

\*Where (V) = voting member and (NV) = non-voting member

## **ADOPTION OF AGENDA**

Moved by C. Doak

Seconded by K. Goodwin

**That** the Transportation Advisory Committee adopt the Transportation Advisory Committee Agenda of Monday, November 8, 2021.

CARRIED

## **ADOPTION OF MINUTES**

Moved by A. Jenkins

Seconded by J. Sobieniak

**That** the Transportation Advisory Committee adopt the Transportation Advisory Committee Minutes of Monday, March 15, 2020, as circulated.

CARRIED

## **PRESENTATIONS**

### **Transportation Action Plan**

### **2021 Monitoring Results**

R. Drdul provided an overview of the 2021 transportation action monitoring results, relative to previous years, for the Transportation Action Plan. Results pertain to all modes (parking, traffic, transit, cyclists, and pedestrians), and data has been collected since 2016.

A quick summary of the 2021 traffic and activity levels are as follows:

- Traffic
  - Winter traffic was down due to travel restrictions and COVID-19 related closures (e.g., the hill early – March 30)
  - Summer traffic in 2021 returned to almost pre-pandemic levels, and September was higher than any previous year. Comparatively, traffic volumes were approximately 10% lower than normal in August 2020.
  - There were 77% more visitors to four popular parks in summer 2021 vs. summer 2019 prior to pandemic.
- Parking occupancy
  - Prior to the pandemic the parking occupancy on weekends in winter and summer consistently exceeded the 90% target. Parking demand reduced in winter, but peak days still as full as before. Parking demand was reduced in summer 2020. In summer 2021, however, it returned to pre-pandemic levels and 90% target was exceeded several times
  - Prior to the pandemic, parking passes were a major factor affecting day lot availability, with hundreds of passes in use. Far fewer passes were used in Lots 1–3, but still many in Lots 4 & 5. Pass prices recently increased by 20%
- Pay parking at waterfront parks (10 am – 6 pm, \$2/hour). Target is 85% occupancy at peak times.

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- Rainbow Park: Parking lot and on Alta Lake Road exceeded 85% occupancy on most days. Some people parked at the Rainbow Lake trailhead to avoid paying for parking or because parking at the park was full.
- Lakeside Park: Parking lot exceeded 85% occupancy on most days. Free parking on Hillcrest Drive exceeded 85% occupancy on weekends and holidays in the first half of the summer. Free on-street neighbourhood parking in Alta Vista was not available due to construction, which also increased demand in the parking lot and on Hillcrest Drive.
- Parking occupancies were highest during times when pay parking was in effect with peak occupancies in early afternoon at 3 of 4 parks (Alta Lake was mid to late afternoon). Result suggests that 10 am to 6 pm is an appropriate time period for pay parking.
- Rainbow Park Shuttle bus (14-passenger vans with cargo space for large items, free service that leaves every 15-20 minutes from 10 am – 6 pm).
  - Many people parked for free at Rainbow Lake trailhead and at Meadow Park and rode the shuttle bus to and from Rainbow Park to avoid paying for parking or because parking at Rainbow Park was full. 24% of rides were between Rainbow Park and the Rainbow Lake trailhead and 15% of rides were between Rainbow Park and Meadow Park.
  - 47% of passengers did not know about the free shuttle bus in advance. 45% learned about it from signs, far more than from any other source, suggesting a need for wider promotion, particularly at hotels.
  - Pay parking was not a factor in most people's decision to take the shuttle bus. Two-thirds would have taken the shuttle if it was not free.
  - Almost all people were visitors (only 3 of the 60 interviews were local residents), almost two-thirds from Metro Vancouver.
- Bike valet (secure, attended bike parking, located Olympic Plaza, Rainbow Park, Lost Lake, in operation Fridays, Saturdays, Sundays and holidays between 10 am – 6 pm).
  - More than 6,000 bicycles, an average of 49.5 bicycles per day used the service. The busiest day was Saturday, 3 July with 420 bikes. Weekends and holidays were twice as busy as Fridays
  - Demand correlated with the weather: Demand highest at Olympic Plaza when 20–26°, demand highest at parks on hot days.
- Visitation
  - 60% were visitors from Metro Vancouver and 25% from Whistler, similar to last summer.
  - Prior to pandemic, 50% were Whistler, 30% Metro Vancouver, more U.S., and international visitors.
- Whistler Transit Ridership is still at about 50% of 2019 but during peak summer it climbed to over 65%

Key recommendations:

- Transit and shuttles:
  - Continue free summer transit service
  - Continue offering free Rainbow Park shuttle bus
  - Consider offering free shuttle buses to other parks
  - Expand high school bus pass program to grade 7 students
  - Transit priority on Highway 99
- Parking:
  - Continue offering parking passes in day lots 1-5
  - Continue user pay parking at parks
  - Consider adding pay parking at Rainbow Lake trailhead
- Active Transportation
  - Continue bike valet secure parking
  - Consider adding bike share/rental
- Communications
  - Continue “Know Before You Go”
  - Promote shuttles more widely

**Whistler Transit  
Future Action Plan  
- discussion**

E. DalSanto provided a brief overview of the draft Whistler Transit Future Action Plan (a 5-year Whistler local service plan that features no regional components as that is part of a separate process involving a partnership with all Sea to Sky communities)

- Biggest change to plan was the change in mode share target for 2025 being reduced from 20% to 15%. The 2040 target remains 25%. A concentrated effort is needed to win riders back (lost due COVID-19 economic effects and behaviour changes).
- #10-Valley Express routing -pilot off-peak times: Nesters/Village, Function.
- Implementation timing: What should be moved earlier to 2022-23? Or later?
- Additional infrastructure priorities?
  - Queue jumper/bus on shoulder
  - Flexible bus fare payment/tap

Key summary of TAG’s comments on priority actions.

- TAG survey responses:
  - Transit targets need to be more ambitious.
  - Most agreed with implementation timing (6 agreed/ 1 disagreed-wanted more ambitious timing).
  - Infrastructure priorities (4 agreed / 2 disagreed - need a dedicated bus/bike lane, prioritize dangerous stops)

MIRO Board transcribed notes will be circulated with the minutes.

TAG members discussed and provided comments on four (4) questions in Miro:

1. Do the revised transit targets make sense? Or keep with the original ones?
2. Agreement with #10 Valley Express routing?

3. Implementation timing?
4. Priority additional infrastructure projects?

Following the discussion, TAG members responded to each question as follows:

- Strongly recommended keeping the more ambitious target for transit (20% mode share by 2025), while recognizing the need for adequate investments to attain the goal. It was also mentioned that initiatives other than investments, such as communications and incentives, would support achieving the goal.
- TAG members largely supportive of #10-Valley Express routing pilot. Those with concerns were invited to send E. DalSanto any further comments.
- Broadly supportive of implementation timing.
- Received information regarding progress and timing of BC Transit's electronic fare collection infrastructure improvement, with R. Ringma noting that Whistler is on the early implementation list or may even be a pilot community. BC Transit will update local governments on the results of the RFP and the schedule of implementation early in 2022.

*R. Ringma and L. Burhenne left at 2:35pm.*

#### **Break**

TAG members had a break from 2:35 – 2:45 pm.

#### **Whistler Active Transportation Plan projects discussion**

C. Ho reminded TAG members of the Whistler Active Transportation Plan (ATP) and sub-committee, and provided the following overview:

- The ATP goals are:
  - Goal 1. Increase walking / cycling trips
  - Goal 2. Improve safety
  - Goal 3. Contribute to reduced transportation-related GHG emissions.
- Measures of success:
  - mode share
  - numbers of cyclists/pedestrians
  - equity and access
  - safety infrastructure
- Process:
  - Prepare: Develop framework with policies, actions, goals, measures of success (April-May start).
  - Identify potential projects: Identify barriers to success and opportunity areas and engage community (June - Oct).
  - Developed active transportation plan: Identify projects and priorities. Create plan (Nov - Jan). R. Drdul is starting to draft strategy (priority actions).
  - Implementation
- Surveys completed:
  - age-friendly survey – June 2021
  - high school survey – June/July 2021
  - community survey – October 2021

Survey Results - Age- Friendly results (presented by E. DalSanto)

- 375 respondents (55+ Survey)

- Mid-June 2021
  - Outdoor public space: Needed improvements: sidewalks, lighting, snow clearing on Valley Trail and accessibility. Fairly high ratings overall.
  - Generally satisfied, but there are holes particularly in winter. Snow/ice removal could be improved. It changes how people move around. Accessibility to bus stops needs improvements (e.g., need more bus service in winter, access to medical appointments which has regional implications). Neighbourhood connections to bus stops and regional transit improvements are also needed.
  - Themes: need to work on sidewalks and lighting, snow clearing, accessibility especially at crossings (getting across - apply design principle of planning for 8 and 80 year old individuals). Speed differentials on the VT (e-bikes) difference between walking and rolling. Transit: transit on demand (HandyDart, paratransit), how to get medical appointments locally and regionally, regional transportation, and access to bus stops.

Survey Results – High School Transit Survey results (presented by C. Ho)

- 199 respondents
- End of June-July 2021
  - Free transit pass users
  - 87% use the bus more
  - 92% replacing trips

Themes: what would support more active transportation?

- Less snow
- Milder weather
- Less distance
- Social aspect (friends and family joining)

Survey Results - Community Survey results (presented by C. Ho)

- 485 respondents
- October (2 weeks)
  - 1/3 use active transportation for most of trips
  - Top barriers: Weather (58%), Cargo (33%), time constraints (27%), safety and bike storage (26%) and route challenges (23%)
  - Walking barriers: route, lighting, highway crossing
  - Cycling barriers: end of trip facilities (secure storage), route, lighting, separation of users
  - Gender of respondents did not make a significant difference on how respondents reported on the list of overall barriers presented in the survey.

*M. Pace and G. Cullen left meeting 3 pm*

R. Drdul presented on next steps, detailing measures and priority projects for the North, Central and South parts of Whistler to advance active transportation.

C. Ho led conversation on the follow-up to the survey. On the Miro Board Transcribed notes will be circulated with the minutes.

*L. Burhenne rejoined meeting at 3:20 pm*

TAG members provided comments on the following questions:

1. What are the implications of the survey results?
2. What policy considerations are needed?
3. What else needs to be considered other than infrastructure (education, CBSM, incentives?)
4. What other criteria do we need to achieve the goals?

Miro Board will stay open for a few days so TAG members can continue to contribute to it.

**4500 Northlands Blvd.**

J. Chapman, RMOW Manager of Planning, Guest Presenter, provided an overview on the rezoning process to date of 4500 Northlands Blvd. He conveyed that the RMOW has already reached out to Councillors and key stakeholders but have missed connecting with TAG until now. Invited TAG to offer comments and input on the rezoning.

*G. Cullen rejoined meeting at 3:30 pm*

- His summary of the rezoning process and policy framework noted:
  - The site is large at 5 hectares
  - It's largely undeveloped: currently houses a tennis court and a restaurant. Site of the Farmers' Market this past summer.
  - It's a prime site due to adjacencies / connectedness
  - The rezoning process makes explicit the opportunities/ challenges
  - Rezoning process has been augmented by additional engagement due to significance of this opportunity
- Policy Context:
  - OCP is a really important policy to consider
  - Growth management, land use and development, environment, climate action, safety, transportation (safety, accessibility, land use, well integrated, preferred modes)
  - Climate Action Big Moves Strategy - this presents an opportunity to decarbonize, move beyond car
- Guiding principles to assess proposals:
  1. Balancing resort and community needs
  2. Strengthening sense of place and social connections
  3. Provides diverse housing opportunities (spectrum of offerings)
  4. Enhance connectivity and mobility
  5. Accelerate climate action solutions
  6. Integrate and enhance nature

C. Ho facilitated a discussion following the presentation, inviting TAG members to respond to three (3) questions in this Miro Board, focusing on guiding principle 4, "enhance connectivity and mobility."

**What needs to be considered to maximize walking and biking to, from and around?**

- The site is ideally located for AT
- Site design:

- make as much of the community as possible walking friendly, sight lines, greenery, design elements
- Make a significant portion of the site car-free. I.e. streets for walking/cycling only
- Bike Storage/Parking
  - Provide end-of-trip facilities, including bike storage at residences and commercial
  - Ensure that housing developments provide ample secure bike storage and *easy to access*
    - *especially for the heavier e-bikes*
  - power availability in bike storage areas to facilitate charging of e-bike batteries
- connection to site
  - from the Valley Trail into the site
    - Provide a VT extension of Northlands Blvd - north to connect to the existing highway VT
  - extend village stroll to this site
    - Extend walking//stroll through/beyond Marketplace to connect
- Provide an E-Bike share program

#### **How do we maximize transit access to and from the site?**

- The site location requires very little adaptation for Transit
- location between Nester and Marketplace is ideal
- Put transit into the site? Do we need public access to private roads?
  - Consider routing some buses with stop, in front?
  - Can the area for the free shuttle be expanded to include the bus stops near this development, or have them provide their own shuttle for skiers?

#### **How can we design the site to minimize vehicle ownership and use?**

- Vehicle Parking (motor and bicycle)
  - centralized parking facility, not in/adjacent to units, make it easier to park bikes
  - Underground resident parking only?
  - If bike parking is at-grade and car parking is below grade it could prioritize cycling over driving.
  - Limit motor vehicle parking spaces in residences
  - Provide a Discount on purchase price if a parking space is opted out of
  - purchase price does not include a parking spot - it is additional
- Footbridge over Hwy 99 to Nesters?
- Other transportation programs
  - Incorporate electric car share program.
  - Vancouver transfer options e.g. Universal, Epic Rides could pick up at 4500 Northlands so its super convenient
- Pedestrian gondola nesters, marketplace, village?? Just far enough from base that not convenient to walk to base in ski boots
- Put transit into the site? Do we need public access to private roads?
  - Consider routing some buses with stop, in front?



- Can the area for the free shuttle be expanded to include the bus stops near this development, or have them provide their own shuttle for skiers?

### Next Steps

E. DalSanto described next steps:

- November 23 TAG Active Transportation Sub-committee meeting
- Transit Future Action Plan will be shared with Council before the new year - not share mode share target
- Next meeting will likely be before the end of January (but minutes and documents will come in advance of that)
- Summer 2021 parks monitoring report will be presented to Council on November 16, 2021
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### OTHER BUSINESS

R. Forsyth invited comments on the new 30 km speed limit and requested TAG members send him or J. Crompton feedback via email.

### MOTION TO TERMINATE

Moved by J. Crompton

Seconded by J. Sobieniak


**That** the Transportation Advisory Committee meeting of Monday, November 8, 2021, be terminated at 4:03 p.m.

CARRIED



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Chair, Mayor Jack Crompton



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Recording Secretary, Kim Slater

