



It was also recommended that TAG continue to meet in the spring and fall to review the progress of the implementation of the transportation action plan based on the indicators listed in Appendix “A” of the Plan, as well as review and comment on the prioritized implementation schedule.

At the November 5, 2019 Council meeting, Council authorized staff to share recent progress and next steps for the Whistler Transportation Action Plan with the Whistler community in partnership with the Transportation Advisory Group in early 2020. Attachment A “TAG Community Engagement February – March 2020 Summary Report” summarizes the engagement process and results.

The report describes the community input on the Whistler Transportation Action Plan actions, which was gathered through an online survey, social media and a community open house in February and March 2020, prior to the effects of COVID-19 directly affecting Whistler. The purpose of the engagement was: 1) To gather constructive feedback on the actions undertaken over 2017-2019 as identified by the Whistler Transportation Action Plan, and; 2) To gauge community support for transportation-based climate actions for 2020 and beyond.

Overall, over 800 individuals provided input on the transportation topics. There were 732 survey responses: 80% of the respondents work in Whistler; 36% of them were homeowners. The largest age demographic of respondents was in the 25-34 years-old category.

Key Findings are:

**Greenhouse Gas Emissions (GHG):**

- Broad support for reducing GHG emissions from passenger vehicles, including increasing transit services and regional transit.

**Parking:**

- Slight majority would prefer not increasing parking fees to fund increased transit (perceived as unfairly targeting locals).
- ~50% Whistler residents supported increase in parking fees compared to 30% non-residents, and 64% of non-residents did not support increase.

**Transit**

- Strong support for regional transit
- Support for expanding Route 10 – Valley Express
- Current transit system working for most users

The Transportation Advisory Group received and reviewed the Engagement report at their June 2020 meeting as well as an update on how COVID-19 and the BC Restart Plan has affected tourism and transportation in Whistler. At the June TAG meeting, it was recommended that all pricing changes for transit and parking be suspended for summer 2020 but be considered for winter 2020/2021 after reviewing the summer monitoring results.

TAG reviewed the 2020 transportation monitoring results and winter 2020/2021 forecasts for visitation and travel at their October meeting.

**Key 2020 Transportation Action Plan Results**

- Village lots met the occupancy target (< 85%) both winter and summer 2020.
- Day lots exceeded the occupancy target (< 90%) in winter and on one of six days in summer.
- Transit ridership and revenue were continuing to grow in the winter. COVID-19 affected transit ridership and the Whistler Transit System ridership is currently at approximately 50% of 2019.
- Summer 2020 Free transit ridership was just under 50% of previous year’s with daily ridership patterns similar to previous summers. Saturdays had the highest ridership, followed by Sundays and then weekdays.

- Summer 2020 secure bike parking provided through the Whistler Bikevalet saw slightly fewer users. The usage profile shifted in 2020 with more Metro Vancouver users than Whistler users.

The full Transportation Action Plan 2020 Results can be found in Appendix B and will be posted on [www.whistler.ca/MovingWhistler](http://www.whistler.ca/MovingWhistler).

Both in June and October, TAG members discussed the essential transportation actions to support the community during the COVID-19 recovery and how to build back better in Whistler while following the Climate Action Big Moves. Based on summer results and the forecasted visitation for winter 2020/21, the Transportation Advisory Group at their October 8, 2020 meeting recommended the following actions, that were suspended for summer 2020, be pursued for winter:

- Reduce the Spirit Transit Pass Price
  - ✓ 6-month pass \$220 (\$37/month) – was \$240 or \$40/month
  - ✓ 12-month pass \$410 (\$35/month) – was \$450 or \$37.50/month
- No global change to transit fares and passes (cash fare remains \$2.50 and monthly pass remains \$50/month)
- Proposed increase in Day Lot 1-5 day rates
  - ✓ Day Lots 1-3 to \$15/day (from \$10)
  - ✓ Day Lots 4/5 to \$6/day (from \$5)
  - ✓ Have PayByPhone fee added to the rate (\$0.30/transaction)
- Conference Centre and Library Underground parking
  - ✓ Consider small increase in fees by \$5 for December 1
    - monthly parking increase to \$70 from \$65
    - Increase day rate to \$20 from \$15

The Day Lot Operating Committee (DLOC) received the results from the TAG Community Engagement February – March 2020 Summary Report, the 2020 Transportation Action Plan 2020 Results reports as well as the Transportation Advisory Group recommendations. DLOC is currently considering these recommendations and results are expected in time for the staff presentation of this report.

### **Next Steps**

TAG is in the process of reviewing and reprioritizing the long-term transportation actions outlined in the Whistler Transportation Action Plan 2018-2028 using the lens of the recently adopted Climate Action Big Moves strategy. The Transportation Advisory Group is scheduled to next meet in spring 2021. However, with COVID-19 disruption to the economy, it is felt that TAG will need to meet more than twice per year to accomplish this task in our changing economy.

The TAG terms of reference indicate that the Citizens-at-Large appointments are for two years terms, it is recommended that Council authorize staff to advertise for interested members of the public (including current members) to join TAG and the appointments be made before TAG recommends the revised priorities for transportation actions for summer 2021.

## **POLICY CONSIDERATIONS**

### **Official Community Plan**

#### **Community Vision**

- We protect the land – the forests, the lakes and the rivers, and all that they sustain.
- We value our relationships and work together as partners and community members.

These two statements in our Community Vision relate to the Transportation Advisory Group and the Transportation Action Plan. The first statement “we protect the land” needs to be kept in mind when considering expanding our infrastructure and using the existing transportation infrastructure to optimize the movement of people. The RMOW values our relationship with our community and this is demonstrated by the membership on the Transportation Advisory Group and the high level of community engagement that took place in the development of the Transportation Action Plan.

## Goals, Objectives and Policies

The goals, objectives and policies in Whistler’s OCP transportation chapter were developed in conjunction with the Whistler Transportation Action Plan and input from the Transportation Advisory Group and are directly relevant to the recommended winter 2020/2021 transportation actions.

### 10.2. Goal

**Substantially reduce GHG emissions from vehicles and transportation.**

#### 10.2.2. Objective

Prioritize infrastructure development and policies that support seamless, convenient and affordable access to preferred modes of transportation for intra-community travel.

##### 10.2.2.1. Policy

Use every reasonable opportunity to further the use of preferred modes of transportation.

##### 10.2.2.2. Policy

Continue to support transportation demand management strategies that pass the infrastructure, servicing, environmental and land use opportunity costs of parking onto parking users.

### 11.1. Goal

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

#### 11.1.3. Objective

**Improve the physical environment for everyone using the transportation system.**

##### 11.1.3.1. Policy

Prioritize the preferred modes of transportation in the following order to achieve a balanced transportation system:

- (a) walking;
- (b) cycling;
- (c) mass transit (local transit, highway coaches, smaller shuttle buses) and the movement of goods;
- (d) publicly accessible transportation (ridesharing, shared vehicles, etc.);
- (e) private automobile (high occupancy motor vehicles and leading low-environmental-impact technologies); and
- (f) private automobile (single occupancy motor vehicles, traditional technology).

#### **11.4. Goal Support the increased use of preferred modes of transportation for all travel purposes to reduce dependence on private motor vehicles.**

##### **11.4.1. Objective**

Give priority to walking, cycling, transit and other preferred modes over the single occupant vehicle and private automobile.

##### **11.4.1.3. Policy**

Encourage residents and visitors to shift from private motor vehicles to preferred modes of transportation through incentives, removal of hidden subsidies, education and awareness.

##### **11.4.2. Objective**

Make public transit affordable, convenient, safe and enjoyable throughout the year.

##### **11.4.2.6. Policy**

Work with the provincial government and local stakeholders to improve transit frequency and affordability.

#### **Other Relevant Policies**

Sea to Sky Transit Future Plan – Reducing the cost of local transit is one of the policies included in the plan along with local and regional transit service and infrastructure recommendations.

#### **BUDGET CONSIDERATIONS**

Budget to support the Transportation Advisory Group is in the 2020, 2021 and 2022 capital budgets under program T061.

The cost of reducing the price of the Transit Spirit Pass is included in the Community Transportation Initiative Fund budget which is created through the revenues collected from the parking fees in Day Lots 1-5.

#### **COMMUNITY ENGAGEMENT AND CONSULTATION**

The Transportation Advisory Group is a committee of Council that represents a wide cross section of the community and has been guiding engagement with the Community. The most recent community engagement took place in early 2020 is outlined in Attachment “A” – TAG Community Engagement February – March 2020 Summary. TAG also received information from the BC Transit On-board surveys conducted in February 2020 in the Sea to Sky region.

The actions for summer and winter 2020 were identified in the community engagement related to the development of the OCP and the Sea to Sky Transit Future Plan and were more closely looked at in February and March 2020 engagement outlined in Appendix “A” – TAG Community Engagement February – March 2020 Summary Report.

#### **SUMMARY**

In February and March 2020 staff, in partnership with the Transportation Advisory Group (TAG), shared the recent progress and next steps for the Whistler Transportation Action Plan with the Whistler community. Attachment A “TAG Community Engagement February – March 2020 Summary Report” summarizes the engagement process and results. TAG considered the results of the engagement as well as how COVID-19 and the BC Restart Plan has affected tourism and transportation in Whistler when it recommended that all pricing changes for transit and parking be suspended for summer 2020, but be considered for winter 2020/2021 after reviewing the summer monitoring results.

At the October TAG meeting, having reviewed the winter and summer 2020 transportation action results, TAG recommended moving forward with several of the suspended transportation actions including further reducing the price of the Spirit Transit Pass and small adjustments to the day rates in Day Lots 1-5 as well as in the Conference Centre and Library Underground Lots. The Day Lot Operating Committee is currently considering these recommendations.

Over the winter 2020/2021, TAG will continue to review transportation action results, the Climate Action Big Moves and the ongoing updates to the BC Restart Plan to guide the reprioritization of the long-term action plan and recommendations for summer 2021. It is also recommended that Council authorize staff to advertise for the Citizen-at-large positions on TAG and that new appointments be made prior to the next TAG meeting.

Respectfully submitted,

Emma Dal Santo  
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for  
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