

CITY OF BURNABY

**TRAFFIC AND TRANSPORTATION COMMITTEE**  
**(TRANSPORTATION AND TRANSIT DIVISION)**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**Re: STATION CAR PILOT PROJECT IN BURNABY**

**RECOMMENDATIONS:**

1. **THAT** Council endorse TransLink's application for Green Municipal Enabling Fund (GMEF) funding from the Federal Government.
2. **THAT** Council forward a copy of this report to the Manager of Transportation Demand Management (Valder Belgrave), TransLink..

**REPORT**

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2002 January 09, adopted the attached report requesting endorsement of the TransLink Station Car application for Federal Green Municipal Enabling Fund (GMEF) funding.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor D. Evans  
Vice Chair

Councillor B. Der  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR FINANCE  
- DIR. PLNG. & BLDG.

**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(Transportation and Transit Division)

2002 January 9

**FROM:** DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.109

**SUBJECT:** STATION CAR PILOT PROJECT IN BURNABY

**PURPOSE:** To request Council endorsement of the TransLink Station Car application for Federal Green Municipal Enabling Fund (GMEF) funding.

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**RECOMMENDATIONS:**

1. **THAT** Council be requested to endorse the TransLink's application for Green Municipal Enabling Fund (GMEF) funding from the Federal government.
2. **THAT** the Traffic and Transportation Committee forward a copy of this report to the Manager of Transportation Demand Management (Valder Belgrave), Translink.

**REPORT**

**1.0 INTRODUCTION**

On 2001 November 1 TransLink issued a letter requesting the City of Burnaby to consider partnering with TransLink and the Co-operative Auto Network to implement a Station Car pilot program. The Station Car concept has several cars parked at central locations such as businesses, college campuses, high density residential areas, convention centres, airports, and transit stations for subscribers to make local trips. Station Cars are usually used for a portion of commuter based trips. The first phase of the program would see three to five Station Cars based at the Edmonds SkyTrain Station for a 18-month pilot program.

The Green Municipal Enabling Fund (GMEF) is a \$25 million Federal fund that provides grants to support feasibility studies. Operating from 2000 to 2005, the GMEF expects to support up to 150 studies a year to assess the technical, environmental and/or economic feasibility of innovative municipal projects. Grants cover up to 50 per cent of eligible costs to a maximum grant of \$100,000. TransLink has made application to the GMEF for cost sharing for the Station Car pilot project.

The primary goal of the Station Car pilot project is to demonstrate the commercial viability of Station Cars as well as the viability of multiple use in the Greater Vancouver Area.

## 2.0 STATION CARS

*Station Cars* are an American concept with similar programs (car sharing) implemented in Europe. As shown in **Figure 1**, the Station Car concept is being developed through a series of field tests sponsored by mobility providers, governmental organisations, and corporations. The Station Car concept has several to many cars parked at central locations such as businesses, college campuses, high density residential areas, convention centres, airports, and transit



**Figure 1** *Electric Station Cars at BART Station  
Berkeley, California*

stations for subscribers to make local trips, including going to work or home. While car-sharing vehicles are seldom used for commute trips, Station Cars are usually used for a portion of commuter based trips.

The concept is based on the premise that households don't need to own or long-term lease cars to maintain mobility. Station Cars are mobility systems with several to many cars and subscribers. Subscribers reserve and use the cars for some or all of their trip-making needs. Different subscribers use each car multiple times per day. Thus the proportion of cars to subscriber households is smaller, as much as a factor of 10 smaller, than if every subscriber household had its own car. This means the amount of land dedicated to parking cars can be reduced substantially because there are many fewer cars to be parked.

The Station Car system requires a reservation and billing system, fleet management system, vehicle access system, and other hardware and software. In Europe car sharing has become so popular that they are often run by profit-making corporations.

## 3.0 THE STATION CAR PILOT PROJECT

The Station Car pilot project proposed would be the first of its kind in Canada. The first phase proposes three to five gasoline powered cars<sup>1</sup> be located at Edmonds SkyTrain Station

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<sup>1</sup> TransLink selected gasoline powered automobiles over alternative fuel automobiles (eg. electric, fuel cell, etc.) to minimize the cost and complexity of the project in an effort to make it self-sustaining.

with subsequent phases planned for Richmond Transit Centre served by the 98 B-Line and the Coquitlam Central West Coast Express Station.

Station Cars are being proposed by TransLink to be an extension of the SkyTrain system, designed to link commuters who live or work in lower-density areas to the rapid transit system. Station Cars can take advantage of the efficiency of SkyTrain and couple it with the convenience of a car for those trips that are not well served by frequent bus service. Employers within the Glenlyon Business Park in the Big Bend area of Burnaby will be the user group targeted by TransLink in this pilot project. For these employers, Station Cars would provide a new transportation choice.

A “station” is a place for quickly picking up and returning a Station Car. In this case the “station” would be Edmonds SkyTrain Station. This location would also be used for storing, cleaning and performing light maintenance on the Station Cars. TransLink intends to keep the Station Cars in queues to minimize space requirements and maximize use.

Although the vehicles would be dropped-off and picked-up at the Edmonds SkyTrain Station, TransLink anticipates that the Station Cars will spend very little time there due to the multiple-use aspect of the program. A typical day for a Station Car could see it:

- picked-up in the morning by the first commuter from Edmonds SkyTrain Station for a trip down to a central pre-determined parking area in the Glenlyon Business Park;
- used by a second commuter in the Glenlyon Business Park for an off-site meeting or errands during the day;
- then returned to the Edmonds SkyTrain Station at the end of the workday by the first commuter;
- from Edmonds SkyTrain Station it would be picked up by a third commuter and brought home for the night; and
- finally returned to Edmonds SkyTrain Station the next morning by the third commuter.

This example shows three commuters making five trips by sharing the same car throughout the day. This flexibility allows different users to rent one Station Car throughout the day. This multiple use of every car helps to reduce congestion and parking demand. Commuters will be able to reserve Station Cars in advance of their trip to increase certainty.

Anticipated benefits of the Station Car pilot program include:

- *increased access* to high quality rapid transit corridors;

- *reduced transportation emissions* (better air quality) and *reduced storm water impacts* (better water quality);
- *reduced parking demand*, more compact development, transit supportive land use;
- *increased flexibility* for transit-linked trips; and
- *reduced dependence on fossil fuels* and fuel distribution related issues (gas stations, vehicles);

## 4.0 POTENTIAL CONCERNS

### 4.1 Passenger Pick-up/Drop-off Operations

As TransLink is proposing to locate between three and five Station Cars in the 18 space passenger pick-up/drop-off area of the Edmonds SkyTrain Station, Burnaby staff were concerned this may impact existing station users. In response to this concern, TransLink monitored the Edmonds SkyTrain Station passenger pick-up/drop-off during a morning peak (Thursday, October 25, 2001) and an afternoon peak (Tuesday, October 30, 2001). TransLink reported that the 18 spaces were never more than half full, during these peak periods. Therefore, TransLink anticipates no impact on the existing commuters using the passenger pick-up drop-off area.

### 4.2 Previous Experience

TransLink has partnered with the Vancouver's *Co-operative Auto Network* (CAN) for the Station Car pilot project. Started in 1997, the *Co-operative Auto Network* has already designed, operated and refined: a billings and reservation system including soon to be introduced on-line booking, a fleet maintenance systems, a vehicle access systems, insurance, vehicles, emergency back-up measures and all the associated personnel hardware and software to support these systems. The *Co-operative Auto Network* currently has 48 cars and serves 940 members. It is reported to be Canada's leading car sharing organization - for profit or not-for-profit. The founder of CAN is the Executive Director and key partner of the Station Car pilot project.

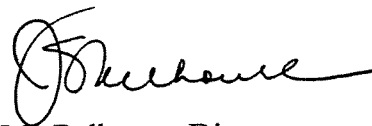
## 5.0 FINANCING

TransLink estimates the total cost of the pilot project to be \$100,000 and these costs are anticipated to be shared 50% by the Federal Green Municipalities Enabling Fund (GMEF) and 50% by TransLink. There will be no cost to the City of Burnaby. However, even though the City of Burnaby is not being requested to financially contribute to the pilot project, the terms of the GMEF application process require the City of Burnaby to endorse the project as a demonstration of municipal support for the proposed pilot project.

Given the multiple use of each vehicle, TransLink anticipates that each subscriber will pay \$200-\$300 per month to get to and from a Station Car station on a regular basis (5-days a week). The economics of a full-scale Station Car program are such that TransLink anticipates they will be self-sustaining and will not require any subsidy. This is the case now with Vancouver's *Co-operative Auto Network*. The revenue from the rentals are ultimately intended to cover the costs of the vehicles, facility and the operation of the service.

## 6.0 CONCLUSION

The Station Car pilot project proposed by TransLink would be the first such commuter based transportation initiative in Canada to allow different subscribers use of each car multiple times per day. This pilot project is designed to be ultimately self-sustaining and demonstrate the power of the Station Car concept. Similar multiple user programs have reduced the proportion of cars to subscriber households to be much smaller, as much as a factor of 10 smaller, than if every subscriber household had its own car or second car. TransLink has partnered with Vancouver's *Co-operative Auto Network* to take advantage of their experience and organizational capacity as operators of a 48 vehicle, 980 member car sharing organization. As such the Station Car pilot project is a workable and innovative way to challenge private vehicle ownership and to try sharing vehicles as an extension of the SkyTrain system in a progressive way.



J.S. Belhouse, Director  
PLANNING & BUILDING

DAC/sla

cc: City Manager  
Director Engineering  
Director Finance

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