

To whom it may concern,

Firstly, I would like to thank the council for the expansion of the number 10 valley express service. This has been a game changer for public transport in Whistler by saving so many passengers huge amounts of time.

However, there are still some issues (particularly when traveling south) which could be potentially rectified with some very small route changes.

After living in town for almost 10 years, I still cannot quite grasp the system of the changing bus routes via function throughout the day. It always catches me out and normally in a bad way. It just feels messy and very inefficient in its current form. For example, why are there two successive no.10 stops just a few feet away from each other on Millar Creek Rd? (Ie. The express bus)

I feel it would be much simpler and more efficient for riders if Function and Cheakamus were treated as separate destinations for most routes and those routes do not change. The no.10 should run from Emerald to Cheakamus only. Anyone using the 10 to go to/from function can access easily from Cheakamus Lake Rd (as many already do).

There should then be a new 'route 22' that operates a similar route to the 20X (effectively replacing it) however this new route would only run to function and not Cheakamus. The 20 will continue to operate all day as the 'slower bus' but will always serve all destinations in both directions. Ie. Village - Nordic - Creekside - Function - Cheakamus - Function - Creekside, and so on. Thereby giving passengers an opportunity to get anywhere by bus all day in a timely manner.

This would provide much better clarity on where each bus is going. It would also allow passengers with reduced mobility to access all areas south of Whistler at any time. It would also significantly reduce journey times for the 10 and give passengers in a village and elsewhere a clear direct route into Function on the new '22 route'. Passengers will also have a continuous service between Function and Cheakamus in both directions.

I've attached a new route map to demonstrate my proposal. I feel this would offer a much more efficient service, allow passengers greater access, and be clearer as to which route the buses are taking. The time saved by excluding the 10 route from Function may allow for it to travel via London Lane with all the other routes, giving even better access and further simplifying the routes.

I would also like to suggest you to look into considerations for a new stop on Highway 99 southbound at the Nordic Drive Bridge. Currently there is no southbound stop for Nordic on HWY 99. I believe it would be hugely beneficial to have a new stop close to the bridge and connect that stop to the valley trail just a few meters away. This would give a lot of Nordic residents access to the number 10 and 22/20x routes with safe passage over the bridge. It would also provide much better bus access to Wayside Park. Please see screenshot attached for reference.

It's great to hear you're also increasing the 21 Spring Creek Bus soon. I have friends in Spring Creek. They

currently have no highway stop and very limited bus services. If the 21 isn't running, the nearest alternative bus stop is 20+ mins walk away.

I greatly appreciate your time in reviewing these suggestions.

I would very much like to hear your thoughts on these proposals.

Many thanks,

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