



WHISTLER

MINUTES

**REGULAR MEETING OF MEASURING UP SELECT
COMMITTEE OF COUNCIL (MUSCC)
WEDNESDAY, DECEMBER 04, 2019, STARTING AT 9:09 A.M.**

**In the Oboe Room at Whistler Municipal Hall
4325 Blackcomb Way, Whistler, BC V8E 0X5**

PRESENT:

Accommodation Sector, Doug Andrews
Mature Action Committee, Dave Ashton
Member at Large, Olivia Rey
Member at Large, Sue Lawther
Whistler Adaptive Sports Program, Chelsey Walker
Whistler Community Services Society, Kerry Hannah
Councillor, Jen Ford
Measuring Up Coordinator, RMOW, Sarah Tipler
Senior Planner, RMOW, Courtney Beaubien
Recording Secretary, RMOW, Karen Olineck
GIS Coordinator, RMOW, Vanessa Pocock
Transportation Demand Management Coordinator, RMOW, Emma Dal Santo

REGRETS:

Tourism Whistler, Mary Ann Collishaw
Whistler Blackcomb, Matt Davies
Whistler Community Services Society, Jackie Dickinson

ADOPTION OF AGENDA

Moved by Doug Andrews
Seconded by Dave Ashton

That MUSCC adopt the MUSCC agenda of December 4, 2019.

CARRIED

ADOPTION OF MINUTES

Moved by Dave Ashton
Seconded by Doug Andrews

That MUSCC adopt the Regular MUSCC minutes of May 1, 2019.

CARRIED

COUNCIL UPDATE

Councillor Ford provided Council updates. Councillor Ford attended the 2019 CIVX conference with local governments from the lower mainland. The

conversation was around making local governments more accessible and disability justice. The concept of disability justice is that everyone has a fundamental right as a human being to have access to all aspects of public life.

ITEMS FOR DISCUSSION

GIS Story Maps

Vanessa Pocock commented on the following:

1. The purpose and goal of the GIS story maps is for people to feel confident in being able to navigate from where they are staying to a particular location.
2. The Village can be confusing without the added challenge of having accessibility issues. The complications of weather, times of year and getting lost can add challenges.
3. A phased approach is being taken with the Village being the first phase. The project will then move on to parks and Creekside.
4. This process will take time and we will learn as we work. Version one is the Village and as we get better with data and richer with our understanding, the project will grow to other areas of Whistler.
5. The current Access Whistler map is the starting point. We will try and create something similar to the Open Sidewalks.com map where you can choose slope steepness of a certain percentage and look at the map and choose the most appropriate path. At the moment, this only focuses on one area of accessibility, but shows the idea of how we would provide the information and allow users to customize it for their abilities.
6. What we need in the map is all the information that might be relevant for someone determining their best path and we would look at how we can provide this information and filter it. Also, the map will give users access to an interface that is easy to understand and manipulate.
7. Our focus is to try and take the path information similar to Google maps, but we will have different information as our input, and not just any sidewalk or avoiding tools. Our barriers and preferences filters will be different, but it is the same idea as Google maps. Functionally, the map will be something that people are familiar with.
8. This will take some time but we will focus on version one, which is what is most important and easiest, so the public can provide us feedback.
9. Story map is a great word because it speaks to a map and the story behind it. The story map will be more of a web map and interactive app so it can be used on phones and tablets. There will be no cost for this program to users.

Whistler Transit System

Emma Dal Santo commented on the following:

1. The RMOW has been working on accessibility issues as they relate to transit since the 2000s and we want to bring forward some updates today.
2. Recently, as part of the transit future plans for Whistler Transit, one of the action items was a feasibility study related to custom transit.
3. The way the Province looks at custom transit is that there is conventional service and custom service and everyone should have a similar type of access to and availability of services in both systems.
4. There have been some improvements since the 2000s in the way material on services is presented. The fonts are large and black on white and items

are clearer. Lighter diagrams have been removed to make things clear and more understandable.

5. There is more online information available. There are more onboard announcements of bus stop locations, both visual and audio. We are trying to get more information to people so that they can understand it.
6. There is an interactive map that shows all the bus stops and where the buses are and if you press on the bus icons, they will be various colours to tell you how full the bus is. These are some recent improvements to the transit system.
7. All conventional buses are low floor and have two spots where wheelchairs can be secured.
8. In 2007, we reviewed our transit system from the infrastructure point of view and how to distribute information. There have been a lot of improvements regarding how information is shared. We did not have a fully accessible fleet prior to 2007 and now we do.
9. In 2007, we tried to determine what things need to be improved first. We have not done many retrofits to bus stop shelters and we will need to continue to improve in that area. However, we looked at priority stops and high-use bus stops. The priority areas are the Village, Upper Village, Creekside and the Meadow Park Sports Centre. Highway 99 needs a lot of work for everyone. We are working with the Ministry of Transportation and Infrastructure. Two years from now, we project some more improvements on the highway. We hired a landscape architect to redesign the bus shelter at Village Gate to improve accessibility.
10. In Function Junction, the new project is an improvement to the pedestrian experience. Some of the priority stops need more improvements to provide service to everyone.
11. The essential features and desired features we identified in 2007 were wheelchair pads and solar panel lighting bus poles. We are in the process of buying two solar panel lights to test.
12. There is always more work to be done. The current bus stops are not all accessible, particularly the older ones, and the newer accessible bus shelters do not effectively protect from weather.
13. The RMOW wants to let MUSCC know what we are working on. The RMOW wants MUSCC feedback on custom feasibility and guidance on moving forward on the accessibility review of bus stops.

Moved by Chelsey Walker

Seconded by Dave Ashton

That MUSCC recommend RMOW staff to consider looking at business licensing as a possible mechanism to increase accessible transportation options.

CARRIED

Moved by Chelsey Walker
Seconded by Dave Ashton

That MUSCC recommend RMOW staff to consider an online tool to report concerns with accessible transportation and other issues related to accessibility and inclusion related to Whistler.

CARRIED

Moved by Chelsey Walker
Seconded by Dave Ashton

That MUSCC recommend RMOW staff to consider flexible solutions related to accessible parking, local transit and transportation for special events in Whistler.

CARRIED

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| Park Accessibility | <p>Sarah Tipler commented on the following:</p> <ol style="list-style-type: none">1. There was resurfacing at Spruce Grove and the dugout steps were changed to ramps. Now if anyone wants to view or do coaching, they are able to do so.2. The RMOW extended more accessible picnic tables and paths throughout the parks and at Celebration Plaza and Mountain Square.3. The dock extension and water lift will be added to Wayside Park this coming summer. Rainbow will be in 2021.4. The Planning Department had a conversation with Parks Planning regarding the water lift going in at Wayside Park about whether or not the legs on the lift can be removable to allow it to be used as a lift to assist people to get in and out of their boats.5. A new audit of the parks is needed to determine additional needs. Planning has been in communication with Parks Planning regarding the Parks Master Plan process. A presentation will be made to MUSCC once conceptual plans are determined. |
| Data Collection | <p>Sarah Tipler commented on the following:</p> <ol style="list-style-type: none">1. Generally, we are not finding out about the guest experience. We need to determine a method to gather this information. |
| MUSCC Terms of Reference Update | <p>Sarah Tipler commented on the following:</p> <ol style="list-style-type: none">1. Members are asked to consider if the Terms of Reference should be revised to extend the MUSCC term from one year to two years so that the nomination process is less onerous. Currently applications are made every year. |

Moved by Doug Andrews
Seconded by Chelsey Walker

That MUSCC consider the RMOW staff recommendation to consider extension of term of MUSCC membership from one term to two terms.

CARRIED

Sarah Tipler commented on the following:

1. Members are asked to consider if the Terms of Reference should be revised to change the frequency of MUSCC meetings from every two months to twice a year and as needed.

Moved by Dave Ashton
Seconded by Chelsey Walker

That MUSCC direct RMOW staff to propose a revised Terms of Reference for the Measuring Up Select Committee of Council to Council that changes the meeting schedule to at least two meetings per year and as required.


CARRIED

ADJOURNMENT

Moved by Doug Andrews
Seconded by Dave Ashton

That MUSCC terminate the December 4, 2019 committee meeting at 11:00 a.m.

CARRIED



ACTING CHAIR: Sue Lawther

SECRETARY: Courtney Beaubien