

Transportation and Parking Management

1st year report on 3 year working plan **June 2011**

Recommendation	Year 1 Activity	Challenges	Successes	Status
1. Change Management	<ul style="list-style-type: none"> - Transition to an integrated, multi-mode approach to addressing “parking” problem -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 <ul style="list-style-type: none"> - 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. -general awareness campaign to help shift attitudes 	<ul style="list-style-type: none"> -distance and lack of transit service make other modes less appealing to both staff and students at Interurban campus 	<ul style="list-style-type: none"> -Transportation and Parking Implementation (TPIP) Steering Committee formed and meets quarterly - a multi-pronged general awareness campaign has been undertaken. Refer to separate chart for details of implementation and success -RSS feed, intercampus bike routes and cycling resources added to Camosun transportation page. 	<ul style="list-style-type: none"> -foundation in place to advance multi-mode approach
2. Transportation Management Program (TMP)	<ul style="list-style-type: none"> Create a TPM management structure in Ancillary Services Department -review and update transportation and parking materials available from departments on campus. - 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 	<ul style="list-style-type: none"> Parking strongly identified with PRD and Security within College community. 	<ul style="list-style-type: none"> Officially moved to Ancillary Services April 2009, created new (part-time) Manager position and hired in Nov 2009, transition plan with PRD ended in May 2010 -all parking and transportation materials updated and distributed to HR, student services and other departments -New employee manual parking section and Continuing Education manual parking section updated 	<ul style="list-style-type: none"> -complete

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3. Transportation Management Association (TMA)	<ul style="list-style-type: none"> -identify ideal group members to participate in a TMA -contacts to be made with VIHA, RRU, PISE, VITP, Robbins - 1st meeting to be held - identify opportunities for joint initiatives; - assess willingness of group to continue 		<ul style="list-style-type: none"> -planning and implementation - 1st meeting held Feb 2011, 1st TMA in Victoria 	-complete
4. Promote and Improve transportation options	-establish working relationships with BC Transit, local, regional and provincial governments			
4.1 Public transit	<ul style="list-style-type: none"> - build relationships and share data with appropriate BC transit officials, express specific needs of each Camosun campus, influence 25 year Master Plan to Camosun's benefit - meetings 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 	-limited service levels and \$ for improvements at BC Transit	<ul style="list-style-type: none"> -additional bus on #8 route, pass-up data collection method prepped and implemented - relationship building with BC transit and with CCSS through several meetings -Camosun active on BC Transit's Community Liaison Committee overseeing 25 year master plan 	-ongoing
4.2 Ridesharing (carpooling and vanpooling)	<ul style="list-style-type: none"> -national rideshare week promotion in October -confirm and test Camosun as a registered Jack Bell rideshare employer - set up ridesharing working group on campus - identify specific services and incentives to dramatically increase participation (from survey report and TPM) 		<ul style="list-style-type: none"> -increased number of carpool users from 10 (2009) to 25 (2010) -reviewed carpool requirements, reduced from 3 to 2 people per vehicle. 	-complete
4.3 Walking conditions	<ul style="list-style-type: none"> - comprehensive review of on-campus walking conditions -develop recommendations for capital request - work with Saanich and Oak Bay 	-limited college capital budget	- engage TPIP working committee in the review and recommendations	- complete
4.4. Cycling conditions	- comprehensive review of on-campus, end of trip facilities	-topographical realities, distance,	- engage TPIP working committee in the review and recommendations	-complete

	<ul style="list-style-type: none"> - develop recommendations for capital request -set up cycling working group on campus - identify specific services and incentives to increase numbers of people cycling to Camosun (from TPM plan and survey report) - tie into or duplicate other successful programs in place locally or elsewhere (ie Bike to Work and Network) - confirm and plan bicycle infrastructure and amenities - work with Saanich to advocate more/better cycling lanes 	traffic volumes	<ul style="list-style-type: none"> -sponsored bike to work week - creation of Nasty November bike challenge as part of United Way campaign 	
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4.5. Carsharing and taxi services	In year 2 plan			
4.6. Telework	<ul style="list-style-type: none"> - provide info for collective bargaining 	<ul style="list-style-type: none"> -not possible for all jobs - labour relations issues 	<ul style="list-style-type: none"> -becoming more acceptable in numerous College departments 	-ongoing
4.7. Alternative schedules	<ul style="list-style-type: none"> -identify/encourage staggered work/class schedules to reduce “rush hour” congestion and demand for parking - identify how we might affect class schedules - initiate discussions 	<ul style="list-style-type: none"> -not possible for all jobs or services - class schedules and faculty agreements tied together 	<ul style="list-style-type: none"> -discussions initiated -parking lot occupancy charts provided to course scheduling committee -occupancy charts also provided to event organizers who are concerned about parking 	-complete
4.8 Intercampus transport	<ul style="list-style-type: none"> -analyse \$ spent on local travel - identify and research options (viha, prd, private operators) -begin discussions with potential partners 	<ul style="list-style-type: none"> -budget restrictions (both college and BC Transit) 	<ul style="list-style-type: none"> -options explored with college Receiving department, with VIHA, with BC Transit and with private bus company 	-complete
5. Parking management	<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) -bi annual modal split counts - Set 2 year targets for sov coming to campus - research and plan parking rate structure for next several years to support active modes -have parking rates in place to support alternative modes of 	<ul style="list-style-type: none"> -pressure to increase revenues to college and balance this with manageable levels of implementation of plan 	<ul style="list-style-type: none"> -all parking meters replaced with PCI compliance and better user interface 	complete

	<p>transportation for September</p> <ul style="list-style-type: none"> -research appropriate parking infrastructure and equipment to support TPM plan (Robbins) -parking rate increases to fund implementation of Plan 			
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5.1 Shared parking	<p>Overall objective: Minimize number of parking stalls dedicated to individual uses, users or user groups (ie employees)</p>	<ul style="list-style-type: none"> -labour agreement re staff parking provision 	<ul style="list-style-type: none"> - reviewed disability parking provisions. - new general use parking added at Interurban 	
5.2 Staff parking pricing and cash out	<ul style="list-style-type: none"> - developed plan for "premium parking" to offset cash out option and to start the concept of staff pay -provide cash-out information for bargaining -plan with timeline for employee options to free parking pass 	<ul style="list-style-type: none"> -premium parking plan rejected 	<ul style="list-style-type: none"> -included in bargaining discussions, CCFA seems interested in including options to the benefit of free parking -group to be established to recommend a path forward 	<ul style="list-style-type: none"> - ongoing
5.3 Parking price targets	<ul style="list-style-type: none"> - 4 year pricing strategy outlined, to reflect demand for space and market rates -create incentive pricing by proximity of lot (premium parking)_ 	<ul style="list-style-type: none"> -premium parking plan rejected 	<ul style="list-style-type: none"> -Parking rate increase approved by Board -July 1 2010 1st year price increase implemented, that also included HST 	<ul style="list-style-type: none"> - 1st year activity complete
5.4 Overflow parking plans	<ul style="list-style-type: none"> -identify options for potential overflow needs 	<ul style="list-style-type: none"> -free parking in the vicinity of campuses can be overwhelmed by student parking 	<ul style="list-style-type: none"> -positive discussions with Hillside & VITP 	<ul style="list-style-type: none"> -complete
5.5 Improve parking user information and enforcement	<p>employees- faq's established for new parking processes on the intranet</p> <ul style="list-style-type: none"> -clear processes communicated through camnews and intranet - appeal process reviewed, totally revised and articulated -create plan for new signage that is welcoming and more user friendly (on hold re budget constraints) -web site kept up to date -identify and create communication tools and pr activities to promote new and developing options - staff violations transitioned to Robbins/Ancillary; - work through bugs of new parking processes 	<ul style="list-style-type: none"> -limited ITS resources for web site improvements 	<ul style="list-style-type: none"> - all meters replaced in 2009-10 ,so that all credit cards accepted, and easier to purchase (multi) week permits -signage updated Aug 31, 2010 -violation appeal process articulated and designed to be fair and transparent – on violations as well as the web site -identified and improved disability user processes & information 	<ul style="list-style-type: none"> -year 1 activities complete - ongoing updates and review

	-develop flyer for off-campus parking in conjunction with Saanich and BC Hydro -TPM info and presence at several campus functions			
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5.6 Parking pass rules and audits	-part of transition from PRD to include understanding and documenting (then) current and past practices - 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 -special guest free parking -employee permits (frequency, tracking, returning, taxable benefit info) -guest parking permit and employee permit system online -transition how staff violations are addressed - appeal process in place for violations - develop and implement transition plan from PRD to Ancillary	-past practice of staff violation notice cancellations has been difficult to change. New process – grieved by CUPE	-review and audit completed in Dec 2009, new processes introduced and launched by May 1 2010 -refer to separate document for details of new processes and successes	- initial audit,regs and systems put in place, annual reviews to follow
6. Smart growth development policies	-discussions with Saanich re expectations around parking variances for student residences and Health Building -prepare specific strategy for student housing parking and transportation expectations -research UVic and other Saanich housing projects and parking variance applications	-coordinating communication with PRD and Saanich, some PRD and Ancillary information contradictory - housing plan put on hold	-successfully demonstrated no need for additional parking at Lansdowne for dental building permit, due to #'s and TPM strategies in place	-complete
7. Program evaluation	-establish targets for each of above 6 recommendations to meet the goals of the TPM plan -establish template and mechanisms for evaluating each TPM program and process -track programs launched in 2010-11 - 1 st annual report by June 2011	-staff time constraints	-tracking systems refined and consolidated	- ongoing

