



WHISTLER

MINUTES

REGULAR MEETING OF THE TRANSPORTATION ADVISORY GROUP TAG WORKSHOP 26

TUESDAY MAY 17, 2022, STARTING AT 9:04 A. M.

Hybrid meeting

In-person at Whistler Conference Centre – Harmony A/B Room

With option to join remotely via Zoom

PRESENT*	Mtgs. YTD (1)
(V) Chair, Mayor J. Crompton	1
(V) Councillor R. Forsyth	1
(V) Citizen at Large, C. Doak	1
(V) Citizen at Large, A. Jenkins – on-line	1
(V) Tourism Whistler Vice President, Market Development and Sales, K. Goodwin	1
(V) Whistler Blackcomb, L. Fowler (alternate) – on-line	1
(V) Whistler Chamber of Commerce S. Holland Board Chair – on-line	1
(NV) BC Transit Senior Regional Transit Mgr, Government Relations, R. Ringma – on-line	1
(NV) Ministry of Transportation and Infrastructure (MOTI) Area Manager, S. Payne (alternate)	1
(NV) RMOW General Manager, Infrastructure Services, J. Hallisey	1
(NV) RMOW General Manager, Resort Experience, J. Gresley-Jones – on-line	1
Secretary, (NV) RMOW TDM Coordinator, E. DalSanto	1
GUESTS	-
RMOW Sustainability Coordinator, L. Burhenne	1
Transportation Planner with District of Squamish, D. Gunn – on-line	1
Transportation Consultant, R. Drdul – on-line	1
Facilitator, WCS Engagement + Planning, C. Ho	1
Recording Secretary, WCS Engagement + Planning, K. Slater	1

REGRETS*	
(V) Councillor A. De Jong	
(V) Whistler Blackcomb Director, Government and Community Relations, M. Davies	
(V) Citizen at Large, T. DeMarco	
(V) Citizen at Large, J. Sobieniak	
(V) RMOW Chief Administrative Officer, V. Cullen	-
(V) Ministry of Transportation and Infrastructure (MOTI), M. Braun	

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

ADOPTION OF AGENDA

Moved by R. Forsyth
Seconded by K. Goodwin

That the Transportation Advisory Committee adopt the Transportation Advisory Committee Agenda of Tuesday May 17, 2022.

CARRIED

ADOPTION OF MINUTES

Moved by C. Doak
Seconded by R. Forsyth

That the Transportation Advisory Committee adopt the Transportation Advisory Committee Minutes of Monday November 8, 2021, as circulated.

CARRIED

PRESENTATIONS

Whistler
Transit Strike
Update

J. Hallisey provided an overview of the transit strike. Highlights included:

- RMOW has a contract with BC Transit.
- BC Transit has a contract with Whistler Transit Ltd.
- Whistler Transit Ltd. has a contract with their employees.
- RMOW is removed from the parties that are negotiating (two steps away from negotiating table).
- Whistler Transit Ltd. contract with employees expired in 2020.
- Talks broke down January 2022. Strike began January 29.
- Mayor and Council respect collective bargaining process, but it's slow
- Other actions RMOW has taken for resident safety include additional plowing; negotiating with Ministry of Transportation and Infrastructure (MoTI) to open Valley Trail between Emerald Estates and Rainbow Estates earlier than typical; making lights and reflectors available.
- While there are some costs to maintaining buses and remaining in a state of readiness, overall there are cost savings. Current thought is to use savings to encourage transit use once buses are running again. This would entail a welcome back campaign, free fare to get folks back on transit.

R. Ringma offered more context

- PWT/WTL has reached out to labour relations board requesting binding arbitration. Strike is over 100 days.
- BC Transit shares disappointment regarding lack of compromise
- Last Wednesday negotiations did resume. Mediator was present. Very active, but no agreement. Final offers on both sides were rejected.
- BC Transit shares concerns. Working with RMOW on exploring ridership recovery campaign.

Winter 2021-22
Transportation
monitoring results:
Presentation and
discussion

R. Drdul shared winter monitoring results (2021-22).:

- Detailed parking survey data is collected over 6 days in the winter.
- First two parking survey days were undertaken prior to the transit strike.
- The other four were taken afterwards.

Key Findings:

- Traffic Volume
 - Traffic on the highway as of February 2022 is back to pre-pandemic levels, likely due to transit strike and Covid restrictions being lifted
 - 5/6 days were at or near busiest day including Sunday of the BC Family Day (US President's Day) long weekend (the busiest day)
- Parking Availability
 - Targets
 - 15% Availability/85% Occupancy in Village short term parking
 - 10% Availability/90% Occupancy in Day Lots
 - 5 out of 6 days below the 85% occupancy target in Village lots
 - In Day Lots, on 5/6 days were well above the 90% target (like pre-pandemic conditions when it comes to parking)
 - Highest parking demand is in Day Lots 1,2,6,7 and 8
 - Availability is highest in Creekside over the entire season.
- Vehicle Occupancy counts
 - Vehicle occupancy is 1.9 people (avg.) per vehicle
 - We will measure this again after the transit strike ends
- Comparing this past winter to previous winters:
 - A little bit worse in Day Lots than pre-pandemic (perhaps due to transit strike)
 - Seasonal avg. in lots 1-5 in Village is back to pre-pandemic volume
 - Seasonal avg. in Creekside lot increasing annually (now 65% in 2016 was 52%)
- Parking Pass:
 - A discounted employee/resident pass is available for Day Lots 4-5
 - Pass sales not affected by pandemic. Half of general passes what they were pre-pandemic.
 - An alternative would be a 20-day punch card. Removes incentive to drive every day. Important to keep raising the price of parking
- EV chargers (two winters of data) – shows that:
 - Avg. hrs. per day when chargers were used 5.6 hours (up from 3.9 hours/day last winter)
 - On avg. vehicle charging time is 3.6 per day
 - Cars parked at EV chargers spend 80% of the time charging
 - Avg. 2 cars / charger in lot 1
- Transit Ridership
 - Winter 2021/22 was approximately 3/4 of pre-pandemic ridership
 - Small dip the week that kids went back to school and then bounced up again with the next snow storm
 - No rides since January 29 to strike
- Data collection
 - Currently manual counts, automatic counts, survey, census –

expensive

- New option = mobility data (cell phone) data (anonymized, covers all mode, available every day / time and can go back in time). Might represent a cost savings (e.g., 50% of trips by ACT no way to measure, but mobility data might offer a way of getting that data)
- Mobility data is being used across N. America.

L. Burhenne arrived 9:29 am

A question-and-answer period followed, covering the following:

- Why is the traffic counter near Brio (it renders more consistent counts than previous location just south of Creekside and it is where MOTI approved installation)
- Sharing data and cost of data collection with Tourism Whistler (they have different needs / uses for the data so there is limited opportunity)
- Rationale for not separating weekends from weekdays (just highlights provided here of peak day counting – which traditionally is Saturday or Sunday)
- Whether children are counted in traffic counts and occupancy counts (they are).
- EV parking in Municipal Hall lots average time (higher than the 2 hour limit)

R. Drdul recommends:

- Raising parking prices to achieve target availability
- Balance should be struck between regular and employee pass. A multi-day pass might address affordability and offer flexibility
- Consider exempting or extending 2-hour parking for EVs parked at Municipal Hall since average charging time is 3.6 hours

R. Drdul left the meeting at 9:45 am

Transportation
Updates:
Presentation

E. DalSanto and J. Hallisey provided updates on the following:

- Whistler Road Project – Highway 99
 - Protected left turn out of Nordic southbound at the RimRock (shared project with MoTI and RMOW)
- Transit Future Action Plan (TFAP)
 - Comments have been received and put into updated version of Transit Future Action Plan.
 - Yr 1 expansion approved and budgeted for by RMOW Council that was not in the February 2022 Provincial budget.
 - BC Transit was directed to review all systems and over service optimization recommendations. For Whistler, optimization recommendations included:
 - Moving service hours from summer to provide more service in winter
 - TFAP will go to Council for adoption once transit service resumes
 - Electronic fares on board - scheduled to be implemented in

Victoria starting on Fall 2022 and Q1 2023 in Whistler

R. Forsyth left the meeting at 10:06 a.m.

- Parking Pricing Strategy 2022 Update
 - DLOC adjusted prices for parking passes (in Dec. 2021)
 - Parks seasonal pay parking start date was May 15.
 - Delayed due to transit strike and for further discussed by Council
 - DLOC adjusting daily and hourly rates, but not passes due to effects of transit strike with June 15th seasonal change
- Village Gate Boulevard Bike Path Pilot
 - Objectives:
 - i) improve connectivity between Blackcomb Way to Village Gate Blvd,
 - ii) accessibility for AAA (all ages and abilities) cyclists
 - iii) safety
 - idea is to create a facility from July 1 to Labour Day and return the road to prior state for the winter
 - from Blackcomb Way to Northlands Boulevard
 - Two options have been developed:
 - 1st option:
 - Uni-Directional Bicycle Lanes on Village Gate Boulevard
 - Keep flow of cycles with flow of motor vehicles
 - use paint to designate part of existing roadway for bikes
 - Results in more crossings with vehicles including the entrance to the large underground parking.
 - 2nd option:
 - Bi-Directional Bicycle Lane
 - More in keeping with Valley Trail
 - Bi-directional on the north side of Village Gate Boulevard taking a lane of westbound traffic.
 - Fewer crossing with vehicles
 - More crossings with pedestrians (including bus stop)
 - Greater likelihood of bike-to-bike and bike to pedestrian collisions
 - more expensive to implement.

ACTION 1

E. DaSanto will send images of proposed upgrades for TAG members to make additional comments on MIRO board or by email.

Whistler EV Strategy:
Presentation and
discussion

C.Ho provided an update

- WCS has prepared a survey going out to assess demand and interest regarding EVs and charging requirements for commercial fleet

L. Burhenne

- Passenger vehicle GHG emissions:
 - 54% 2019
 - 40% in 2020

- Goal of EV strategy is to identify all actions that need to be taken to achieve Big Moves Goal.
- Need to have a strategy that addresses public and home charging

L. Burhenne provided some background on types of EVs and chargers

Strategy overview- 5 focus areas:

- Home charging
- Public charging
- Fleet EVs
- EV incentivization
- Accessibility

L. Burhenne offered additional updates:

- Staff have applied for funding.
- Implementation to start 2022-23
- Monitoring on 7 indicators
- Progress reporting as part of Big Move reporting
- Goals of strategy is to identify actions municipality can take to achieve Big Move 2 (by 2030, 50% of all motor vehicle km travelled are from Zero-emission vehicles) within the 5 focus areas

A discussion followed, covering the following:

- Number of Tesla owned EV chargers (estimation 1-2)
- Lessons to be learned from other jurisdictions (e.g., Surrey, Kamloops)
- Inclusion of embodied emissions in strategy (important, but only operational emissions counted in community GHGs)
- Issue of energy/utility capacity meeting future needs
- The RMOW is working with planning team to embed charging in new and upgraded buildings
- Sound estimations of level 2 chargers required (the RMOW is monitoring, and anticipates more use, greater need for level 2 in future)
- There is an opportunity to mandate commercial fleets like taxis to become Zero emission like EVs

R. Forsyth returned at 10:49 am

Four key questions to TAG members (in Miro Board) re: EV Strategy

- An action that should be higher priority?
- Is there a critical action that is missing?
- Are there any barriers that need to be addressed?
- How can the RMOW best support EV charging (esp. in hotels)

Break

TAG members had a break from 10:55 – 11:05 am.

Transportation Action
Plan: Discussion

E. DalSanto provided an update on the 2022 Transportation Actions and reviewed the 2022-2023 prioritized Transportation Action Plan from the March 2021 TAG meeting which were used to develop the fall 2022 and 2023 action plan.

Top two prioritized actions.

- 4.2.6: Work with MoTI to explore development of queue jumpers for buses and transit bus-only lanes on Highway 99
- 3.1.8: Develop a strategy and phased program to accelerate production of EV in Whistler that would include parking privileges, requirement for recharging stations, replacement of RMOW municipal vehicles, incentives to taxis and shuttle bus operators and support for ridesharing with electric vehicles. (Incorporate actions below.)
 - Action 3.1.6: Include electric charging stations when planning new developments.
 - Action 3.1.5: Encourage/incentivize stratas and private parking lots to provide recharge locations for electric vehicles and bikes.
 - Action 3.1.2: Develop a strategy for adding EV-charging infrastructure to Day Lots 1 to 5, Creekside and other day parking lots.

Other priority actions:

- 2.1.5 Look for opportunities to improve and designate existing informal pedestrian connection in public rights of way in all neighbourhoods
- 2.1.6: Encourage businesses (such as grocery store, beer, and wine store) to locate in the next phase of Cheakmaus Crossing and any future new residential development) to reduce that need for resident to drive to other neighbourhoods
- 4.1.6: Develop secure shard end of trip facility with showers rooms and bike storage for employees who bike to work in the Village, Nesters, and Creekside – no real progress
- 5.3.1: Continue to work with transportation partners to develop and implement a regional transit service.
- 5.3.3: Work with regional passenger carriers and provincial regulatory bodies to encourage greater frequency and more affordable choices for regional bus travel.
- 5.3.2: Encourage and work with resort partners to create partnerships with transportation providers to offer stay and play packages that encourage the use of high occupancy public transportation over private vehicles.
- 5.4.4: Encourage Vail Resorts and other private businesses (e.g., YVR) to prioritize and encourage customers and guests to arrive at their Whistler destination by regional bus services rather than by private automobile.

A discussion followed, covering the following:

- Opportunities to convert a couple of parking spots to accommodate demand (end of trip facilities are being considered as part of green building policy update)

ACTION 2

E. DalSanto will circulate draft Green Building Policy to TAG.

E. DalSanto provided updates on regional transit.

- Meetings with partners S2S Regional Transit Commission (Rob and James). Mayors sit on it. Commission has never been struck.
- Legislation exists, and a shadow Board exists and meets to lobby province, but Commission has not formally met in person

E. DalSanto shared status of 2022 recommendation from Nov. 8, 2021

- 4.2.6- queue jumper action will be reviewed as part of the Rapid Transit Network Study to be started in 2022
- Also trying to prioritize walking

A. Jenkins returned to meeting at 11:22 am

- Continue to work with partners on regional transit
- Working on free transit in summer
 - Free Rainbow Park shuttle bus.
 - Exploring Lost Lake Park shuttle
- Expand the high school bus pass to support grade 7 students.
- Transit priority Hwy 99. Working on Terms of Reference to get Rapid Transit Network Study (BC Transit study looks at bus stops and transit priority measures on the highway) -> working toward, but not done it yet.

A question-and-answer period followed, covering the following:

- Reallocating transit service hours from free shuttles to winter 2022/23 or bus 10-Valley Express
 - Potential use of RMI funds or parking fees, or take hours out of Lost Lake shuttle
 - RMOW staff is exploring how to use the spring/summer/fall service hours (153 service hours) differently – only providing routes 10-Valley Express, 5-Village shuttle and 7-Staff Housing
- BC Transit service needs to be governed by the provisions in the BC Transit Act which stipulate requirement to receive matching funding from the province for any expansion of service.

R. Ringma clarified:

- Regional Transit update: Most recently the province has funded a Sea to Sky Travel demand study to gauge if travel patterns have changed or demand has adjusted post pandemic. This report is due June 30 and will better inform potential service demand, need and service options. Funding and governance still need to be finalized between local governments and the province.

Other topics covered in the update by E. DalSanto included:

- Secure bike parking (Bike Valet) for summer 2022
- Parking
- Fall 2022 and winter 2022/23 Actions
 - Plan to introduce more Secure Bike Parking spaces in Village, Nesters, Creekside in spring 2023
 - Create RFP for ebike share pilot program for summer 2023
 - Complete Active Transportation Plan
 - Expand high school bus pass program to grade 7 in Whistler
 - Work with BC Transit and MoTI to complete a Rapid Transit Network Study by March 2023
 - ✓ Includes highway bus stops and transit priority measures
 - ✓ Implementation for spring/summer 2023
 - Continue to work with BC Transit and Sea to Sky communities to advance Regional Transit
 - Work with resort partners to provide transit tickets, bicycles and e-bikes for employee use within Whistler.
 - Encourage and work with resort partners to create partnerships with transportation providers to offer stay and play packages that

encourage the use of high occupancy public transportation over private vehicles.

A question-and-answer period followed, covering the following:

- Timing on completion of Valley Trail gaps (on-going process – staff working on three concept designs in 2022)
- Rainbow Park Parking lot (substantial completion by June 24)
 - New Valley trail from the south and parking layout (phase 1 for Rainbow)

A discussion was had regarding the proposed 2022-23 actions.

The following actions were added:

- Tour Whistler to map out pedestrian access/small connection points/missing links (such as Alta Vista to bus stop, Alpine Way path extension) that can be prioritized. This should be part of the Active Transportation Plan.
- Work with MOTI to bring all existing and proposed transit stops on provincial roads under permit.

See [Miro Board](#) for discussion.

A. Jenkins left meeting at 12:03 pm

Whistler e-bike share program:
Presentation and discussion

L. Burhenne introduced the e-bike share program for summer 2023.

Highlights included:

- Rationale: want to reduce car trips in Whistler
- Program aims to scale up e-bike use
- User case: people looking for short trip origin to destination trip
- First half hour would be affordable; any longer would be very expensive
- A fleet of e-bikes would be provided at high volume locations
- App accessed. Bikes located in geofence areas
- Park and return bike to another location
- E-bike company would manage charging and inventory
- Would include safety gear. Provider would take care of everything
- BCAA/Evolve approached by RMOW to do a pilot in 2022. Supply chain shortages mean there would be insufficient bikes for June 2022 start. Also required significant RMOW funding support.
- Decided to do a full RFP process for implementation in summer 2023

A discussion followed, covering the following:

- Bike specs needed for putting bikes on buses
- The intention of EV-share is for short trips (30 minutes or less): not cost-effective to use these for hour long+ bike ride.
- Desire is to not compete with bike rentals
- TAG members felt that user group should focus on residents (e.g., Creekside, Cheakamus, Village, Alpine) in phase 1. Residents not part of the rental market therefore no competition to existing businesses.
- Timing: a desire to avoid inadvertently creating a negative perception by rushing pilot and under supplying bikes.
- Location of phase 1 and 2 hubs

ACTION:

RMOW staff to contact local ebike share companies to see if there is a potential for a 2022 ebike share demonstration program.

Other business

C. Doak: Suggestion for resolution for Council (to be passed around by email)

Next Steps

4500 Northlands input – Late June

- A Zoom only meeting
- 90 minutes

Balance Model Ideation workshop

- June 3: Presentation
- Need to think about where we want Whistler to be in 10 years

MOTION TO TERMINATE

Moved by R.
Forsyth

Seconded by C.
Doak

That the Transportation Advisory Committee meeting of Tuesday, May 17, 2022, determined at 12:30 p.m.

CARRIED



Chair, Mayor Jack Crompton



Recording Secretary, Kim Slater