

3 Year TPM Targets Table

Recommendation	3 year target	1 st year work plan Feb 2010 to March 2011	Status	2 nd year work plan April 2011 to March 2012	Status	3 rd year work plan April 2012 to March 2013
<p>1. Change Management –</p> <p>Change how transportation and parking problems are defined and the range of solutions considered. Create new organizational relationships</p>	<ul style="list-style-type: none"> - new programs and process known and understood -internal IT, HR and Finance department policies support active transportation 	<ul style="list-style-type: none"> -report out on the TPM plan and survey results -establish a TPM steering committee with terms of reference including advising on change management within organization -confirm external stakeholder participation in steering committee and working groups -review and start revision of internal admin processes to support alternate modes of transportation - identify where/when appropriate to include users/those affected in defining what needs to change and how -report out on the modal split results -make parking statistics known and useful to other departments. <p>Create and launch</p>	<ul style="list-style-type: none"> -complete -complete -complete -complete -ongoing -complete -complete -complete 	<ul style="list-style-type: none"> --communicate honestly about the challenges facing the College in terms of parking supply -improve relationships with HR, IT and Finance - identify where/when appropriate to include users/those affected in defining what needs to change and how - continue/evolve general awareness campaign of alternative transportation modes -continue communication with staff and students re: importance of active modes 	<ul style="list-style-type: none"> Ongoing ongoing 	<ul style="list-style-type: none"> -propose additional changes to internal admin processes to support alternate modes of transportation (eg: reimbursement for intercampus travel by bicycle, and higher internal awareness of transit and cycling options)

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		general awareness campaign of alternative transportation modes				
2. Transportation Management Program (TMP)- Establish a program within Ancillary Services responsible for transportation and parking management activities	- understood by Camosun community that Ancillary Services is responsible for Transportation and Parking issues and initiatives to and at Camosun College -3 years of quantitative data from mode share counts, and qualitative data from transportation survey	- project manager hired -activities for this and the next three years prioritized -Develop annual plan with 3 year and long term plan goals -confirm targets for plan -confirm targets from individual programs and initiatives -communicate regularly on initiatives and successes Start review of admin processes to support sustainable transportation objectives	-complete -ongoing -ongoing -ongoing -ongoing -ongoing -complete	-communicate regularly on initiatives and successes -refine internal communication strategy -refine external communication strategy -review and update transportation and parking materials available from departments on campus -improve transportation information available from cashiers	-ongoing	-communicate regularly on initiatives and successes
3. Transportation Management Association (TMA) –	- if willingness is established, at least 1 joint initiative per year , that results in	-identify ideal group members to participate in a TMA - organize first meeting	-complete -complete	-identify opportunities for joint initiatives -assess willingness of group to continue		

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Coordinate with other local organizations (UVic, VIHA, VITP, municipal governments, businesses, etc.) to provide transportation and parking management services.	improved and/or more cost effective services to those participating	<ul style="list-style-type: none"> - identify opportunities for joint initiatives; - assess willingness of group to continue - schedule/plan for moving forward with TMA 	<ul style="list-style-type: none"> -ongoing -complete -in complete 			
Recommendation	3 year target	1 st year work plan		2 nd year work plan/target		
4. Promote and Improve transportation options- Work with BC Transit, local, regional and provincial governments to improve the quantity and quality of alternative modes	<ul style="list-style-type: none"> -working relationship with BCTransit, local, regional and provincial governments for planning and provision of active transportation facilities. -promote reasons/alternatives to bringing car to campus - 3 year target for increased transit modal split % at Lansdowne to 49% (2011 level = 47%) 	<ul style="list-style-type: none"> -establish working relationships with BC Transit, local, regional and provincial governments -baseline mode split% Lansdowne = 47% Interurban = 34% 	<ul style="list-style-type: none"> -ongoing -complete 	<ul style="list-style-type: none"> -maintain working relationships with BC Transit, local, regional and provincial governments -conduct 2nd bi-annual “Getting Here” transportation and parking survey of students and employees -share results of “Getting Here” survey with all stakeholders -develop low carbon travel policy or travel reduction goal -track transit service levels to each campus 2011 compared to 2010 (at modal split count times) - general awareness campaign to support all the options throughout the year 		-increase transit modal split % at Interurban to 36% (2011 level = 34%)
4.1 Public transit-	- increased usage of PROPASS by staff	- 8 full time continuing staff use PROPASS in	-ongoing	-improve transit waiting areas on campus		

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<p>Increase transit routes, service frequency and service hours. Improve user areas and amenities such as onboard Internet access.</p>	<p>- improved satisfaction levels with transit services as reflected in bi-annual transportation survey. baseline satisfaction level in fall 2008: 50.5% of those at Lansdowne rate transit service excellent or good. 32.5% of those at Interurban rate transit service good or excellent.</p>	<p>2009</p> <ul style="list-style-type: none"> - establish and build relationship with appropriate BC transit personnel -ensure BC Transit has Camosun survey report and plan before they finalize their 25 year plan - at least one meeting with BC Transit with plan for moving forward - set up transit working group on campus - have at least one internal transit working group meeting - identify specific service improvements for the short and long term, from the TPM plan and survey report - consider incentives - find/create feasible means to measure transit usage to/from Camosun, establish baseline - report more/better transit service in the modal split report– baseline= 2010 	<p>-complete</p> <p>-complete</p> <p>-complete</p> <p>-complete</p> <p>-complete</p> <p>-ongoing</p> <p>-complete</p> <p>-ongoing</p>	<ul style="list-style-type: none"> -propose transit waiting area improvements in Oak Bay and Saanich -identify tracking mechanism for PROPASS usage -work with TMA and BC Transit for College subsidized monthly staff transit pass -consider/recommend incentives for transit usage -identify BC Transit tracking mechanism for UPASS usage -identify/pursue all paths within BC Transit to advance better service to Interurban -use survey results to again engage BCTransit -engage TPM working group/CCSS with specific objectives - report more/better transit service -use modal bi-annual modal split report to measure transit usage to/from Camosun, 		
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		<p>Interurban: 7am to 9am total buses arriving and leaving= 18</p> <p>Int 3pm to 5pm total buses arriving and leaving = 15</p> <p>Lansdowne: 7am to 9am total buses arriving and leaving = 101</p> <p>Lans 3pm to 5pm total buses arriving and leaving= 94</p>				
Recommendation	3 year target	1 st year work plan		2nd year work plan		3 rd year work plan
<p>4.2 Ridesharing (carpooling and vanpooling) –</p> <p>Improve rideshare matching services, promotion efforts and incentives</p>	<p>-30 registered carpool vehicles per campus</p> <p>-</p>	<p>-set up ridesharing working group on campus</p> <p>- identify specific services and incentives to dramatically increase participation (from carpool registration numbers and TPM)</p> <p>-start development of National Rideshare week for Oct</p> <p>- tie into other programs in place, if feasible or appropriate (Uvic, TMA province, etc)</p>	<p>-complete</p> <p>-complete</p> <p>-complete</p> <p>-complete</p> <p>-</p>	<p>-develop incentive/promotion/system for carpooling to meetings at other campus</p> <p>-develop and implement incentives and promotion campaign for rideshare/carpool at Interurban in fall 2011</p> <p>-promote National Rideshare week in October 2011</p> <p>-create a rideshare/carpool promotion poster for October 2011</p> <p>-report 50% increase in registered carpool vehicles total for both campuses</p> <p>-</p>		

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		<ul style="list-style-type: none"> - launch a program - promote program - report more people registered for rideshare program <p>baseline in October 2010 is 58 individuals registered in 23 carpool groups for both campuses</p>		-		
Recommendation	3 year target	1 st year work plan		2 nd year work plan/target		
4.3 Walking conditions- Improve walking conditions on and around the campus. Insure <i>universal design</i> (facilities that accommodate all users).	<ul style="list-style-type: none"> -good working relationship with PRD -increased numbers of people walking to Camosun, from modal split counts 	<ul style="list-style-type: none"> -Set up walking conditions working group -Undertake a study to review and propose ideal walking conditions in and around campus <ul style="list-style-type: none"> – work with Saanich and Oak Bay 	<ul style="list-style-type: none"> -complete -complete -ongoing 	<ul style="list-style-type: none"> -present proposed Saanich improvements to Advisory Transportation Committee - identify funding options of “ideal walking conditions” - seek funding for “ideal walking conditions” -create plan/timeline to implement “ideal walking conditions” - report increased number of people walking to/from Camosun, as reflected in modal split counts 		
4.4Cycling conditions -Improve cycling conditions on and around campus, including	<ul style="list-style-type: none"> - students and staff report improved cycling routes around and between campuses 	<ul style="list-style-type: none"> -set up cycling working group on campus - identify specific services and incentives to increase numbers of 	<ul style="list-style-type: none"> -complete -complete 	<ul style="list-style-type: none"> -present proposed Saanich and campus cycling improvements to Advisory Cycling Committee - identify funding options for “ideal cycling conditions” 		

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<p>paths, lanes, parking and support services.</p>	<ul style="list-style-type: none"> - increased number of people cycling to Camosun, from Modal Split Report -support Saanich cycling facilities grant application (federal or provincial) 	<p>people cycling to Camosun (from TPM plan and survey report)</p> <ul style="list-style-type: none"> - tie into or duplicate other successful programs in place locally or elsewhere (ie Bike to Work or Network) - support Camosun Bike Network - at least 10 participants in Camosun Bike Network - report completed on Bike Network with recommendations for next year -review and propose improvements to cycling conditions in and around campus – work with Saanich -research appropriate bike infrastructure and equipment to support TPM plan - confirm and plan bicycle infrastructure and amenities - work with Saanich to advocate more/better cycling lanes 	<ul style="list-style-type: none"> -complete -didn't occur -complete incomplete -complete -complete -ongoing -ongoing 	<ul style="list-style-type: none"> - seek funding for “ideal cycling conditions” -create plan/timeline to implement “ideal cycling conditions” - bike rack inventory, occupancy count and needs analysis for bike racks (locations/numbers) -tie into and sponsor Bike to Work Week - complete report on Bike Network Year 1 & 2 with recommendations for next year -support Bike Network program in summer 2011 -establish participation goals for Bike to Work Week and Bike Network in 2012 -report out on Bike to Work Week and Bike Network participant success (and recommendations for next year) Meet with cycling working group -work with Saanich to advocate more/better cycling lanes - report increased number of people cycling to Camosun from mode share counts - report increased number of cycling routes around and between campuses 	<p style="text-align: center;">Complete</p>	
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3 Year TPM Targets Table

Recommendation	3 year target	1st year work plan		2nd year work plan		3 rd year work plan
		- confirm/plan Bike to Work Week initiatives, target, sponsorship	-complete			
4.5 Carsharing and taxi services- Ensure that carsharing and taxi services are conveniently available on campuses.	-carsharing and taxi services are conveniently available on campuses -Guaranteed/ Emergency Ride Home services are available to users of active transportation	-Investigate when/how feasible to offer carsharing service on campus -Identify when/how taxi services would be appropriate offered	-ongoing -ongoing	-plan car share for both campuses, including funding source (s) -plan guaranteed/emergency ride home service for users of active transportation including funding source (s)		
4.6 Telework- Establish telework policies and support services.		-identify and support telework champions in each department -provide info for bargaining	Incomplete	- identify and support 3 - 5 telework champions in each department --plan telework options for presentation to stakeholders		
4.7 Alternative schedules-- Encourage alternative class and work schedules that reduce travel peaks.	20% increase in evening and weekend classes;	-provide parking lot data to course scheduling committee - Encourage alternative class and work schedules that reduce travel peaks.	-complete -ongoing	-provide parking lot data to course scheduling committee - Encourage alternative class and work schedules that reduce travel peaks. -report on successful alternative work schedules currently in place - establish baseline of % of classes taking place in evenings and weekends with tracking mechanism (going back to year 1 data)		

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4.8 Intercampus transport- subsidized group transport rather than single auto transport between campuses	Ideal intercampus transport is identified, financially supported and promoted	<ul style="list-style-type: none"> -analyse \$ spent on local travel (July 2010) -Research options VIHA PRD (July 2010) -begin discussions with potential partners 	<ul style="list-style-type: none"> complete Complete complete 	<ul style="list-style-type: none"> - develop intercampus shuttle options develop intercampus shuttle recommendation including funding source(s) -present intercampus shuttle plan with funding options and GHG emission reduction estimates to College Exec/SLC - create carpool program for employees for intercampus travel 	<ul style="list-style-type: none"> Complete complete 	
Recommendation	3 year target	1st year work plan		2nd year work plan/target		
5. Parking management- Implement various parking management strategies.	<ul style="list-style-type: none"> - 10% reduction in the number of vehicles counted in modal split report. Baseline in 2010 is Interurban= 3592 and Lansdowne= 2744. - 10% availability rate for parking on each campus (5-10% reduction in occupancy at Interurban from 2008 levels) Litman. Baseline from 2008 (as used in TPM plan) is 1% availability, at 	<ul style="list-style-type: none"> - Annual update/confirm parking stall count by lot, category and campus (Robbins) -annual review of parking stall utilization; complete (Robbins). -stall availability rates in peak times 2010 at Interurban=3% and Lansdowne= 17% -conduct bi annual modal split counts research and plan parking rate structure for next several years to support active modes 	<ul style="list-style-type: none"> -complete -complete -complete -complete 	<ul style="list-style-type: none"> -annual update/confirm parking stall count by lot, category and campus. -annual review of parking stall utilization -Stall availability rate average at Interurban in 2010 is 3% -review/revise if necessary stall category numbers -count staff permits in general spaces in October, November and February to establish baseline for % use of stalls/lots. -calculate GHG emissions based on local mileage numbers -have parking rates approved/in place to support alternative modes of transportation for 		

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	Interurban. - to prevent current parking conditions worsening , and to accommodate 2% annual growth in students; a 20% decrease in per capita vehicle trips will be required.	-have parking rates in place to support alternative modes of transportation for September -research appropriate parking infrastructure and equipment to support TPM plan (Robbins) -develop annual budget to implement Plan	-complete -complete -complete	September -parking lot efficiency study for q3, (overall parking lot layout- any options to provide additional motorcycle parking at Lansdowne or change spot layout to increase the number of spaces in any lot.		
Recommendation	3 year target	1st year work plan		2nd year work plan		3 rd year work plan
5.1 Shared parking- Share parking facilities among users and buildings,	-create shared parking options for student housing -maximize shared parking options on both campuses	-identify options - approach potential partners	-ongoing	-identify options, current users - working with stakeholders, create parking lot usage/layout plan that maximizes shared use		
5.2 Staff parking pricing and cash out -Eliminate or cash out free employee parking. Charge employees for parking and offer alternative benefits.	- phased plan to charge employees for parking, or offer cash out -achieve 10% reduction in staff vehicle parking/ Baseline in 2008 Getting Here Survey shows that 78.4% of staff repondents and 77.8% of faculty	- articulate options, desired end result & participation -provide information for bargaining -plan with timeline for employee options to free parking pass -reduce the percentage of staff and faculty	- ongoing -complete -ongoing	-create flexible incentive packages that incorporate more than one transportation option -plan with timeline for employee options to free parking pass. -explore and consider monthly transit pass discounts/subsidization - work with employee groups to identify funding source for cash-out and options to the benefit of		

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	respondents used their vehicle to come to campus.	using their vehicle as their primary mode of coming to campus by 10% from 2008 survey levels.		free parking -articulate desired end result and participation -provide information for bargaining -% reduction in staff parking is y		
Recommendation	3 year target	1st year work plan		2nd year work plan/target		
5.3 Parking price targets -Establish targets to increase parking fees, particularly during peak periods, to reduce problems and generate revenues for transportation programs.	- increased parking rates used to cover costs of TPM project -increased/changed parking rates affect demand (fewer people bringing cars to campus)	-create multi-year pricing strategy -create incentive pricing by lot - report annual TPM budget and how funded	-complete - attempted	-monitor market rates for parking, see master tracking document - report annual TPM budget and how funded		
5.4 Overflow parking plans - Establish overflow parking plans for special events.	-Have overflow parking agreement in place with 2 other local institutions	- identify options - approach potential partners	-complete -complete -complete	-have 1 overflow option in place for Interurban -approach 2 additional overflow parking potential partners	complete	
5.5 Improve parking user information and enforcement - Provide better user information on parking and transportation options. Improve	-Current. consistent parking and active modes of transportation information available online, in print and on campus signage -Parking and transportation	-web site kept up to date -plans in place for web site to be more interactive -identify and create communication tools and pr activities to promote new and	-complete - incomplete -complete	-plan and implement more interactive web site -support and promote pay by cell program -provide current parking information to all departments -support PRD in parking transition		

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<p>enforcement on campus, and of nearby spillover parking.</p>	<p>presence at campus events -improved user satisfaction The 2008 T&P Survey indicated significant user dissatisfaction with current parking management and enforcement. Only a third (33%) rate the <i>availability</i> of parking as either excellent (7.7%) or good (25%), and only 16.5% considered parking to provide either excellent (5.9%) or good (10.6%) value for money</p>	<p>developing options - staff violations transitioned to Robbins/Ancillary; - infrastructure for improved services and utilization management in place on campus-work through bugs of new parking infrastructure -develop flyer for off-campus parking in conjunction with Saanich and BC Hydro -TPM info and presence at appropriate campus functions</p>	<p>-complete -complete -complete -complete -complete</p>	<p>-provide resources for cashiers handling carpool and motorcycle decals. -continue communication/promotion campaign for parking alternatives - timelinefor improved on-campus signage -support Saanich with neighbourhood spill over issues - TPM info and presence at appropriate campus functions -report increased user satisfaction from survey results</p>		
Recommendation	3 year target	1 st year work plan		2 nd year work plan/target		
<p>5.6 Parking pass rules and audits - Establish clearer rules concerning the allocation of free parking passes. Provide alternatives, such as free transit passes.</p>	<p>- “rules” and procedures known and understood by the Camosun Community - “rules” are applied consistently - Reduced staff time in administering guest permits and special requests</p>	<p>- Establish principles around the cost/value of parking and efforts to reduce auto trips to Camosun and relate to our role in the community Review and revise policies and procedures for: -special event parking</p>	<p>-complete -complete</p>	<p>-provide departments and event organizers with guest maps, maps also available on the intranet -create and communicate parking standards and expectations for special event parking -support departments to move away from providing guest permits</p>	<p>complete</p>	

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	-guest parking permit and employee permit system online	-special guest free parking -employee permits (frequency, tracking, returning, taxable benefit info) - implement above by Jan 1 2010; complete -guest parking permit and employee permit system online -transition how staff violations are addressed - appeal process in place for violations - new admin process to support parking management and support alternate modes - develop and implement transition plan from PRD to Ancillary	-complete -complete -complete complete -complete -complete -complete -complete	-review and develop improvements to online permit system for staff permits - guest parking permit requests reduced by 20% from October 2010 levels of 164 guest permit requests with a total billing of \$2760.18 -track employee violations and cancellations		
Recommendation	3 year target	1 st year work plan		2nd year work plan		3 rd year work plan
6. Smart growth development policies- Build compact development,	Established policies of transportation expectations for students living on campus, with	- prepare specific strategy for student housing parking and transportation expectations	-ongoing	-address current Saanich outside/neighbourhood parking concerns to support future variance applications		

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	<ul style="list-style-type: none">-establish baseline mode share counts in October 2010, bi-annual counts to follow-survey results from 2009, bi-annual survey to confirm qualitative goals	report by June 30, 2011				
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