



WHISTLER

MINUTES

TRANSPORTATION ADVISORY GROUP (TAG) WORKSHOP 21

THURSDAY, October 3, 2019, STARTING AT 1:00 P.M.

Flute Room – Resort Municipality of Whistler
4325 Blackcomb Way, Whistler, BC, V8E 0X5

PRESENT:

Mayor, J. Crompton - Chair
RMOW, Councillor, A. De Jong
RMOW, Councillor, R. Forsyth
RMOW, Chief Administrative Officer, M. Furey
Whistler Blackcomb – Director of Community & Government Relations, S. McCullough
Tourism Whistler, VP Market Development & Sales, K. Rusert (Alternate)
Whistler Chamber of Commerce, Elected Director, B. MacMillan
Citizen-at-Large, J. Sobieniak
Citizen-at-Large, C. Doak
BC Transit, Senior Manager Government Relations, R. Ringma
RMOW, General Manager of Infrastructure Services, J. Hallisey
RMOW, General Manager of Resort Experience, J. Jansen
RMOW – TDM Planner & Recording Secretary, E. DalSanto

GUESTS:

District of Squamish, Sustainability Coordinator – Transportation, D. Gunn
BC Transit, Transit Planner, B. Bullivant
Whistler Blackcomb, M. King
RMOW Manager Protective Service, L. DeBou
RMOW Bylaw Supervisor, C. Riess
RMOW Manager Transport and Waste Management, A. Tucker
RMOW Senior Communications Officer, G. Robinson
fastPark Owner, J. Watts

REGRETS:

Citizen-at-Large, S. Pass
Citizen-at-Large, B. Murray
MOTI – Acting Operations Manager, Howe Sound & Sunshine Coast, M. Braun

FACILITATOR:

Whistler Center for Sustainability – Executive Director, C. Ho

ADOPTION OF AGENDA

Moved by J. Sobieniak
Seconded by J. Hallisey

Agenda

That the Transportation Advisory Group (TAG) adopt the Agenda of October 3, 2019 as circulated.

CARRIED

ADOPTION OF MINUTES

Minutes

Moved by R. Forsyth
Seconded by A. DeJong

That the Transportation Advisory Group (TAG) adopt the Minutes of June 20, 2019 as circulated.

CARRIED

Welcome

All members and guests introduced themselves, stating what organization they represented and how long they have been a member of TAG.

TRANSPORTATION TODAY

J. Hallisey presented the 2019 preliminary summer parking and transit results based on the 2019 Summer Monitoring Program.

- Increase in general ridership
 - ✓ Increase in sales of monthly passes
 - ✓ Increase in use of bike racks (17%)
- Similar use on Free Weekends as 2018
- Route 10x continuing to see ridership similar to the winter

Full details will be included in the 2019 Monitoring report that will be presented to Council and posted on www.whistler.ca/MovingWhistler with the previous monitoring reports.

TRANSPOTATION TOMORROW

Vision Zero: A. Tucker introduced Vision Zero to TAG. Vision Zero has a long-term goal of zero traffic fatalities or serious injuries prioritizing safe transportation for the most vulnerable citizens.

- Vision Zero uses a systems approach with road design, education, regulation and enforcement to improve the pedestrian experience.
- At UBCM, there is a resolution for Safer Slower Streets which would allow for 30 km/hour residential street pilot program.
- In Whistler, there is a pilot project in Function Junction with a 40 km/hr speed limit and Cheakamus Crossing with 30 km/hr speed limit

Regional Transit: J. Hallisey updated TAG on the discussions between the Province and the Sea to Sky stakeholders. The Province is not offering any additional funding sources and has asked regional stakeholders to consider funding a reduced level of service with the standard 53% local / 47% Provincial cost share.

Parking becomes Mobility: J. Watts, owner of FastPark, presented thoughts on the future of parking from the industry's point of view. Key points raised:

- Parking management companies are moving towards mobility management companies.
- Privately owned cars are going away which is an issue for parking companies
- Demand for car storage will go down in the future with fewer privately owned cars and more car shares, UBERs, etc.

- Department of Mobility would include transit, parking, EV charging stations, vehicle storage, bike sharing, car sharing, loading areas and curb space usage
- A person's daily decision is car service or other mode
- Curb Space will be the new frontier as everyone will want prime loading and unloading. Government will need to proactively manage curb space.
- Greenhouse gas emissions and parking demand
 - If there is free parking, people will drive farther to get free parking increasing GHGs
 - Parking demand can be managed by pricing
- Trends in parking pricing
 - Not building new parking garages as it is not a good financial investment
 - Creating more space by better managing existing parking spaces
 - Moving away from monthly passes
 - Giving cash bonuses for active commuting
 - Discounted transit passes
 - Instead of Parking Minimums, creating parking maximums to create more affordable housing
 - Affordable online counting of available spaces in lots
 - Big data
- Final thoughts
 - Why does taking transit cost the same or more than parking?
 - If personal vehicles cause the majority of our GHGs in Whistler, why is parking free in the shoulder season? Do GHGs only happen in peak season?

WORKSHOP ON PARKING AND TRANSIT STRATEGY FOR WHISTLER

C. Ho lead TAG through a workshop session reviewing and revise parking pricing and transit pricing for Whistler based on current and future issues. The discussion is summarized below.

Desired Outcomes:

- Increased parking availability
- Increased CTIF to encourage/support transit and other alternatives
- Reduced driving (reduced GHG, increased parking availability, reduced traffic congestion, improve guest experience)
- Moves towards long-term goal of free transit for everyone

Principles:

1. Link parking price changes and transit price changes
 - Revenue neutral & sustainable for the long-term (or can be removed/reduced if parking revenues decline).
2. Distribute parking demand among all publicly available lots and ensure availability in all parking facilities
 - Adjust time limits, shorter in high-demand lots
 - Adjust prices – should be higher in covered and high-demand lots
3. Encourage transit use
 - Expand free transit days/hours
 - Transit pass prices for residents and employees should be lower than parking prices

4. Enhance guest experience

- Consistent and easy-to-understand parking rates (e.g. not \$1 first hour then \$2 second), time limits, regulations
- Parking wayfinding and information displayed (e.g. parking availability display at Conference Centre underground)

5. Support community goals including GHG reduction

- Parking revenues fund other preferred transportation services and facilities

Liked:

- Correlation between increase in parking pricing and improvements in transit
- Route 10 Valley Express expansion
- Visitors pay for the parking infrastructure they use
- Transit queue jumper lanes in Creekside area will be an important piece of future transit success
- Free transit for high school students

Don't like

- Strategy not aggressive enough
- Free buses only for high school students – should be for all kids 18 and under
- Removal of monthly parking passes
- Day Lots 6,7,8 missing from strategy

Changes to proposed pricing strategy sent out agreed upon:

- Increase day rate prices in all lots (currently proposed for 2021/2022) in 2020 to allow for more active transportation options to be introduced sooner
- Implement pay parking year round in lots 4 and 5 starting in June 2020
- Increase day and monthly parking prices in lots 4 and 5 earlier (June 2020 instead of 2021/2022)
- Remove proposal to provide free transit to super seniors 75+ years (keep concession rates)
- Message that high school kids ride transit for free is a pilot project
- Be more aggressive with changes/increases to day rates than with monthly pass price increases; increase lots 1-3 day rates to be higher than proposed \$12/day

To do/consider:

- Research financial and service level implications to allow all kids 18 and under to ride transit for free, and when it could be implemented
- Don't think the 6 day pass for lots 4 and 5 is required
- RMOW Director of Finance to review implications of changes to budget
- Need to consider transit needs for new Cheakamus rental housing developments
- Consider changing day parking rate before the monthly rate – especially if considering moving the Lots 4 and 5 are going to be pay year-round.

ACTION: Staff to revise the draft proposed transportation actions based on the workshop and prepare a community engagement process to test the proposed package of actions and return to TAG for review.

COMMUNITY ENGAGEMENT

TAG discussed forms of Community Engagement regarding this next phase of proposed transportation changes.

It was agreed that that a comprehensive community engagement process including a report to Council, a public information session and community survey should be scheduled in early winter to allow for review by TAG in spring 2020 and implementation by June 15, 2020.

OTHER BUSINESS

TERMINATION

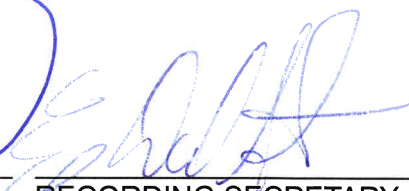
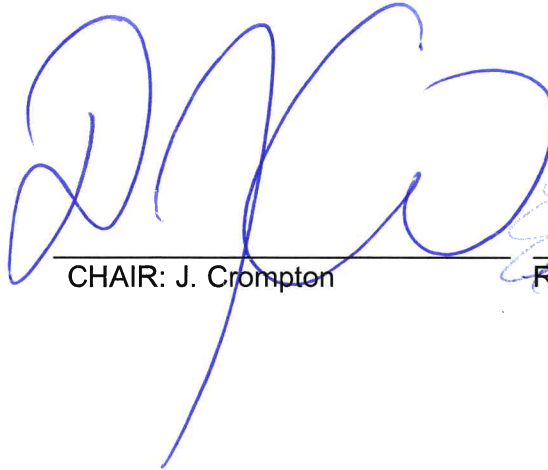
Motion to
Terminate

Moved by R. Forseth

Seconded by A. DeJong

That the Transportation Advisory Group Workshop of October 3, 2019 be terminated at 4:05 p.m.

CARRIED



CHAIR: J. Crompton

RECORDING SECRETARY: E. DalSanto

