

Whistler Transportation Cycling Plan

December 2006



Whistler Transportation Cycling Plan

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FIGURE 1 Proposed Completed Whistler Transportation Cycling Network

EXECUTIVE SUMMARY

The Whistler Transportation Cycling Plan is oriented to cycling trips to specific destinations, such as to work, school, parks and commercial centres. Whistler's network of transportation cycling routes is examined, including Highway 99, municipal roadways and the Valley Trail. Other key aspects of transportation cycling covered by the plan are end-of-trip facilities, connections to other transportation modes, and community education and encouragement programs.

Network of Transportation Cycling Routes

The most efficient and effective transportation cycling network is the existing road system, provided that facilities are properly designed and maintained. Currently, the width of the paved highway shoulder is within the accepted minimum cycling standard of 1.5 m, except for some localized "pinch points". The 35 km Valley Trail network provides an enjoyable alternative to roadway cycling, but may be a less direct route between some destinations, and riding speeds are limited for the safety of the multi-use trail.

Intersections and crossings can provide significant impediments for transportation cyclists, and several pedestrian/cyclist-activated traffic signals have been installed on Highway 99. Other safe crossing options include overpasses and underpasses, although these are very expensive and may not be used if they are perceived to be inconvenient. With the increasing traffic volumes on Highway 99, crossing safety is a concern.

Signs and roadway markings are important to the promotion and safety of transportation cycling, as they identify preferred cycling routes, alert motorists to the presence of bicycles, and legitimize cyclists as users of the roadways. Recently the Ministry of Highways installed "Cyclists on Roadway" signs at the north and south entrances to Whistler. Further signage on the Highway and on municipal roads will improve cycling safety.

End-of-Trip Facilities

End-of-trip facilities, consisting of bicycle parking and change facilities, are required by cyclists at their destinations. Because they perspire, get dirty and wet, and wear clothing specifically designed for cycling, commuting cyclists may need change rooms, lockers and showers at their destination. Many Whistler cyclists ride expensive bicycles, requiring secure parking at work and at other destinations. Adequate end-of-trip facilities are necessary for cycling to be a feasible and attractive mode of transportation. The new Whistler Public Library, currently under construction, incorporates a change room and bicycle storage facilities for use by commuting local cyclists.

Cyclists also require adequate bicycle storage at the beginning of their trip, be that a residential building or tourist accommodation. Resident housing units for year-round and seasonal workers should have adequate, secure bicycle storage.

Connections to Other Transportation Modes

On some occasions cyclists may find that the full return trip from home to their destination is not practical by bicycle, due to distance, weather, darkness or unusual circumstance. In such a case the transportation cyclist may find it possible to complete a portion of the trip by bicycle and the remainder by another mode of transportation, such as bus or taxi. This

would enable cyclists to travel longer distances than would be practical by bicycle alone or offer an alternative to making the entire trip by automobile.

Encouragement and Education Programs

Cycling to work, shopping and errands may involve a significant change in behaviour for those used to making these trips by automobile. Encouragement programs use information and incentives to motivate people to ride their bicycles. During the 2005 and 2006 Commuter Challenge events, Whistler received national honours by having the highest rate of participation in the use of sustainable transportation means, including cycling, of any municipality in Canada.

Bicycle safety programs can educate cyclists of all ages and skill levels regarding rules and responsibilities on the road and on multi-use pathways. Education programs also inform motorists about the rights of cyclists on roadways, and encourage motorists to “share-the-road” with cyclists and other road users.

Development of the Transportation Cycling Plan

The Whistler Cycling Committee and the Resort Municipality of Whistler have previously developed a cycling planning process to help guide the future of both recreational and transportation cycling in Whistler. The planning process is driven by the community vision, priorities and strategies of *Whistler 2020 – Moving Toward a Sustainable Future*.

In the preparation of the Transportation Cycling Plan, a **Cycling Vision** for the community was articulated, imagining how cycling in Whistler could look and feel in the future. The **Current Reality** of transportation cycling was examined and opportunities to move toward the vision were identified. Finally, **Actions** have been proposed as specific steps to move forward.

1. INTRODUCTION

Whistler has become a world-class, four-season resort. Whistler's growth has provided many benefits, including new residential neighbourhoods, commercial and economic development, and expanded recreational facilities. This growth has also resulted in greater automobile traffic volume, delays and congestion, along with increased vehicle emissions. These can affect the quality of life for Whistler residents and visitors.

The *Whistler Comprehensive Transportation Strategy* was developed to provide transportation alternatives and reduce automobile traffic within the community. The bicycle, used by many active residents and visitors, is recognized as one of the alternatives. The *Integrated Energy, Air Quality & Greenhouse Gas Management Plan* acknowledges bicycle transportation as a means of improving local air quality and meeting greenhouse gas emission goals. The *Whistler Environmental Strategy* identified the role of cycling in moving toward more environmentally sustainable transportation solutions.

Council created the Bicycle Task Force in late 2000 to coordinate a transportation cycling plan for Whistler. The task force (renamed the Whistler Cycling Committee, Appendix 1) assisted staff with community consultation and with the development of a draft *Whistler Bicycle Network Plan*. The importance of cycling to the community was acknowledged in 2004 when Council adopted the Whistler Cycling Policy (Appendix 2), with a goal of integrating cycling into the lives of residents and visitors by providing safe, accessible and convenient transportation cycling routes and facilities.

The Transportation Cycling Plan is guided by the community priorities and strategies of *Whistler 2020 – Moving Toward a Sustainable Future*, Whistler's community-wide strategic plan. The Whistler Cycling Committee, a multi-stakeholder group representing the RMOW, the Whistler Off Road Cycling Association (WORCA), Whistler Blackcomb, Tourism Whistler, and community members, has developed the Plan.

The Plan is oriented to cycling trips to specific destinations, such as to work, school, parks and commercial centres. The Plan, however, is not limited to those commuting between home and work. Transportation cycling facilities will be used by residents, second homeowners and visitors to combine shopping and errands with recreation and fitness activities. By cycling, they will avoid automobile trips while enjoying the Whistler outdoor experience.

The Transportation Cycling Plan is one of several cycling action plans identified in the Whistler Cycling Planning Process, which articulates a vision, goals and objectives for all cycling activities in Whistler. A separate Recreational Cycling Plan addresses the recreational aspects of cycling and includes a master plan for cycling trails in the Whistler area.

2. RMOW MANAGEMENT OF PLAN

Scope of Plan

The intent of this plan is to provide a community-wide vision of transportation cycling and an action plan to move toward that vision. The plan will guide the RMOW capital and operating expenditures on cycling infrastructure, events and programs. It will also inform the planning of other stakeholders, including the BC Ministry of Transportation, the Whistler Chamber of Commerce, transportation providers, Tourism Whistler and individual businesses.

Exclusion

This plan does not include recreational cycling, the subject of a separate Recreational Cycling Plan.

Key Assumptions

- RMOW will continue to lead the development and implementation of this initiative
- RMOW actions will be guided by the Whistler Cycling Policy
- The Whistler Cycling Committee will guide and monitor the implementation of cycling actions and will periodically update the plan
- A Whistler Cycling Coalition may evolve to provide a more independent voice to cycling interests in Whistler

Delivery Strategy

- The RMOW will implement its cycling actions through its five-year financial planning process
- Other organizations will implement their actions through their budget processes
- Progress on actions will be reported by the Whistler Cycling Committee

Key Deliverables

- Transportation cycling vision
- Action plan, indicating implementing organizations and timing
- Transportation cycling indicators to measure progress toward the vision (The indicators are included in the *Whistler Cycling Policy Implementation Strategy* document.)

Community Engagement

- More than twenty individuals directly contributed to the development of the cycling plans, including representatives of WORCA, Tourism Whistler, Whistler Blackcomb, the Whistler Chamber of Commerce, the Western Canada Mountain Bike Tourism Association, local bike shops, seniors, local riders and several RMOW departments
- The Whistler Cycling Committee made a presentation to Council on September 18, 2006 to report on the status of the cycling plans and advise of the scheduled open house
- A public open house was held on October 5, 2006 at Spruce Grove Field House, with more than eighty attendees
- The draft plans have been posted on the RMOW website since October 12, 2006

- There were a number of articles in both local newspapers regarding the draft cycling plans and opportunities for feedback
- More than 120 individual feedback forms or written comments were received and considered in the preparation of the final cycling plans

Impact on Current Operations

Existing RMOW capital and operating funds currently allocated to cycling will be re-directed to activities included in this plan. Full implementation of this plan may require additional funding and resources.

Risk Analysis

- Financial Risk:** Low – New transportation cycling facilities, where possible, will be built with RMOW and Ministry of Transportation roadway upgrades and in conjunction with residential and commercial developments. Valley Trail facilities will also have a significant recreational cycling benefit.
- Performance Risk:** Low – Transportation cycling facilities will be built in accordance with accepted industry standards. Valley Trail facilities will be built to the Whistler Trail Standards.
- Hazard Risk:** Low – New cycling trails will be built to proven standards, and will include appropriate signage.
- Strategic Risk:** Low – Cycling is a proven and growing summer offering for both residents and visitors.

Opportunities

Cycling Whistler has become a major summer activity for residents and a popular offering for visitors. Cycling for transportation, as an alternative to trips by automobile, has significant environmental and societal benefits: reduced emissions, reduced traffic congestion, and the health benefits of a physical activity for most everyone. Cycling supports Whistler’s image as an active community that cares about the natural environment.

Progress Tracking

Transportation cycling indicators will be developed to measure progress toward the transportation cycling vision. Progress toward the cycling indicators may also be reflected in Whistler 2020 core and strategy indicators.

Financial Implications

Funding for cycling infrastructure has been included in recent RMOW budgets. An increase in the length of Valley Trail may require additional funding for maintenance. With an approved Transportation Cycling Plan, the RMOW will have access to a variety of grants for cycling infrastructure and programs.

Linkages to Whistler 2020

Cycling is strongly linked to Whistler 2020 and the five priorities of Enriching Community Life, Enhancing the Resort Experience, Protecting the Environment, Ensuring Economic Viability, and Partnering for Success. In addition, cycling supports the Descriptions of Success of the following Whistler 2020 strategies: Recreation & Leisure, Transportation, Visitor Experience, Health & Social, Natural Areas, Economic, Resident Affordability and Built Environment.

3. TRANSPORTATION CYCLING VISION

Imagine cycling in Whistler in the year 2020. The Whistler Cycling Planning Process articulated a vision and several broad goals for all cycling activities in Whistler. Considering that overall vision, along with the Descriptions of Success from relevant Whistler 2020 Strategies, this Transportation Cycling Vision was developed.

**Whistler 2020
Priority**

Enriching
Community
Life

Goal 1: Local trails and community plans and programs facilitate cycling by residents

- i. The Valley Trail network is incorporated into all residential neighbourhoods
- ii. Transportation cycling is incorporated into the planning of new neighbourhoods and buildings, including the residential neighbourhood created from the Athlete Village for the 2010 Olympic and Paralympic Winter Games
- iii. There are programs in the community to encourage transportation cycling
- iv. Effective cycling safety programs are offered for cyclists and motorists

Enhancing
the Resort
Experience

Goal 2: The resort community promotes and supports cycling

- i. Buses and taxis provide convenient transportation of bicycles within the resort
- ii. Signs and pavement markings facilitate safe cycling on roadways

Enhancing
the Resort
Experience

Goal 3: Whistler maintains its reputation as a premier cycling destination by offering high quality trails and events

- i. The Valley Trail network provide a continuous off-road link between neighbourhoods, commercial centres and parks

Protecting
the
Environment

Goal 4: Transportation cycling contributes to the protection of the environment and the liveability of the community

- i. A network of transportation cycling routes facilitates cycling and reduces automobile usage
- ii. There are bicycle racks and other end-of-trip facilities in the Village, Whistler Creek and other destinations to encourage visitors and residents to cycle
- iii. End-of-trip facilities in residential and commercial buildings make transportation cycling convenient

Protecting
the
Environment

Goal 5: Local cycling trails highlight Whistler's natural environment without compromising its values

Ensuring
Economic
Viability

Goal 6: Cycling contributes to the long-term economic health of the resort

Partnering
for
Success

Goal 7: Residents, businesses and government cooperate to develop the Sea-to-Sky region as the mountain biking capital of Canada

- i. The Valley Trail and roadway cycling routes are maintained to allow safe cycling

4. CURRENT REALITY AND PROPOSED ACTIONS

What is the “current reality” of transportation cycling in Whistler? For each of the cycling goals, the following summarizes where we are today compared to our Transportation Cycling Vision. For each cycling goal and topic area, **Key Opportunities** were identified to assist in the planning of actions. Finally, for each cycling goal, participants suggested **Proposed Actions** to move toward the Vision.

4.1 *Goal 1: Local trails and community plans and programs facilitate cycling by residents*

Enriching
Community
Life

4.1.1 **Cycling Awareness and Encouragement**

The Whistler Cycling Policy states that, “*Cycling benefits Whistler’s environment, its economy, the health of its people, the resort experience, and society at large. It is the goal of the Resort Municipality of Whistler to integrate cycling into the lives of residents and visitors by providing safe, accessible and convenient transportation cycling routes and facilities.*” However, the provision of improved cycling routes and facilities may not be enough to change transportation behaviours.

There may not be a widespread understanding of the environmental, community and personal benefits of transportation cycling. Awareness programs can improve the perception and acceptance of cycling and highlight opportunities for cycling. Programs can also educate employers about the benefits of encouraging employees to cycle to work, which may include improved productivity, better morale and reduced absenteeism. Awareness programs can include bicycle maps, newsletters, “how to commute by bicycle” brochures and cycling events.

During the 2006 Commuter Challenge event, Whistler received national honours by having the highest rate of participation in the use of sustainable transportation of any municipality in Canada. Similar recognition was given in 2005. Many of Whistler’s participants cycled for their transportation needs during the Commuter Challenge events.

Cycling to work, shopping and errands may involve a significant change in behaviour for those used to making these trips by automobile. Encouragement programs use information and incentives to motivate people to ride their bicycles. Examples of programs and improvements that encourage transportation cycling are “bike to work” days, corporate challenges, change room facilities and improved cycling access to transit.

Key Opportunities

- Leverage off the active nature of Whistler residents and visitors to encourage cycling as a sustainable transportation means
- Continue participation in local and national commuter challenge events
- Engage visitors and second homeowners in sustainable transportation promotions and events
- Highlight the “success stories” of commuters who cycle for transportation, contributing to the sustainability of the community

4.1.2 Cycling Education and Safety

There are inherent risks when automobiles and bicycles share the same roadways, and some cyclists may not feel safe when riding with traffic, particularly on Highway 99. Bicycle safety programs can educate cyclists of all ages and skill levels regarding rules and responsibilities on the road and on multi-use pathways. Education programs also inform motorists about the rights of cyclists on roadways, and encourage motorists to “share-the-road” with cyclists and other road users. Enforcement programs are intended to enforce the rules of the road, support educational initiatives, reduce bicycle theft and improve safety for cyclists.

Key Opportunities

- Address cycling safety issues that may be barriers to people cycling on roadways

Proposed Actions in Support of Goal 1

ID#	Action	Proposed Year	Lead Org	Assisting Orgs
1	Promote events such as Clean Air Day and commuter challenges that encourage cycle commuting	2007 and Longer-Term	RMOW	Chamber
2	Communicate to Whistler residents and visitors the benefits of transportation cycling and automobile trip reduction. Provide practical information to assist people in making more cycling trips to meet their transportation needs	Longer-Term	RMOW	Chamber TW
3	Prepare a program to encourage residents and second homeowners to cycle for their local transportation needs	Longer-Term	RMOW	
4	Develop information and incentive programs for businesses to encourage transportation cycling by workers.	2007 and Longer-Term	RMOW	Chamber
5	Develop and deliver bicycle safety programs based on ICBC and Provincial government programs	Longer-Term	RMOW	

4.2 Goal 2: The resort community promotes and supports cycling

Enhancing
the Resort
Experience

4.2.1 Signage

Clear and consistent signs and roadway markings can play an important role in the promotion of transportation cycling. Signs identify preferred cycling routes and direct cyclists through the transportation cycling network and to major destinations. Roadway signs alert motorists to the presence of bicycles and legitimize cyclists as users of the roadways. Warning signs identify potential hazards to cyclists and indicate appropriate actions for cyclists at specific locations, such as intersections and crossings. To avoid confusion and reduce visual impacts, signs should be installed in a consistent manner and only where necessary for safety and route finding. The Transportation Association of Canada has signage guidelines for cycling routes.

In Whistler the level of signage for cyclists varies. The Valley Trail network has directional signs and map kiosks at strategic locations. The network on the west side of Highway 99 is easy to follow, while many visitors find the Valley Trail through Lost Lake Park more difficult to follow. A common complaint by first-time visitors is trying to figure out how to access the Valley Trail system from Whistler Village.

Highway 99 is an important transportation cycling corridor, but is lacking signs and pavement markings to inform cyclists or motorists. On municipal roads there are no signs or roadway markings on preferred cycling routes.

Recently, the Ministry of Highways installed “Share the Roadway” signs on Highway 99 at the north and south entrances to the built up areas of Whistler. The signs show that both automobiles and bicycles can and should share the road.

Key Opportunities

- Prepare a signage plan for on-street and off-street bicycle routes, identifying locations and content of all signs

4.2.2 Connections to Other Transportation Modes

On some occasions cyclists may find that the full return trip from home to their destination is not practical by bicycle, due to distance, weather, darkness or unusual circumstance. In such a case the transportation cyclist may find it possible to complete a portion of the trip by bicycle and the remainder by another mode of transportation, such as bus or taxi. This would enable cyclists to travel longer distances than would be practical by bicycle alone or offer an alternative to making the entire trip by automobile. As a result, bicycle use can be increased and automobile use reduced. This option may be of particular use to workers living in Pemberton and Squamish who would like their bicycle in Whistler for transportation or recreation.

Cooperation with local transit (WAVE), taxi companies and bus companies will be required. If regular public passenger rail service is re-introduced, then bicycle storage on the trains and at the proposed Whistler train station should be considered. To encourage and facilitate destination recreational cyclists, cooperation with bus companies, limousine operators, airlines and car rental companies is suggested. A transportation centre is proposed in the Whistler Comprehensive Transportation Strategy as a “hub” where buses, taxis, hotel shuttles, carpools and bicycles can meet to transfer passengers between different modes of transportation. Transportation cycling should be an integral part of the planning of such a facility.

In Whistler all WAVE buses are equipped with bike racks between mid April and early November. Each bus has the capacity to hold two bikes and there is no charge for the service. Some taxis are equipped with bike racks. Both Greyhound and Perimeter bus lines will transport bikes for a charge.

Key Opportunities

- Improve the availability and convenience of bicycle transportation to and within the resort

Proposed Actions in Support of Goal 2

ID#	Action	Proposed Year	Lead Org	Assisting Orgs
6	Develop and implement a plan to install signs and pavement markings to improve cycling safety and increase awareness for motorists and cyclists	Longer-Term	RMOW	Ministry of Transportation
7	Develop policies and partnerships with WAVE, taxi companies, bus companies, car rental companies and rail transportation companies, focusing on transportation of bicycles to and within the resort	Longer-Term	RMOW	Transportation Providers
8	Incorporate bicycle storage into the design of new or renovated transportation facilities	Longer-Term	RMOW	Transportation Providers

4.3 Goal 3: Whistler maintains its reputation as a premier cycling destination by offering high quality trails and events

Enhancing
the Resort
Experience

4.3.1 Off-Street Routes – Valley Trail Network

The Valley Trail network is the crown jewel of cycling in Whistler and is heavily used by both transportation and recreational cyclists. The Valley Trail network connects neighbourhoods to each other and to parks and commercial centres, supplementing the network of on-street cycling routes. Although there are some limitations to its use by commuter cyclists (crowded during peak times, partially covered with snow in the winter, indirect routing, and steep sections), it is a significant resource for transportation cycling. The Valley Trail is the likely choice of less experienced cyclists using their bicycles for a combination of transportation, recreation and fitness, avoiding the perceived dangers of Highway 99. Because distances in Whistler are relatively short, commuting cyclists may prefer to take a few more minutes and enjoy the aesthetic experience of the Valley Trail rather than a faster trip on the highway.

Several new residential neighbourhoods have been proposed to house Whistler’s workers, including Rainbow and the Athlete Village for the 2010 Olympic and Paralympic Winter Games. The Valley Trail should be extended to provide cycling and pedestrian access to these areas. Gaps in the existing Valley Trail network should be remedied so that all neighbourhoods, parks and commercial centres are linked. In addition, consideration should be given to the building sections of Valley Trail adjacent to Highway 99 in areas where the existing Valley Trail is indirect or where a heavy amount of pedestrian and cyclist traffic is expected. The Valley Trail adjacent to Highway 99 between Bayshores Drive and Whistler Creek is an example of a well-utilized segment that has improved safety and has attracted additional pedestrian and cycling users.

The commercial and light industrial area at Function Junction is the one major region of Whistler not presently served by the Valley Trail network. The completion of this long anticipated connection has been complicated by issues with the CN right-of-way and private lands along the majority of the existing two-kilometre long gravel trail. Construction of the trail from Alta Lake Road to Function Junction has long been planned. A further connection

from the Alta Lake Road railway crossing to Alpha Lake Park is planned in the future, likely requiring a floating walkway along the shore of Alpha Lake. When completed, the Valley Trail link from Whistler Creek to Function Junction will provide a valuable route for commuters and shoppers. In addition, recreational cyclists will have safe and convenient access to the recreational trails in the Interpretive Forest and beyond.

Key Opportunities

- Provide Valley Trail access to all residential neighbourhoods and commercial developments
- Provide a continuous, paved Valley Trail connection to Function Junction and the new Athlete Village neighbourhood
- Provide sections of Valley Trail adjacent to Highway 99 in areas where the existing Valley Trail is indirect or where a heavy amount of pedestrian and cyclist traffic is expected

Proposed Actions in Support of Goal 3

ID#	Action	Proposed Year	Lead Org	Assisting Orgs
9	Provide Valley Trail access to the new Rainbow and Athlete Village neighbourhoods	2007 and Longer-Term	RMOW	
10	Modify the Official Community Plan (OCP) to require Valley Trail access to all residential and commercial developments	Longer-Term	RMOW	
11	Complete the Valley Trail Connection from Alpha Lake Park to Function Junction	2007 and Longer-Term	RMOW	
27	Develop a Valley Trail lighting policy	2007	RMOW	
28	Complete the Valley Trail connection on the west side of Highway 99 from Meadow Park Sports Centre to Nesters	2007 and Longer-Term	RMOW	Ministry of Transportation

4.4 Goal 4: Transportation cycling contributes to the protection of the environment and the liveability of the community



4.4.1 Network of Transportation Cycling Routes

This section addresses transportation cycling routes within Whistler, including Highway 99, municipal roadways and the Valley Trail. During 2001 municipal staff and the Whistler Cycling Committee conducted an inventory of the existing network of transportation cycling routes to identify the need for improved or additional facilities. This was accomplished through a public information campaign (consisting of an information booklet, open houses, presentations and surveys) and an evaluation of cycling routes and intersections. The booklet *Better Bicycling for the Whistler Community – First Step* was issued at that time.

The proposed network of transportation cycling routes, comprising Highway 99, certain municipal roadways and the Valley Trail, is shown in Figure 1. When completed, the network will allow safe and efficient cycling between all neighbourhoods, commercial centres, parks and schools. It is the long-term goal of the Transportation Cycling Plan to upgrade these cycling routes to conform to one of the route types depicted in Figure 1.

During the evaluation process, each route segment was rated for safety, demand, network contribution and appeal using the ICBC methodology. Costs were then estimated for each potential improvement, and the results of this analysis will be useful in prioritizing which segments to build first. The full needs assessment methodology is provided in the *Whistler Bicycle Network Plan – Background Report*.

Key Opportunities

- Formally adopt a long-term transportation cycling network plan as shown in Figure 1

4.4.2 On-Street Cycling Routes

The most efficient and effective bicycle network is the existing road system. Whistler’s roadways can provide direct, safe (if facilities are properly designed and maintained) and inexpensive cycling routes. Highway 99 and municipal roads can offer transportation cyclists with a faster alternative to the Valley Trail network. Encouraging cyclists to use roads increases cycling awareness and legitimizes cycling as a means of transportation.

The Whistler Cycling Policy requires that “specific provisions” be made for cyclists on all new and upgraded municipal roadways and on Highway 99. A list of options for cycling facilities applicable to various roadway types is provided in Appendix 4.

Highway 99 is a primary route for transportation cyclists. The width of the paved shoulder generally exceeds the accepted minimum cycling standard of 1.5 m. However, there are some localized “pinch points” where the paved shoulder width is 0.5 m or less. To create a safe and attractive transportation cycling corridor the paved shoulders on Highway 99 should be at least 1.5 m wide, with all pinch points eliminated.

A shoulder bikeway should be created on both sides of Highway 99, along its entire length from Function Junction to Emerald Estates. In some areas this would entail only the addition of pavement markings and roadway signs. In other areas it would be necessary to widen short sections of the highway shoulder to eliminate pinch points. A major Highway 99 safety concern is the Mons railway crossing, where the paved shoulder is narrow and a concrete barrier forces cyclists and pedestrians closer to traffic.

Priorities for construction of the Highway 99 shoulder bikeway should be based on the ICBC evaluation process¹, pedestrian and cycling usage, and the availability of nearby Valley Trail or municipal roadway alternatives. Upgrading and maintenance of Highway 99 is the jurisdiction of the BC Ministry of Transportation. The MOT has a cycling policy,

¹ The ICBC evaluation process is a methodology of evaluating individual cycling route segments, accounting for network contribution, connectivity, rider safety, cyclist demand and appeal to cyclists.

requiring that provisions for cyclists be included in the upgrading of provincial highways. RMOW staff should work closely with the MOT in the in the planning and development of a Highway 99 shoulder bikeway and potential adjacent Valley Trail.

Several municipal roadways (Village Gate Blvd, Lorimer Road, Lake Placid Road and sections of Alta Lake Road) are included in the network of transportation cycling routes. Cyclists arriving at Whistler Village by Highway 99 or the Valley Trail encounter a significant impediment at Village Gate Blvd. This municipal roadway can provide an important connection between the west and east sides of the Village for both transportation and recreational cyclists. A bike lane or wide lane (see diagrams on Figure 1) on each side of the roadway, along with highly visible signage, would facilitate cycling use of the roadway. Each of the other municipal roadways in the network should be evaluated for the appropriate type of cycling facility. The ICBC route evaluation process will be useful in establishing priorities for upgrading of cycling facilities on municipal roadways.

New neighbourhoods and developments should be provided with on-street transportation cycling facilities, entailing one or more of the methods depicted in the diagrams on Figure 1. Connections to Highway 99 and the Valley Trail will facilitate use of the existing network of transportation cycling routes.

There will be a number of facilities constructed in the Whistler area in conjunction with the 2010 Olympic and Paralympic Winter Games. These include an Athlete Village (located near Function Junction), the Sliding Centre on the lower slopes of Blackcomb Mountain and the Nordic Centre in the Callaghan Valley. A portion of the Athlete Village will be retained as resident housing and other community legacies, so transportation cycling facilities should be included. The Sliding Centre and Nordic Centre will have summer uses that will require cycling access.

Key Opportunities

- Provide a Highway 99 shoulder bikeway throughout Whistler, especially in conjunction with planned highway upgrades
- Provide appropriate cycling facilities on municipal roadways that are part of the Transportation Cycling Network

4.4.3 Intersections and Crossings

Intersections and crossings, especially those involving Highway 99, can provide significant barriers for transportation cyclists. Several highway intersections have proven dangerous to automobiles and pedestrians, resulting in the installation of traffic signals. Other highway crossing options for cyclists and pedestrians are overpasses and underpasses, although these are very expensive and may not be used if they are perceived to be inconvenient. The ICBC route evaluation process should be used in the establishing of priorities for upgrading of Highway 99 and municipal intersections. It is essential to involve the BC Ministry of Transportation in the evaluation of cyclist and pedestrian safety of Highway 99 intersections.

Key Opportunities

- Improve cycling safety at key intersections and crossings

4.4.4 End-of-Trip Facilities

End-of-trip facilities, consisting of bicycle parking and change facilities, are required by cyclists at their destinations. Because they perspire, get dirty and wet, and often wear clothing specifically designed for cycling, commuting cyclists may need change rooms, lockers and showers at their destination. Many Whistler cyclists ride expensive bicycles, requiring secure parking at work and at other destinations. Adequate end-of-trip facilities are necessary for cycling to be a feasible and attractive mode of transportation.

The Whistler Cycling Policy mandates appropriate bicycle end-of-trip facilities at municipal buildings and parks, and it encourages the provision of end-of-trip facilities in commercial and residential buildings. The new Whistler Public Library, currently under construction, incorporates a change room and bicycle storage facilities for use by commuting local cyclists.

End-of-trip facilities include the following:

- **Bicycle racks:**
These are intended for short-term use by transportation and recreational cyclists. Most bicycle racks require that cyclists have a lock, while some designs incorporate a coin-operated lock system.
- **Secure bicycle parking:**
This includes bicycle lockers, locked bicycle rooms, attended parking facilities, and valet bicycle parking. These are intended for longer-term storage (two hours or more) and provide a higher level of security than bicycle racks.
- **Change rooms, clothing lockers and showers:**
These facilities should be located at or within easy walking distance of a commuter's place of employment. Lockers provide cyclists with a place to store toiletries and clothing that are difficult to transport by bicycle on a daily basis.
- **Bicycle storage:**
Secure storage rooms where bicycles may be individually locked are required in resident housing buildings and tourist accommodations.

More than 80% of respondents to the 2001 survey indicated support for additional end-of-trip facilities to encourage bicycle use for commuting and other trips. The most-requested type of facility was secure bicycle parking, whereas showers and clothing lockers were the least-requested. Secure bicycle parking, protected from the elements, has been identified as the improvement most likely to encourage more people to cycle. In 2002 a study was conducted to review end-of-trip facility needs and alternatives for Whistler Village. Existing and recommended end-of-trip facilities are shown in Appendix 5.

Cyclists also require adequate bicycle storage at the beginning of their trip, be that a residential building or tourist accommodation. Resident housing units for year-round and seasonal workers should have adequate, secure bicycle storage. It should be recognized that many riders have more than one bicycle, often very expensive. As Whistler attracts more destination cycling visitors, it is essential that hotels, condominiums and townhouses accommodate the storage of bicycles. The Athlete Village and other facilities built for the 2010 Winter Games will also require bicycle parking and storage.

Key Opportunities

- Provide cycling end-of-trip facilities to encourage transportation cycling

Proposed Actions in Support of Goal 4

ID#	Action	Proposed Year	Lead Org	Assisting Orgs
12	Adopt the network of cycling routes shown on Figure 1 Whistler Transportation Cycling Network as the long-term goal for transportation cycling in Whistler	2007	RMOW	Ministry of Transportation
13	Prioritize the potential Highway 99 improvements based on the ICBC Safer Bicycle Planning method	2007	RMOW	Ministry of Transportation
14	Develop an implementation plan to develop shoulder bike lanes on Highway 99	2007	Ministry of Transportation	RMOW
15	Evaluate municipal roadways for inclusion in the transportation cycling network, and consider all roadway in the network for the addition of appropriate transportation cycling facilities	Longer-Term	RMOW	
16	Modify the Official Community Plan to require all new neighbourhoods, residential developments and commercial developments to incorporate cycling facilities and convenient connections to transportation cycling routes	Longer-Term	RMOW	
17	Incorporate cycling into the design of the Athlete Village and provide transportation cycling route access to the Sliding Centre, Nordic Centre, and other Olympic and Paralympic facilities	2007 and Longer-Term	RMOW	VANOC
18	Assess and prioritize improvements to Highway 99 and municipal road intersections to increase cycling safety and facilitate transportation cycling	2007 and Longer-Term	RMOW	Ministry of Transportation
19	Develop a plan to provide secure bicycle parking at various locations in Whistler Village and other locations to meet the needs of existing commuter cyclists and encourage additional cycle commuting	2007 and Longer-Term	RMOW	
20	Include secure bicycle parking and storage facilities in the planning of venues for the 2010 Winter Games	2007 and Longer-Term	RMOW	VANOC
21	Develop a standard for end-of-trip facilities in new and existing commercial buildings	Longer-Term	RMOW	Chamber
22	Develop an implementation strategy, in conjunction with the business community, to provide end-of-trip facilities in existing buildings	Longer-Term	RMOW	Chamber
23	Develop a standard for bicycle storage in multi-family residential developments	Longer-Term	RMOW	
24	Implement bylaws to require end-of-trip facilities in new residential and commercial developments	Longer-Term	RMOW	
25	Apply for a Provincial Cycling Infrastructure Partnerships Program (CIPP) Grant for facilities that are part of the network of transportation cycling routes	2007	RMOW	

Protecting the Environment

4.5 Goal 5: Local cycling trails highlight Whistler’s natural environment without compromising its values

This goal is fully addressed in the Recreational Cycling Plan.

Ensuring Economic Viability

4.6 Goal 6: Cycling contributes to the long-term economic health of the resort

This goal is fully addressed in the Recreational Cycling Plan.

Partnering for Success

4.7 Goal 7: Residents, businesses and government cooperate to develop the Sea-to-Sky region as the mountain biking capital of Canada

4.7.1 Maintenance

For the safety and convenience of cyclists it is important that highway shoulders, bike routes, bike lanes and paved bike paths be maintained with transportation cycling in mind. Because of winter road sand applications and construction activities through the remainder of the year, Highway 99 and municipal roadways must be swept of loose material. Currently, the paved Highway 99 shoulder is only swept once a year, in the spring following the completion of snow clearing. Gravel and debris that accumulate throughout the summer are a hazard to commuting and road cyclists.

As more people are starting to commute by bicycle during winter months, it will be important to review the snow clearing plans for portions of the Valley Trail network. In the summer sections of Valley Trail are subject to impingement by the dense vegetation growing adjacent to the trail. If not periodically trimmed it can restrict the width of the cycling lane and reduce visibility, with the potential for head-on collisions.

Key Opportunities

- Ensure appropriate maintenance of the Valley Trail and roadways that are part of the Transportation Cycling Network
- Consider snow clearing of additional sections of Valley Trail to allow for winter cycling use

Proposed Actions in Support of Goal 7

ID#	Action	Proposed Year	Lead Org	Assisting Orgs
26	Develop a standard for Highway 99, municipal road and Valley Trail maintenance	2007	RMOW	Ministry of Transportation

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Appendix 1 List of Participants

Participating Organizations

Thanks to the organizations and stakeholder groups who contributed to this plan.

- Local bicycle shops
- Resort planners
- RMOW Staff
- Seniors
- Tourism Whistler
- Whistler 2020
- Whistler Blackcomb
- WORCA

Participating Individuals

Special thanks to the individuals who contributed their personal time, energy and passion for cycling to the development of this plan.

- Ted Battiston
- Keith Bennett
- Chris Bishop
- Rina Bowen
- Vanessa Carrington
- Emma DalSanto
- Andrew DeBoer
- Martin Pardoe
- Tom Prochazka
- Mieke Prummel
- Frank Savage



COUNCIL POLICY

WHISTLER

POLICY NUMBER:	I-II	DATE OF RESOLUTION:	DECEMBER 6, 2004
WHISTLER CYCLING POLICY			

1. SCOPE OF POLICY

This policy guides municipal staff in the integration of the bicycle into transportation, recreation and development planning.

2. OBJECTIVES

Cycling benefits Whistler’s environment, its economy, the health of its people, the resort experience, and society at large. It is the goal of the Resort Municipality of Whistler to integrate cycling into the lives of residents and visitors by providing safe, accessible and convenient transportation cycling routes and facilities. The RMOW will also encourage and support environmentally responsible recreational cycling as an economic driver of the resort community and a contributor to the well being of Whistler residents.

3. GUIDING PRINCIPLES

- 3.1 Specific provisions for cyclists will be made on new and upgraded municipal roadways. Exceptions to this requirement will be subject to the evaluation process described below.
- 3.2 Valley Trail connections will be extended to new and redeveloped neighbourhoods and commercial developments subject to the evaluation process.
- 3.3 Appropriate bicycle end-of-trip facilities will be provided at municipal buildings and parks. The RMOW will encourage the provision of appropriate end-of-trip facilities in development permit re-zoning developments such as commercial and residential buildings.
- 3.4 Municipal roads and paved bicycle paths will be maintained to enable cyclists to use the facilities safely and conveniently within our financial framework.
- 3.5 The RMOW will work in conjunction with the Ministry of Transportation in the planning and implementation of cycling improvements to Highway 99.
- 3.6 Recreational cycling trails will be provided for the benefit of residents and visitors. The RMOW will work cooperatively with the private and volunteer sectors to build and

maintain recreational trails to Whistler Trail Standards, Environmental and Technical Trail Features.

- 3.7 Recreational cycling contributes to the economic well being of the resort. The RMOW will support cycling tourism and events that are deemed to be in the interest of the resort community.
- 3.8 The RMOW will consult with local cycling stakeholders in the planning and promotion of transportation and recreational cycling routes, trails, facilities and programs. The Whistler Cycling Committee, the Whistler Off Road Cycling Association and other cycling advocacy groups will advise on cycling issues and provide feedback on the effectiveness of the Cycling Policy.
- 3.9 The capital and operating costs of implementing the Cycling Policy for RMOW facilities will be managed within normal RMOW business practices and annual budgeting and financial planning processes.
- 3.10 This Cycling Policy and other cycling plans will be reviewed on a regular basis, in consultation with cycling stakeholders.
- 3.11 Exceptions to this policy will be subject to a detailed evaluation of the as outlined in Best Practices.

4. **BEST PRACTICES**

In the application of the Cycling Policy RMOW staff will give careful consideration to cycling in the planning, design, construction and operation of all new and upgraded municipal roads, paved trails, buildings and facilities. Occasionally, after a detailed staff evaluation, it may be concluded that specific provisions for cycling are not feasible on a route or in a facility. Provisions for cycling may be excluded for the following reasons:

- 4.1 There may not be a feasible way to ensure cyclist safety when using the route. For example, a cliff face along the edge of a road may make it impossible to build a facility wide enough to share the road safely.
- 4.2 The volume of automobile traffic on a route may be sufficiently low that the safety of cyclists is not compromised and separate facilities may not be necessary. This exception might apply to a street within a residential neighbourhood.
- 4.3 The cost to accommodate cyclists may be too high given the number of users.
- 4.4 An existing Provincial Law or Municipal bylaw specifically prohibits cycling along that route.
- 4.5 Cycling is not in the greater public interest. This may include situations where the changes necessary to accommodate cyclists could damage environmentally sensitive sites or infringe onto archeological aboriginal sites such as culturally modified trees.

Certified Correct:

Brenda Sims, Municipal Clerk

Appendix 3

Bicycle Planning Principles

The Transportation Cycling Plan incorporates several fundamental principles of bicycle planning. These principles are based on experience in Whistler as well as communities in British Columbia and across North America.

1. Integrate bicycle planning into community planning and development processes:

The bicycle should be considered at all stages in the development of neighbourhoods, commercial areas, parks, transportation facilities and municipal infrastructure. Requirements for cycling facilities should be incorporated into community planning documents such as the *Official Community Plan* and *Whistler 2020*.

2. Plan for all users:

This plan is intended to promote cycling as a means of transportation and the reduction of automobile trips. Some cycling routes will also be attractive and beneficial to other users, including runners, walkers, skateboarders and inline skaters, all of whom contribute to the community goals of sustainable transportation and healthy recreation. The planning and design of transportation cycling routes must recognize and accommodate their multi-use nature.

3. Plan for different types of cyclists:

The residents and visitors who cycle in Whistler represent a wide range of skills, physical fitness and comfort with riding in traffic. The planning and design of transportation cycling routes should consider the needs of those likely to use the facilities. While it is not possible to design a single route appropriate for all cyclists, there should be a range of facilities so that cycling in Whistler can be enjoyed by all. It is important to recognize that the greatest potential for increasing bicycle trips exists among occasional cyclists and non-cyclists, rather than those who already travel by bicycle on a regular basis.

4. Treat bicycles as vehicles:

The Motor Vehicle Act assigns cyclists the same rights and responsibilities as motorists. Experience has shown that the safest way to accommodate bicycles is to treat them as vehicles, and to plan and design bicycle facilities accordingly. Motorists are able to safely share the road with cyclists who act in a predictable manner. When cyclists are required to act in an unpredictable, non-vehicle manner — such as riding onto or off of a sidewalk in order to connect to a cycling route — safety is compromised.

5. Accommodate bicycles on all roads:

The most efficient, least expensive bicycle network is the road system. To encourage cycling, maximize safety and minimize capital and maintenance costs, the best approach is to plan and design roads to be shared by motorists, cyclists and pedestrians.

6. Parking is essential:

A significant deterrent to bicycle use is concern about theft. A sufficient quantity of convenient, well-designed and secure bicycle parking will reduce this barrier to cycling.

7. Route information is essential:

Cyclists, like motorists, need route information such as distance to destination signs, bicycle route maps and parking information.

8. Design Guidelines for Transportation Cycling Facilities

Whistler's transportation cycling facilities should be designed for safety while conforming to quality standards appropriate to a world-class mountain resort. Guidelines were developed for the Insurance Corporation of British Columbia (ICBC) that address planning, design, construction and maintenance, and reflect the best practices in North America. It is recommended that the RMOW develop cycling facility standards consistent with these guidelines.

Appendix 4 Cycling Facilities Applicable to Roadway Types

Highway 99 - Shoulder Bikeway (Figure 1, Diagram 1)

Minimum 1.5 m paved shoulder with painted markings

RMOW Roads - Shoulder Bikeway (Figure 1, Diagram 2)

Minimum 1.5 m paved shoulder with painted markings

RMOW Roads - Wide Lane/Shared Lane (Figure 1, Diagram 3)

May have pavement markings and signage

Planned for Village Gate Blvd

Valley Trail, parallel, but separated from road (Figure 1, Diagram 4)

Examples are:

Valley Trail along Highway 99 from Whistler Creek to Bayshore Drive

Valley Trail along Lorimer Road

Valley Trail along north end of Archibald Way

Valley Trail along Spring Creek Blvd.

Valley Trail, sidewalk bike path

Examples are:

Along Northlands Blvd.

Along Cheakamus Way

Valley Trail adjacent to road with no separation

Examples are:

Valley Trail along Lakeside Drive and Archibald Way

Valley Trail along Nesters Road from Nancy Greene Drive to Lorimer Road

(This method should only be used to provide continuity of the Valley Trail where width restrictions preclude a separated Valley Trail or a sidewalk bike path)

Residential Streets

No pavement markings or signage

(This is applicable to streets in residential neighbourhoods where speed and frequency of automobile traffic is low)

Bicycle Signage only along municipal road

No wide lane or pavement markings

(This is applicable to municipal roads where there is not sufficient width to accommodate one of the above methods. Alta Lake Road is an example.)

Note: See Figure 1 Whistler Transportation Cycling Network for diagrams of the various route types.

Appendix 5

Existing And Proposed End-Of-Trip Facilities

Destination	Bicycle Racks		Secure Bicycle Parking		Showers, Lockers, Change rooms	
	Existing	New/More	Existing	New/More	Existing	New/More
<i>Primary Destinations</i>						
Whistler Village businesses	•	•		•		•
Village North/Marketplace businesses	•	•		•		•
Nesters	•			•		•
Upper Village	•	•	•	•		•
Whistler Creek businesses		•	•	•		•
Function Junction businesses		•		•		•
<i>Secondary Destinations</i>						
Meadow Park Sports Centre	•	•		•	•	
Whistler Secondary School	•	•		•	•	
Myrtle Philip Community School	•	•		•	•	
Spring Creek Community School	•	•		•	•	
2010 Athlete Village		•		•		•
2010 Sliding Centre		•		•		
2010 Nordic Centre		•		•		
<i>Tertiary Destinations</i>						
Spruce Grove Park	•					
Lost Lake Park	•	•				
Rainbow Park	•					
<i>Other Destinations</i>						
Library	•	•		•		•
Conference Centre	•	•		•		•
Municipal Hall	•		•	•	•	
Public Works Yard	•	•			•	
Millennium Place	•	•		•		•
First Nations Centre		•		•		
Existing hotels	•	•	•	•	•	•
New developments		•		•		•

Appendix 6 Proposed Transportation Cycling Actions

ID#	Action	Description/Rationale	Proposed Year	Lead Org	Assisting Orgs	Whistler 2020 Action
1	Promote events such as Clean Air Day and commuter challenges that encourage cycle commuting	Residents may try cycling during a promotional event and this may lead to a longer term behavioural change	2007 and Longer-Term	RMOW	Chamber	
2	Communicate to Whistler residents and visitors the benefits of transportation cycling and automobile trip reduction. Provide practical information to assist people in making more cycling trips to meet their transportation needs	Whistler residents require practical information to help reduce automobile trips (e.g., the location of secure bike parking). Visitors need to know that Whistler is bike friendly and has on and off-road cycling routes that make it easy and safe to get around.	Longer-Term	RMOW	Chamber TW	
3	Prepare a program to encourage residents and second homeowners to cycle for their local transportation needs	Consistent promotional programs in the media may influence behaviours of full-time and part-time residents	Longer-Term	RMOW		
4	Develop information and incentive programs for businesses to encourage transportation cycling by workers.	Workplace incentive programs may be effective for workers	2007 and Longer-Term	RMOW	Chamber	
5	Develop and deliver bicycle safety programs based on ICBC and Provincial government programs	Programs may reduce cycling injuries and also may help community members feel safer when cycling roadways	Longer-Term	RMOW		
6	Develop and implement a plan to install signs and pavement markings to improve cycling safety and increase awareness for motorists and cyclists	Many people do not feel safe when cycling on Highway 99 and municipal roads. Pavement markings and signage give legitimacy to roadway cycling.	Longer-Term	RMOW	Ministry of Transportation	
7	Develop policies and partnerships with WAVE, taxi companies, bus companies, car rental companies and rail transportation companies, focusing on transportation of bicycles to and within the resort	Visitors who bring their own bicycles to the resort are more likely to cycle for some of their transportation needs. Providing in-resort bicycle transportation options may reduce automobile trips	Longer-Term	RMOW	Transportation Providers	
8	Incorporate bicycle storage into the design of new or renovated transportation facilities	Transport of bicycles by various transportation modes will facilitate transportation and recreational cycling.	Longer-Term	RMOW	Transportation Providers	

ID#	Action	Description/Rationale	Proposed Year	Lead Org	Assisting Orgs	Whistler 2020 Action
9	Provide Valley Trail access to the new Rainbow and Athlete Village neighbourhoods	This will facilitate cycling access to both neighbourhoods. These are high priority segments that should be completed prior to 2010.	2007 and Longer-Term	RMOW		
10	Modify the Official Community Plan (OCP) to require Valley Trail access to all residential and commercial developments	This will clarify to potential developers that they must make provisions for Valley Trail connections	Longer-Term	RMOW		
11	Complete the Valley Trail Connection from Alpha Lake Park to Function Junction	The Millar Creek Trail to Function Junction is a popular with workers and with riders accessing the trails at the south end of Whistler. Paving of the trail will encourage riding and reduce automobile trips. This is a high priority segment that should be completed prior to 2010.	2007 and Longer-Term	RMOW		
12	Adopt the network of cycling routes shown on Figure 1 Whistler Transportation Cycling Network as the long-term goal for transportation cycling in Whistler	Progress toward completion of the Transportation Cycling Network will encourage cycling and automobile trip reduction	2007	RMOW	Ministry of Transportation	
13	Prioritize the potential Highway 99 improvements based on the ICBC Safer Bicycle Planning method	The ICBC method calculates a composite priority based on safety, demand, appeal and cost	2007	RMOW	Ministry of Transportation	
14	Develop an implementation plan to develop shoulder bike lanes on Highway 99	Provide options for commuter cyclists who want access to bike lanes. Valley Trail is limited in terms of commuter cyclists who do not want to cause potential risk from travel speed to walkers, strollers, animals using trail.	2007	Ministry of Transportation	RMOW	#546 Trans TF
15	Evaluate municipal roadways for inclusion in the transportation cycling network, and consider all roadway in the network for the addition of appropriate transportation cycling facilities	Municipal roadways are an important component of the Transportation Cycling Network. As new neighbourhoods are developed, cycling traffic increases, or safety concerns are identified it may be necessary to include additional municipal roads in the network. All roadways in the network should be evaluated for appropriate cycling facilities.	Longer-Term	RMOW		

ID#	Action	Description/Rationale	Proposed Year	Lead Org	Assisting Orgs	Whistler 2020 Action
16	Modify the Official Community Plan to require all new neighbourhoods, residential developments and commercial developments to incorporate cycling facilities and convenient connections to transportation cycling routes	This will clarify to potential developers that they must make provisions for cycling	Longer-Term	RMOW		
17	Incorporate cycling into the design of the Athlete Village and provide transportation cycling route access to the Sliding Centre, Nordic Centre, and other Olympic and Paralympic facilities	All facilities for the 2010 Winter Games will also have summer uses. Provisions for cycling will encourage cycling and automobile trip reduction	2007 and Longer-Term	RMOW	VANOC	
18	Assess and prioritize improvements to Highway 99 and municipal road intersections to increase cycling safety and facilitate transportation cycling	Intersections and crossings, especially Highway 99, are barriers to cycling. Improvements will encourage more people to cycle	2007 and Longer-Term	RMOW	Ministry of Transportation	
19	Develop a plan to provide secure bicycle parking at various locations in Whistler Village and other locations to meet the needs of existing commuter cyclists and encourage additional cycle commuting	Lack of secure bicycle storage is a significant deterrent to those who might otherwise commute by cycling	2007 and Longer-Term	RMOW		
20	Include secure bicycle parking and storage facilities in the planning of venues for the 2010 Winter Games	Adequate end-of-trip facilities will encourage transportation cycling to legacy facilities from the 2010 Winter Games	2007 and Longer-Term	RMOW	VANOC	
21	Develop a standard for end-of-trip facilities in new and existing commercial buildings	Adequate end-of-trip facilities will encourage cycle commuting	Longer-Term	RMOW	Chamber	
22	Develop an implementation strategy, in conjunction with the business community, to provide end-of-trip facilities in existing buildings	Adequate end-of-trip facilities will encourage cycle commuting	Longer-Term	RMOW	Chamber	
23	Develop a standard for bicycle storage in multi-family residential developments	Design guidelines will be helpful to building owners and strata corporations in providing secure bicycle storage	Longer-Term	RMOW		

ID#	Action	Description/Rationale	Proposed Year	Lead Org	Assisting Orgs	Whistler 2020 Action
24	Implement bylaws to require end-of-trip facilities in new residential and commercial developments	Adequate end-of-trip facilities will encourage cycle commuting. This will clarify to potential developers that they must make provisions for bicycles	Longer-Term	RMOW		
25	Apply for a Provincial Cycling Infrastructure Partnerships Program (CIPP) Grant for facilities that are part of the network of transportation cycling routes	CIPP grants are available to encourage transportation cycling by accelerating the development of cycling infrastructure	2007	RMOW		
26	Develop a standard for Highway 99, municipal road and Valley Trail maintenance	Early and regular sweeping of roadways and the Valley Trail will make cycling easier and safer	2007	RMOW	Ministry of Transportation	
27	Develop a Valley Trail lighting policy	Lighting of high traffic routes will increase safety for cyclists and pedestrians. Trail lighting can make commuting feasible for longer periods of the year	2007	RMOW		
28	Complete the Valley Trail connection on the west side of Highway 99 from Meadow Park Sports Centre to Nesters	Completion of this route will provide a direct and safe off-road connection from Alpine to Whistler Village. Also provides convenient connections from Nesters, White Gold and Spruce Grove neighbourhoods to MPSC.	2007 and Longer-Term	RMOW	Ministry of Transportation	