

TO: MUNICIPAL MANAGER 1990 November 06

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 00.486

SUBJECT: ENVIRONMENT AND TRANSPORTATION AWARENESS WEEK FOLLOW UP-ACTIONS

PURPOSE: To outline for Council consideration, follow-up actions in support of Environment and Transportation Awareness Week.

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RECOMMENDATIONS:

THAT Council direct staff to:

1. develop a plan, together with implications, to allocate a percentage of parking spaces in the Municipal Hall/Deer Lake Complex for use by carpools
2. investigate the feasibility of setting up an employee purchase program for interested employees to convert their vehicles to alternative fuels
3. expand the "Buddy Board" carpooling system to all municipal employees in the Municipal Hall/Deer Lake Complex
4. assess the feasibility of implementing a policy requiring all newly purchased or leased vehicles to be powered by alternative fuels
5. develop a program for municipal participation in the Transit Options Program (TOPS), and identify options and financial implications for a full or partial subsidy of employee monthly transit passes and purchase of transit pool passes
6. undertake an assessment of possible improvements to existing facilities in the Municipal Hall/Deer Lake Complex to encourage cycling and that this assessment include covered and secure bicycle racks, shower facilities and lockers.

R E P O R T

1.0 BACKGROUND

During 1990 October 1-5 the District of Burnaby sponsored "Environment and Transportation Awareness Week. This event was designed to raise individual awareness of the negative impacts of private motor vehicles on the environment and establish Council and their employees as leaders in taking action to reduce the degradation of the environment by transportation. Every individual was asked to reduce their use of the private automobile by using an alternative mode at least one day during the week. Final results showed that this goal was reached in almost all municipal departments.

Environment and Transportation Awareness Week was intended as only a first step in an ongoing program to support the use of alternative modes by Council members and employees at Municipal Hall. This report follows up on the success of the Week by assessing the results of a follow-up questionnaire to all municipal employees and proposing additional actions to further Council's commitment to implement measures to improve environmental quality in Burnaby.

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## 2.0 FOLLOW-UP QUESTIONNAIRE

### Preliminary Survey Results

To provide information for the development of follow-up programs, a questionnaire survey of employees was undertaken. This survey focused on mode choice before, during and after Environment and Transportation Awareness Week. It surveyed attitudes to alternative transportation modes and programs.

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#### 2.1 Mode Usage

As shown in Table 1, currently approximately 75 percent of commuting trips by municipal employees are by private vehicle while 16 percent carpool, and 9 percent take transit. During "ETA Week" the number of single occupant private vehicle trips dropped from 75 percent to 60 percent while alternative transportation modes increased from the current 25 percent to 40 percent. Most of the additional trips by alternative transportation were made by carpool which increased to 26 percent of all trips while transit increased its proportion to 13 percent.

To determine the longer term impact of "ETA Week" respondents were asked to indicate their mode choice in the future. The results indicate that 68 percent of trips will continue to be by the single occupant private vehicle while 32 percent will be by alternative modes.

It can be concluded therefore that "ETA Week" had a substantial impact in changing travel behaviour during that week. In the longer term, to sustain the level of participation attained during "ETA Week" however, will require additional incentive programs.

TABLE 1

#### MODE CHOICE MUNICIPAL EMPLOYEES

(based on 100 responses received as of 1990 October 30)

MODE CHOICE	Current Mode	"ETA Week" Mode	Future Mode
Single Occupant Private Vehicle	75%	60%	68%
Carpool	16%	26%	18%
Transit	9%	13%	12%
Bicycle	-	-	1%
Walk	-	1%	1%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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2.2 Possible Future Programs

To assess employee attitudes to future programs, respondents were asked to indicate their level of interest for a number of follow-up programs for Environment and Transportation Awareness Week as shown in Table 2.

TABLE 2  
 EMPLOYEE INTEREST  
 FUTURE ALTERNATIVE TRANSPORTATION PROGRAMS

Program	% Very Interested	% Interested	% Not Interested	Total
Natural Gas Fuels Demonstration	24%	27%	50%	100%
Pedestrian/Cyclist Facilities	24%	22%	54%	100%
Financial Incentives for Alternate Modes	34%	30%	36%	100%
Car Pool Parking Spaces	11%	29%	60%	100%

The percentage of municipal employees indicating either "very interested" or "interested" in an alternative transportation follow-up program ranged from a low of 40 percent for carpool parking spaces to a high of 64 percent for financial incentives for alternative transportation modes. The high level of interest in an alternative transportation program indicates an attitude of openness among municipal employees to consider changing their travel behaviour.

3.0 FOLLOW-UP PROGRAMS

3.1 Overall Goal

Follow-up programs to Environment and Transportation Awareness Week will focus on encouraging individuals to continue to use alternatives to single occupant vehicles for their commute to work at least once per week. Initially, programs will concentrate on municipal employees, elected and appointed officials who work out of facilities in the Municipal Hall/Deer Lake Complex. As the programs are developed and successfully implemented in the Municipal Hall/Deer Lake Complex, they will be expanded to include employees and officials at municipal facilities throughout Burnaby and ultimately throughout the municipality. In addition, all municipal policies, regulations and bylaws will have to be reviewed for consistency with the objective of reducing the use of single occupancy vehicles.

### 3.2

#### Public Transit

Buildings in the Municipal Hall/Deer Lake Complex are well-served by public transit. During Environment and Transportation Week, municipal employees who had rarely or never used public transit to commute to the Municipal Hall/Deer Lake Complex, tried using transit and were favourably impressed by the experience. The Municipality should therefore continue to take immediate and decisive actions to encourage continued use of public transit.

#### 3.2.1 Immediate Actions

- (i) Participate in BC Transit's TOPS (Transit Options Program) program to make transit passes more readily available to employees and to encourage transit use.

As a first step, staff should meet with BC Transit to discuss the TOPS program in more detail and to explore available options for employer/employee cost-sharing for purchase of transit passes. Staff should prepare a report on potential employer/employee cost-sharing arrangements and their financial implications.

- (ii) Investigate the feasibility of and mechanisms for maintaining a pool of monthly transit passes (to complement pool cars) for use by employees traveling to and from work-related meetings, etc.

- (iii) Provide a summary of the results of the Environment and Transportation Awareness Week follow-up questionnaire to BC Transit.

#### 3.2.2 Future Initiatives

- (i) Encourage all major businesses in the municipality to participate in the TOPS program.
- (ii) Update transit policies in the municipality as part of the review of the Conceptual Transportation Plan.

### 3.3

#### Bicycles

Some municipal employees are interested in commuting to the Municipal Hall/Deer Lake Complex by bicycle. However, concerns exist about safety and the lack of facilities for cyclists. As it is developed, the urban trail system will significantly improve access and safety for bicycles throughout Burnaby. The inclusion of bicycle facilities on new and existing roads constructed in Burnaby will also contribute to bicycle safety.

Facilities, including secure bicycle racks sheltered from rain, and showers and lockers for cyclists, are lacking in the Municipal Hall/Deer Lake Complex. Provision of such facilities would encourage more people to commute by bicycle.

### 3.3.1 Immediate Actions

- (i) Provide more secure, sheltered bicycle racks at appropriate locations in the Municipal Hall/Deer Lake Complex.
- (ii) Assess the feasibility of providing shower and locker facilities for cyclists within the Municipal Hall/Deer Lake Complex.

### 3.3.2 Future Initiatives

- (i) Ensure that secure, sheltered bicycle racks and shower/locker facilities for cyclists are included in future plans for renovation/expansion of the Municipal Hall.
- (ii) Develop a draft policy concerning the provision of facilities for cyclists including secure, sheltered bicycle racks/storage, lockers and showers in new commercial, institutional and multi-family developments.
- (iii) Develop updated bicycle transportation policies as part of the revised Conceptual Transportation Plan.

## 3.4 Private Vehicles

Gasoline and diesel vehicles account for approximately 80 percent of the air quality problems in the Lower Mainland. In addition, traffic negatively affects the quality of life in many areas of Burnaby. Measures are required to reduce the number of private vehicles and encourage conversion of private vehicles to cleaner fuels.

### 3.4.1 Immediate Actions

#### Car Pools

- (i) Keep the car pool buddy board up to date by including the carpooling questionnaire in package of information the Personnel Department distributes to new employees and change of address forms.
- (ii) Ensure that all employees working in the Municipal Hall/Deer Lake Complex have convenient access to carpooling information by providing copies of the map and lists of prospective drivers/riders to the Health Building and Justice Building which have not been directly served up to this point.

#### Parking

Provide designated preferred parking stalls for car pools (2 or more persons) in all parking lots in the Municipal Hall/Deer Lake Complex. This could be incorporated in a policy for designated parking which recognizes the need to promote carpools but also makes provision for employees who must use their personal vehicle for Corporation business.

#### Alternative Fuels

- (i) Provide municipal employees with information on conversion of vehicles to less polluting alternative fuels (e.g. natural gas) by arranging an information session with alternative fuel suppliers.
- (ii) Investigate the feasibility of setting up an employee purchase program for interested employees to convert their vehicles to alternative fuels.
- (iii) Assess the feasibility and cost effectiveness of requiring all new agreements to purchase or lease municipal vehicles stipulate that these vehicles be converted to use alternative fuels as well as gasoline.

#### 3.4.2 Future Initiatives

Review the desirability and feasibility of:

- (i) Enacting a bylaw requiring commercial developments to provide dedicated carpool parking spaces.
- (ii) Establishing a schedule of parking charges based on vehicle occupancy for parking in future new covered municipal parking structures.
- (iii) Enacting a bylaw requiring employers to provide carpool programs for their employees.

In addition, it should be noted that the lack of a smoking prohibition in the Municipal Hall cafeteria was identified by some employees as a significant disincentive to use an alternative mode. Some employees viewed their automobile as necessary for access to a smoke free lunchtime environment other than their work station.

#### 4.0 CONCLUSION

Environmental and Transportation Awareness Week was viewed as the first step in a process to change individual travel behaviour to reduce the harmful effects of single occupant private vehicle commuting on the environment. The results of the follow-up questionnaire survey indicate that "ETA Week" has had a significant impact in raising individual awareness of alternative transportation to the point where municipal employees are supportive of programs to encourage alternative transportation modes. The follow-up programs outlined in this report are designed to further establish Council support for alternative transportation programs as a basis to extend these initiatives throughout Burnaby.

*AP*  
RG/SG/mcb

cc: Director Engineering  
Director Finance  
Director Recreation & Cultural Services  
Director Administrative and Community Services

*J. Parr*  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION