

From: [REDACTED]
To: [corporate](#)
Subject: To Mayor and Council
Date: Tuesday, November 03, 2020 9:54:18 AM

To Whistler Mayor and Council,

From Brendan Ladner, 131-6117 Eagle Dr, Whistler BC, V8E 0E1

I watched with great interest as you discussed the transportation report submitted by McElhanney Ltd. To see a report like this printed in 2020, as we face this climate crisis is truly heartbreaking. But then again, there is some data in there that could be used for good in the future.

I understand that Whistler was built as a semi-rural community according 1950s planning practices. Sadly as we are facing climate change head-on. It is time to change the course for RMOW.

Cllr DeJong asked several good questions:

1-how far into the future should we be looking?

Answer, just look at the present, but outside of Whistler. Biking and E-bikes have exploded all over the world. Please, just look at the Netherlands and elsewhere to what they do. Working on Whistler home-grown plans, based on the framework of the 1950s that everyone is so accustomed to, will continue to get us nowhere in our quest to lower CO2 emissions.

We have to make it faster and more convenient to take transit, or bike, or walk – or we should expect nobody to get out of their cars. That means it making the car route longer, and the other routes faster will immediately get us towards an objective.

2- Cllr DeJong also commented about how transportation will shape our climate response here in Whistler.

3-Cllr DeJong asked about a W Georgia style alternating lane system. MS DelSanto explained that the report effectively rules it out because of obstructed access to our neighbourhoods, because Hwy 99 is Main St Whistler.

I think it would be OK to insist that all cars may only turn right off the Hwy. Eg: to get to Nordic, you would drive to creekside, Uturn and then turn right into Nordic. Yes this makes it more difficult for cars – which the Netherlands and elsewhere have shown is very persuasive to get people out of their cars.

As for a response to the climate crisis, council unanimously passed a plan whereby two of the top four “priorities” do not improve transit or active transportation.

Cllr Forsyth was correct to ask why don't we only pursue transportation projects that improve transit? I ask, why didn't you then propose an amendment to the plan presented to prevent items like the left-turn lane at Emerald from being spent on?

Cllr Jewitt mentioned that we continue to build employee housing at Cheakamus, (the furthest place from employment we could be building, connected by only a single-lane highway). So stop building employee housing there! Just because it costs the least, does not make it good policy.

Modern Urbanists agree that all new housing should Build it within a 15 minute walk of where we expect people to work.

As a regular bike commuter here in Whistler, I am amazed at how few people commute by bike, and how uncomfortable it is. I would think that as we prepare to make some BIG MOVES in such an active community, active transportation would be at the forefront – it wasn't even mentioned in the survey!

From the time I first moved here in 2005, until 2020, the RMOW has engaged in what I describe as an "anti-climate" action plan: more sprawl, more single-family homes, more monster homes, larger personal automobiles, staff housing as far from jobs as possible, no uptick in active transportation, very little infill housing, the list goes on.

Since I cannot join the TAG I will propose a few other quick hot takes for you:

Speed Limits, they don't need to be lowered, they need to be enforced. This can be done with cameras, no more police! Much safer for police, much safer for all road users and could generate revenue for RMOW.

As someone who is forced by poor design to jwalk from Whistler Cay to the Village, it would appear most cars there drive over 60kmh. In Europe speed cameras have saved thousands of lives per year.

Put barriers on the HWY 99 shoulders and let active transportation roll. We had a few glorious months after the Olympics where we could quickly and safely commute when the extra lanes were off-limits to cars. If bikes could get quickly from Creekside (or Cheakmus for that matter) on the Hwy, but protected, I'm sure the induced demand would present itself. This is because ebikes are so accessible these days.

User-Pay for all roads: want to drive 1.2km to drop your kids off at school, that'll be \$5, maybe only \$1 on a rainy day.

Close the right turn bays at all the "pork-Chop" pedestrian islands. This will massively improve safety and feeling for active transportation users. Cars can still turn right on red, but they will no longer be approaching the intersection while accelerating at over 50kmh. We can symbolically plant trees in that space to show our commitment to climate action.

I sincerely hope that this council will look to take a stronger and more active role in promoting active transportation and reducing our carbon footprint. Our citizens will not choose to do better, they will choose the easiest route, and it is the responsibility of gov't to build that for us.

Please Help!

Brendan Ladner

