



**REGULAR MEETING OF
TRANSPORTATION ADVISORY GROUP
(TAG) WORKSHOP #28 MINUTES**

Monday, October 23, 2023, 9:30 a.m.

Hybrid meeting

In-person at Municipal Hall, Flute Room with option to join remotely via Zoom

Mtgs
YTD (1)

PRESENT*	(V) Chair, Mayor J. Crompton	1
	(V) Councillor, A. De Jong	1
	(V) Councillor J. Ford	1
	(V) Citizen at Large, T. DeMarco	1
	(V) Citizen at Large, A. Jenkins	1
	(V) Citizen at Large, F. Savage	1
	(V) Citizen at Large, J. Sobieniak	1
	(V) Tourism Whistler Vice President, Market Development and Sales, T. Kargl	1
	(V) Whistler Blackcomb, Senior Director, Business Development & Base Area Operations, K. Roddick	1
	(V) Whistler Chamber of Commerce, Executive Director, Board Chair, L Walker	1
	(V) RMOW, Chief Administrative Officer, V. Cullen	1
	(NV) RMOW, GM of Infrastructure Services, J. Hallisey	1
	(NV) RMOW, GM of Climate Action Planning and Development, D. Mikkelsen	1
	(NV) BC Transit, Senior Transit Planner, B. Bullivant	1
	(NV) Transportation Demand Management Coordinator, E. DalSanto	1
	(NV) Recording Secretary, O. Carroll	1
ABSENT:	(NV) Ministry of Transportation & Infrastructure, Operations Manager, M. Braun	0
GUESTS	Tourism Whistler – Alternate, Senior Manager-Research, D. Dodman	1
	BC Transit – Alternate, Senior Regional Transit Manager, Government Relations, R. Ringma	1
	RMOW, Manager of Climate & Environment, L. Burhenne	1
OTHERS:	Community Transportation Planner, R. Drdul	1
	Facilitator, WCS Engagement & Planning, C. Ho	1

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

1. CALL TO ORDER

Chair J. Crompton recognized the Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Lílwat People, known in their language as Lilwat7úl, and the Squamish People, known in their language as Skwxwú7mesh. We respect and commit to a deep consideration of their history, culture, stewardship and voice.

2. ADOPTION OF AGENDA

Moved By J. Ford
Seconded By K. Roddick

That the Transportation Advisory Group (TAG) adopt the Regular TAG Committee Meeting agenda of Monday, October 23, 2023.

CARRIED

3. ADOPTION OF MINUTES

Moved By B. Bullivant
Seconded By A. Jenkins

That the Transportation Advisory Group (TAG) adopt the Regular TAG Committee Meeting minutes of May 17, 2022 and that TAG Meeting Notes from Special Meeting from June 29, 2022 regarding 4500 Northlands Boulevard were received.

CARRIED

4. PRESENTATIONS AND DELEGATIONS

4.1 Transportation Advisory Group Update

Overview

Transportation Demand Management Coordinator, E. DalSanto provided a brief overview of the history and purpose of the Transportation Advisory Group (TAG).

Purpose:

1. to identify transportation related issues to, from, and within Whistler,
2. to then provide Whistler Council with advice and recommendations regarding:
 - a. the assessment of,
 - b. planning for,
 - c. implementation of strategic options
3. to resolve these transportation related issues affecting the Resort Community from a social, environmental, and economic point of view.

From 2015-2018, TAG worked on developing the short, medium and long-term Whistler Transportation Action Plans adopted by Council. Since then, TAG has been monitoring and offering guidance toward the implementation of the Action Plan.

Council Committee Review

E. DalSanto provided an update on the Council committee review being conducted by RMOW. The structure of TAG will change. The direction is to amalgamate TAG's mandate with the new Climate Action Committee. The Whistler Transportation Action Plan, developed by TAG and adopted by Council, will continue to be implemented and progress monitored. Updates on next steps will come as staff are informed.

Whistler Transportation Action Plan 2018-2028 Goals

E. DalSanto reviewed the Whistler Transportation Action Plan goals with an emphasis on prioritizing goals 2-5.

1. Provide a quality travel experience for all visitors, employees, and residents, and promote a culture of safety and accessibility for pedestrians, cyclists, and motorists.

2. Integrate the transportation system with land use planning to minimize the need for travel by motor vehicle.
3. Minimize greenhouse gas (GHG) emissions created by the transportation system.
4. Support the increased use of transit and preferred modes for all travel purposes to reduce dependence on private motor vehicles.
5. Ensure that the transportation system cost-effectively meets and anticipates the resort community's future needs and population growth.
6. Ensure the resiliency of Whistler's transportation system by providing viable alternative road, railway, water and air transport routes to, from and within the resort community.
7. Ensure that the transportation system respects Whistler's natural environment, minimizes climate impacts and improves the livability of the resort community.

TAG's most recent guidance has been to focus on implementing actions related goals 2, 3, 4 and 5 as they align with goals outlined in the Big Moves and further active transportation.

4.2 Transportation Monitoring Results

Community Transportation Planner, R. Drdul provided a presentation on 'Mobility & Monitoring' outlining the uses, advantages, and goals of mobility data in transportation monitoring versus conventional data collection.

R. Ringma joined meeting at 10:02 am.

The results we can obtain from mobility data include information such as:

- Trips by mode – walk, bike, transit, automobile, truck
- Trip origins, destinations and routes
- Home locations of visitors from Canada
- Local, regional and through trips
- Kilometres travelled and average trip lengths, by mode
- Pedestrian and bicycle volumes, speeds
- Traffic volumes, speeds, travel times
- Turning movements, including linked intersections

The RMOW purchased a multi-modal subscription to Streetlight in 2023 and this summer obtained a membership to StravaMetro. The mobility data is a supplement to conventional data collection rather than a replacement.

- Streetlight data uses:
 - can help defining "Big Move #1: Move beyond the car – By 2030, 50% of all trips in Whistler are by transit and active transport."
 - not as useful in determining cyclists speeds in Whistler.
 - can help define locally generated car trips on the highway as well as through trips. (Locally generated trips include visitors staying locally in Whistler for the weekend.)
 - How/where can we convert to active transportation trips.
 - can show arrival and departure times from distinct destinations such as Rainbow Park.
 - bicycles versus motor vehicle arrival numbers and average distance traveled to get to destination.

- For Rainbow Park in 2019 the majority of drivers were traveling between 5-10km. How can we shift from vehicle to bicycle?
- StravaMetro data
 - useful in getting data on speed on valley trail.
 - Can highlight locations to implement speed management if avg speed is greater than XXkm/hr.

As of April 2022, privacy regulations changed preventing some of this data collection, specifically pedestrian/bike data.

A discussion period followed addressing the following comments:

- Definition of a trip in Streetlight – can we change the definition and how would that impact the modal split
- Interested in how our Big Moves objective is in some opposition to speed control. Have we thought about the friction of ‘move beyond the car’ and speed management?
- One goal of ‘move beyond the car’ is to encourage carpooling – does the mobility data show carpooling?
 - Vehicle occupancy is determined through manual surveys.
- With population growth in Squamish/Whistler/Pemberton, have we seen more local traffic?

R. Drudl provided a second presentation on Transportation Action Plan Monitoring from 2016 to 2023.

Highlights:

- Traffic at “normal” levels since early 2022. Back to pre-pandemic levels since February 2022.
- Parking Availability - target is 15% availability/85% occupancy at peak times.
 - Village parking – Summer parking we have over 15% availability, but during winter we are under target. Wait until next year to see if this will be an issue.
 - Day Lots – Getting worse since pre-pandemic. Well over 90% occupancy in both winter and summer. Biggest difference seen this year with Lots 4-5 also filling up quickly. May be related to reduction in parking pass price.
- Parking Passes
 - Lot 1-3 passes dipped in sales during pandemic and have remained low.
 - Lots 4-5 passes – more passes sold this year than any previous years. Over 800 passes sold in summer months with only 700 stalls. Is the sale of employee passes contributing to the availability issue?
- Transit
 - Ridership returned to pre-pandemic levels at the end of last year.
 - Staff shortage affected ridership in winter.
 - Return to Transit Sale on 6 and 12-month passes boosted ridership in spring/summer.

Recommendations:

- Transit
 - Continue with free transit on summer weekends (Action 5.1.8)
 - Continue with free shuttles to parks in summer (Action 5.1.8)
 - Transit priority pilot project on Highway 99 (Action 4.2.6)

- Active Transportation
 - Bike valet – expand days, times, locations (Action 1.3.2)
 - Add more secure bike parking spaces in the Village and other key destinations (Action 7.2.3)
- Parking
 - Increase the prices of parking passes (Action 5.1.3)
 - Limit the number of parking passes (Action 5.1.5)
 - Introduce parking pass product valid for a specified number of uses such as a 10 time pass (Actions 5.1.5 & 5.2.3)
- Communications
 - Expand promotion transportation options such as of the free shuttle bus options year round, bike valet, secure bike parking, (Actions 1.3.6, 4.1.9 & 5.1.11)

Discussion:

A discussion period followed to address the questions: “Where are the big gaps/where are we not making enough progress? Where can we move the dial on emissions (and traffic) most effectively?”

- To alleviate day lot issues, need to carpool more and/or shift people to transit. Do we have the capacity at peak times to shift people to transit without ‘pass-up’ occurrences. Need to provide a consistent, predictable, quality transit experience to customers, otherwise we will drive people back to their cars.
- Free transit all the time, everywhere in Whistler should not be dismissed.
- E-bike revolution has presented a huge opportunity to shift people from the car which happened organically. Is there a way to stimulate this even more, at least for summer?
- Source of traffic at schools is a huge concern. The number of high school students still getting driven to school that have transit passes is still too high. Need to de-incentivize the drive to school versus the bus.
 - Recommend looking at traffic to school and why they are being driven
- Reinforce ‘bike culture’ – develop a mini master plan on how we lift bike use within valley. Get this into a coherent budget/master plan.
- Study of intersections at peak periods.
 - Which intersections are failing to move vehicles and why. Keeping cars flowing will reduce GHGs
- Look at pre and end-of-trip facilities greater than just bicycle parking.
- Innovative parking solutions can spread the peak and minimizing congestion periods in lots and surrounding roads.
- Is there anything else we can do to encourage businesses/employees to get on bus/bike such as a discounted transit pass?

TAG members took a break from at 11:00 AM and reconvened at 11:08 AM.

4.3 Transportation Action Plan Progress

E. DalSanto provided an update on the progress of the objectives and related prioritized actions Transportation Action Plan. This list of priorities was developed by TAG at the March 15, 2021 workshop.

TAG Prioritized Objectives:

- O2.1 Support compact development that is in proximity to existing commercial services, transit stops and the Valley Trail, and provide sufficient transit frequency to higher density residential areas.
- O3.1 Support new technologies that reduce GHG emissions.
- O4.1 Give priority to walking, cycling, transit, and other preferred modes over the single occupant vehicle and private automobile.
- O4.2 Make public transit affordable, convenient, safe and enjoyable throughout the year.
- O5.3 Work collaboratively with all transportation partners (including First Nations and public and private stakeholders) to monitor and improve local and regional transportation.

Progress on Prioritized Actions:

O2.1 *Action 2.1.3:*

Continue to develop the Valley Trail to fill gaps in the existing network, such as the connection from Rainbow Park to Chaplinville, and to provide new links between neighbourhoods and with commercial areas. (inc “tributaries)

- *Completed valley trail Alta Vista to Function; Designs for valley trail gaps (Rainbow Park, Bayshores, Nancy Green/Blackcomb Way)*

Action 2.1.5:

Look for opportunities to improve and designate existing informal pedestrian connections in public rights-of-way in all neighbourhoods.

- *Ongoing – Cheakamus Crossing, 4500 Northlands Boulevard.*

Action 2.1.6:

Encourage businesses (such as grocery store, beer and wine store) to locate in the next phase of Cheakamus Crossing (and in any future new residential developments) to reduce the need for residents to drive to other neighbourhoods.

- *Ongoing – Cheakamus Crossing, 4500 Northlands Boulevard.*

O3.1 *Action 3.1.1:*

Engage with and support BC Transit transitioning the fleet to electric transit vehicles.

- *Started*

Action 3.1.3:

Work with resort partners to provide transit tickets, bicycles and e-bikes for employee use within Whistler.

- *Started; Existing: Club Shred, Route 7 (WB), Whistler Experience (WCC)*

Action 3.1.6: Include electric charging stations when planning new developments.

- *Ongoing – Green Building Policy*

Action 3.1.8:

Develop a strategy and phased program to accelerate the introduction of electric vehicles in Whistler that would include parking privileges, requirements for recharging stations, replacement of RMOW municipal vehicles, incentives to taxis and shuttle bus operators and support for ridesharing with electric vehicles. (incorporate 3.1.6 and 3.1.5 and 3.1.2)

- *Completed: EV strategy, Day Lot chargers, Stratas, Green Building Policy*

Action 3.1.6:

Include electric charging stations when planning new developments.

- *Completed: EV strategy, Day Lot chargers, Stratas, Green Building Policy*

Action 3.1.5:

Encourage/incentivize stratas and private parking lots to provide recharge locations for electric vehicles and bikes.

- *Completed: EV strategy, Day Lot chargers, Stratas, Green Building Policy*

Action 3.1.2:

Develop a strategy for adding EV-charging infrastructure to Day Lots 1 to 5, Creekside and other day parking lots.

- *Completed: EV strategy, Day Lot chargers, Stratas, Green Building Policy*

O4.1 *Action 4.1.1:*

Work with the provincial government to upgrade and develop safe pedestrian, bicycle and transit infrastructure, such as bicycle lanes, crossings for pedestrians and cyclists, and adequate bus shelters and access to them along the Highway 99 corridor, prioritizing this infrastructure for Emerald Estates.

- *In-Progress: Whistler Transit Priority Study and Whistler Active Transportation Plan*

Action 4.1.6:

Develop a secure, shared end of trip facility with showers, change rooms and bicycle storage for employees commuting by bike to work in the Village, Nesters and Creekside areas.

- *In-Progress - Partially Complete: Library Underground Parking lot Secure Bike Parking; 2024 Budget for other area;*
 - *End-of-trip facilities (showers) – removed*

Action 4.1.9:

Continue to implement effective communications to share information about preferred methods of travel (and that a car is not necessary in Whistler) through tour operators and travel agents as well as local media, social media, etc., to ensure that both residents and visitors understand the available options.

- *In-Progress: Park & Play 2021 – 2023, Small Steps for Big Moves; 2024 Budget*

O4.2 *Action 4.2.4:*

In partnership with the Province, BC Transit, Squamish and Lil'wat First Nations, identify and support the construction of a regional transit hub, or renovation of an existing hub, to facilitate local and regional transit with passenger facilities in Whistler.

- *Complete: Gateway Loop & washrooms upgrade*

Action 4.2.6:

Work with the Ministry of Transportation and Infrastructure and BC Transit to explore the development of queue-jumpers for buses and transit bus-only lanes on Highway 99.

- *In-Progress: Whistler Transit Priority Study (2024 study completion)*

O5.3 *Action 5.3.1:*

Continue to work with transportation partners to develop and implement a regional transit service.

Action 5.3.3:

Work with regional passenger carriers and provincial regulatory bodies to encourage greater frequency and more affordable choices for regional bus travel.

- *In-Progress: Sea to Sky Transit Committee (funding) Skylinx, EpicRides, Whistler Connections, Squamish Commuter, Pop-a-Ride; 2023/24: TransLink/Modo–Vanpool/Vanshare. [Action 5.3.1 & 5.3.3]*

Action 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.

- *Started: Fitz8 Parking Study*

Recommendations for 2024/2025:

Transit / Highway 99

- Complete Highway 99 Transit Priority Study in Whistler & implement priority projects (Action 4.2.6)
- Continue and expand free transit on weekends (Fridays) (Action 5.1.8)
- Continue and expand shuttles to parks (Lost Lake & Rainbow) (Action 5.1.8)
- Expand Highschool Transit Pass program to Whistler resident home school students (Action 4.2.1)
- Implement Year 1 the Transit Future Action Plan expansion (Action 4.2.1)
- Update BC Transit technology: Umo, real-time bus information. Link with parking (Action 4.2.7 and 4.2.8)

Active Transportation

- Bike valet – expand days, times, locations (Action 1.3.2)
- More secure bike parking in the Village and other destinations (Action 1.3.2, 7.2.3)
- Continue with eBikeShare program in 2024 (Action 3.1.3)
- Complete Active Transportation Plan (Action 1.1.6, 1.3.5, 4.1.4)

Parking

- Review parking passes for Day Lots 1-3 and 4-5 (increase the prices or limit number) (Action 5.1.3, 5.1.5)
- Introduce parking pass valid for a specified number of uses (with Umo) (Actions 5.1.5 & 5.2.3, 4.2.8)

Communications

- Expand promotion of preferred transportation summer and winter (Actions 1.3.6, 4.1.9 & 5.1.11)

Discussion:

A discussion period followed that included the following comments:

- Simpler is better. Simple application of big moves.
- Don't overthink solutions – incremental solutions are impactful now instead of waiting for the perfect solution. There is value in progressive change.
- Look at installing cameras to deter bike theft in certain areas.
- Transit in Whistler:
 - Made significant change to Whistler Transit System schedule. Instead of have two very different seasons (spring/summer/fall and winter) there is now

base service all year with extra buses added in the winter. This allows for consistent trips at the same times throughout the year.

- Question expanding free transit on weekends versus increasing the service on Number 10 instead.
 - What's the best way of getting more people on the bus? Perhaps some assumptions needs to be tested again.
 - How do we get our workers have access to a 7-10 minute frequency to Village.
- Transition to credit card payment system on buses as soon as possible – such a huge barrier not having this service.
 - Phase 1 is hardware and have learned some important lessons with implementation of Phase 1 in other places, like Victoria. Phase 1 is a mobile app/smart card to be recharged online.
 - Phase 1 should be ready for implementation next September.
 - Phase 2 is the open loop payment. Need to implement Phase 1 first.
- Have we considered the effect of travel time/idle time – are we measuring accurately?
 - Decreasing travel time for vehicles is not an incentive to get people out of cars.
 - Need to lessen transit time.

Priority Recommendations for 2024-2026:

TAG reviewed other priority objectives for 2024-2026 and given the results and gaps weighted the recommendations as follows:

- P1 Objective 4.2 - Make public transit affordable, convenient, safe and enjoyable throughout the year.
 - Expand capacity more quickly to meet needs of behavioural shift.
- P1 Objective 3.1 – Support new technologies that reduce GHG emissions.
 - E-bike share/e-bike policy
 - Support new tech
 - Shift patterns, encourage intermodal transfers
 - Ease of use
 - Subsidize e-bike usage for active transportation
- P2 Objective 2.1 – Support compact and higher density development that is in proximity to existing commercial services, transit stops and the Valley Trail, and provide sufficient transit frequency to higher density residential areas. (4 votes)
- P3 Objective 5.3 – Work collaboratively with all transportation partner (including First Nations and public and private stakeholders) to monitor and improve local and regional transportation.
 - Collaborate – Squamish/Pemberton
- P3 Objective 1.2 – Continually improve accessibility and connectivity of the transportation system.
- P3 Objective 1.1 – Maintain and improve safety on Highway 99 to and from Whistler, and on all roads within Whistler.
 - Connectivity to provide easier transfer to Van for guests and for locals needing services in city.
 - Safety of cyclists on Highway 99; signage/lines.
- P4 Objective 4.1 – Give priority to walking, cycling, transit, and other preferred modes over the single-occupant vehicle and private automobile.
 - 30 km/h roads
 - Highway 99

- P5 Objective 6.1 – Work with transportation partners to provide alternative transportation routes and services, including for movement of goods.
 - Curbspace management
- P5 Objective 5.1 – Implement transportation demand management strategies to ensure the transportation system can meet the resort's needs cost effectively.
- P5 Objective 2.2 – Maximize the number of visiting skiers who are able to stay within convenient walking distance of the ski lifts.

5. OTHER BUSINESS

5.1 Next Steps

Information report to Council on progress towards implementing the 2018 Transportation Action Plan. Goals and progress indicators will be further aligned and coordinated with climate action plan and big moves update.

6. TERMINATION

Moved By K. Roddick

Seconded By A. De Jong

That the Transportation Advisory Group terminate the Regular Committee Meeting of Monday, October 23, 2023.

CARRIED



Chair, J. Crompton



Signed on behalf of Recording Secretary,
E. DalSanto