

Idle Free Squamish, Whistler and Pemberton

Final Report
December 2014



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INTRODUCTION

The Idle Free Campaign took place in Squamish, Whistler and Pemberton from October 15th to December 15th to decrease idling and raise public knowledge on local idling bylaws with the overall goal of further improving the air shed in the Sea to Sky Corridor. This project is a continuation of last year's campaign run by the Sea to Sky Clean Air Society (SSCAS), and a component of the Clean Air Commute. The Clean Air Commute and associated projects and programs (including Idle Outreach) is funded by Environment Canada – EcoAction. Idle Outreach is supported by the Village of Pemberton, the Resort Municipality of Whistler (RMOW), and the District of Squamish. Idle Free B.C. is a provincial wide campaign where resources were borrowed from. Two Idle Free Ambassadors were hired to educate the public and collect data on idling behavior in hotspots that were previously identified. The project employed a community based social marketing approach which involved connecting with local business and residents to reduce their future idling practices.

COMPONENTS OF THE PROJECT

Preparation for the Project

This year two Idle Free Ambassadors were hired to carry out the direct public approach. This was a recommendation from a previous report and preparation tasks were divided between the two. The work plan focused on outreach and public engagement rather than research, which had already been done in previous years. Building off previous years reports allowed for more time engaging the public.

Media releases and support from the RMOW, District of Squamish and the District of Pemberton were initiated by the Sea to Sky Clean Air Societies' Executive Director (see appendix). Each community supported the initiative, sent the information through their communication channels and helped with questions around the bylaw and sign locations.

Two letters were composed, one for businesses and one for the schools by the ambassadors (see appendix). The school board was contacted by phone and the letter was emailed to Jody Langlois (Jlanglois@sd48.bc.ca) on the recommendation of her executive assistant. We did not hear back, despite numerous attempts to contact them. The letter to businesses were carried with the campaigners as it was hard to find a local email contact and we did not have the budgeted time to make a trip to these stores before we started outreach.

Various coffee shops were contacted to obtain coffee coupons to enhance the engagement process of the campaign. We asked for coffee coupons rather than coffee since it would be easier to transport from location to location. Starbucks graciously donated 300 reusable coffee cups and coupons for a free beverage of recipient's choice. The Executive Director created the coupons under the advice of the downtown Squamish Starbucks Manager, Anita. Each person approached was offered a coupon and cup. Since there are no Starbucks locations in Pemberton we approached coffee shop in Pemberton and McDonalds was the first store to hear back from. They were unable to give out coupons but offered carafes, cups and other necessary supplies. We obtained a child's wagon to transport the coffee around it. Transporting carafes of coffee around Pemberton worked okay because there were fewer locations to move around too and less time budgeted in Pemberton.

Idling Hotspots

Idling hotspots had been previously identified in the Whistler Idle-Free 2011 report by Clare O'Brien and the Idle Outreach Final Report on Squamish and Pemberton 2013 by Josh Retallick. Both reports tracked the number of idlers observed in various locations through Whistler and Squamish. The locations with the most amount of idlers observed from these two reports were the focus of our campaign. There was no previous idling hotspot research conducted in Pemberton but being such a small town we concentrated our efforts on three major parking areas and the elementary school.

Lessons Learned from Previous Years

There were a number of recommendations from previous years that we built on to strengthen program delivery. Two idle outreach ambassadors working together added value to the program delivery. At times there was negative feedback from residents especially those that were caught idling. It was nice to debrief with each other as well as encourage each other despite negative comments and rejection. It was also beneficial to have two ambassadors, one who could collect pledges and the other to record data. Having a partner added to the safety of the idle outreach ambassadors as well. The ambassadors wore high visibility vests and name tags to create an official look, identify who they are and to make them visible in parking lots. The coffee coupons were a recommendation from the 2012 report and they were vital to the success of the program.

The 2011 report recommended giving lots of advance to the schools for permission, which we did but it was still not enough time.

We planned to conduct outreach with BC Ferries at the Horseshoe Bay Terminal but were denied.

Materials Used by Ambassadors

The following is a list of the resources or materials used while soliciting pledges from residents in each community. We followed the same approach that was suggested in previous years handing out a coffee coupon and an idle-free car dash sticker to those who signed the pledge form and/or as an ice breaker to start a conversation. The materials that we used for Squamish and Whistler were:

1. 2 clip boards
2. 2 reflective vests
3. 2 name tags
4. Pens
5. Write-in-the-rain paper
6. Printed materials to explain program such as Idling Myths and Facts
7. Bags to carry Starbucks coffee cups
8. Idle-Free dash stickers
9. Starbucks reusable coffee cups -Squamish and Whistler only
10. Coupons for one free Starbucks beverage - Squamish and Whistler only (see appendix)
11. McDonalds Coffee, cups, sugar, creamers - Pemberton only
12. Wagon to carry the McDonalds coffee supplies - Pemberton only
13. 15 Idle Free Fleece Blankets

With no Starbucks in Pemberton we received sponsorship from McDonalds instead. The McDonalds in

Pemberton supplied coffee, cups, sugar, cream and stir sticks for residents to have an immediate coffee. A children’s wagon was used to move the coffee around from site to site. It seemed that residents really appreciated the instant gratification from receiving a hot coffee.

We also had “Idle Free” fleece blankets from the RMOW which they gave us to hand out, but due to their size and all the other supplies we were juggling while canvassing for pledges we did not hand them out. Instead we distributed them to the Whistler Taxi drivers with a letter explaining the campaign and an advance thank you for not idling. The blankets have an idle-free logo on them and will serve as a reminder to not idle and provide an alternative source of warmth. We received several emails from different taxi drivers thanking us for the blankets and for our work with the campaign. We think this worked well and created a better relationship with the taxi drivers.

RESULTS

Number of People signing the Pledge

There were a total of 214 that signed the pledge which included 109 from Whistler, 83 from Squamish and 22 from Pemberton. This included residents, tourists, visitors, taxi drivers, bus drivers and business owners. The focus was on the residents and the date range of the campaign being in the shoulder season minimized the amount of tourist we encounter. The table below lists the hotspots surveyed, the number of hours spent at each site and the number of signatures obtained.

Table 1. Summary of Results at idling hotspots in Whistler

Idling Hotspot	Time spent (hours)	# of people who signed pledge	# of people who didn't sign pledge	# of people observed idling
IGA Marketplace	2	28	7	4
Telus Conference Centre Parking Lot	1	24	5	2
Taxi Loop & Greyhounds	1	14	7	4
Creekside Market	.75	18	0	0
Nesters Market & Liquor Store Parking Lots	.5	12	0	3
Waldorf School	.75	10	1	1
Spring Creek Elementary	.75	3	0	1
Myrtle Phillip Elementary	n/a			
TOTAL		109	20	15

Table 1. Summary of Results at idling hotspots in Squamish

Idling Hotspot	Time spent (hours)	# of people who signed pledge	# of people who didn't sign pledge	# of people observed idling
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Garibaldi & Extra Foods	3	24	22	4
Squamish Station	.5	0	0	0
Save on Foods	2	9	4	1
Royal Bank & Sears	2	12	2	1
Walmart & Home Depot	1	11	14	0
Brackendale Elementary	.75	5	23	23
Garibaldi Elementary	.75	11	0	0
Squamish Elementary	.75	11	13	11
Mamquam Elementary	n/a			
TOTAL		83	78	40

Table 1. Summary of Results at idling hotspots for Pemberton

Idling Hotspot	Time spent (hours)	#r of people who signed pledge	# of people who didn't sign pledge	# of people observed idling
Grocery Store	.75	6	1	3
Pemberton Hotel	.75	5	1	2
Husky & McDonalds	.75	7	0	2
Signal Hill Elementary	.75	4	6	6
TOTAL		22	8	13

Feedback from Drivers and Residents

Each community had its own dynamic and attitude towards being asked to sign the idle free pledge form. In Whistler, the response was generally positive even if the driver refused to sign the pledge. Most idlers stopped idling and a dialogue began. In Squamish individuals were much busier and didn't have time to stop and a few stated this to us before we had a chance to engage. Pemberton was the most easy-going with the longest conversations between ambassadors and the public occurring. Overall, the feedback was positive with many residents remembering past years of pledge requests. We even found the taxi drivers in Whistler positive this year.

Some other comments were:

- We received negative comments for using reusable Starbucks coffee cups such as they were wasteful & not necessary, many individuals refused to take them.
- "The taxi drivers are worse, go there"
- "Does anyone even enforce the bylaw or publicize it?"
- "What about the cops they are always idling"
- "You should make a little fact card about idling and stick them on everyone's windshield"
- "There are cars in Europe that automatically shut off when the car stops, even at a red light and they start up again when you push on the gas"
- "My BMW had an option to shut off when you stop, but most people have this feature removed when they buy it"
- One driver didn't like it when the presentation started with stating the local by-law as it felt like all the pressure is always put on the tax payers instead it should be placed on industry to make changes
- One idling person who was asked to stop idling didn't like the way we approached him and he felt 'offended by our approach' going around and asking people to stop idling

- Some individuals did not want to sign the pledge form because they did not think they could commit to idling for less than 10 seconds when parked

Reasons for Idling

- Recharge dead battery
- Defog windows
- Warm up car
- Old cars need longer to warm up
- Diesel engine needs to be kept going
- Keep themselves and passengers warm

What worked well when approaching driver

- Often drivers would say they didn't have time but if we suggested 'we could walk and talk' we were able to engage and explain the program but not waste their time
- Suggesting 'a coffee for conversation' would often relax individuals and make them smile
- With the taxi drivers I would offer the coffee cups first, explain why we were giving them away then I would start talking about the impacts of idling
- Even though we were not granted permission to be on school property, it worked well to speak to parents along the roadside or sidewalk next to the school property.
- Many individuals were thrilled with the reusable coffee cups from Starbucks and the fresh coffee from McDonalds
- Using the quiz questions from the Ministry of Natural Resources worked well to initially engage folks in a conversation
- Stating a couple of quick facts, showing them the Idle Free fact sheet and then stating the local Bylaw worked well and only took a few minutes but got all the necessary facts out.

What didn't work well when approaching drivers

- Approaching drivers on their phones in the car who were idling for extended periods of time, even though they were the target audience, they did not like being interrupted
- Some drivers didn't like the reusable coffee cups stating they were wasteful

School Zone Section

This year we decided to focus on the elementary schools in the Sea to Sky Region for obtaining pledges because in a previous year permission to be on school property was not obtained until after the campaign. We began this immediately and drafted a letter to send to schools which is found in Appendix, but it first had to get sent to the School Board office for approval before we could distribute it to local school secretaries. There was one elementary school in Pemberton, two elementary schools in Whistler and the Waldorf School and six elementary schools in Squamish. Due to time constraints it was decided that we would only access four of the six elementary schools in Squamish and the schools with the largest student populations. Initially we spoke with Trish, the executive assistant to the Superintendent and she suggested that we go through the Assistant Superintendent of Schools, Jody Langlois (Jlanglois@sd48.bc.ca) as she has authority to approve it. A number of attempts were made by email as well as leaving phone messages but none of them were returned. The Idle Free Ambassadors even went directly to the School Board office in Squamish and were reassured by the secretary that 'Jody is very busy, but that she will get back to you'. Since we did not receive approval to be on school property it was decided to stay on municipal property that was closest to the school. This was often the

sidewalk in front of a school. We would then approach parents before or after they dropped their children off. One ambassador would obtain pledges and the other would record statistics on number of idling vehicles within school property.

Both Mountain FM and Whistler FM were contacted through their website “contact us” forms but neither responded. We ended up stopping by Mountain FM in person and speaking with them. They said they would put it out there but also encouraged us to buy airtime. An email was sent to the contact given with the info we wanted to go out. We never heard back.

RECOMMENDATIONS

The following is a list of recommendations to be implemented for future Idle Free Campaigns:

- This year we put a caption at the top of the pledge forms saying that by signing you committed to keeping your idling time to 10 seconds or less, and it was recommended to change that from 10 seconds to 30 seconds or less than a minute.
- Use write-in-the-rain paper again as it was very durable and effective
- Getting pledges is hard. Getting people to take the time to stop and talk is challenging. This leads to ambassadors seeking out people they think will sign and avoiding those that look challenging. This skews the data because we end up getting pledges from people that are already on board. The people we need to connect with are the ones that are difficult to talk to.
- Look for different ways to engage the public besides ‘cold calling’.
- Put anti idling messages up on the highway safety light boards
- Have a big sign on a stick to put in the ground when you are out speaking to the public (we had big metal signs, borrowed from the RMOW but they were too heavy and awkward to carry around.
- Coffee in the wagon worked well, we suggest getting coffee in a carry away container and some small cookies to go around with.
- Starbucks Whistler Manager was concerned that anyone could photo copy the coupon we had. She wanted an expiry date with a stamp or initial to deter this.
- Work on a school specific initiative because this is where we saw the most idling and potentially the most harm seeing as children are more affected by poor air quality.
- Make an interactive spin the wheel quiz and prize game to have out in parking lot or at school
- Have municipalities inform and enforce bylaws through signage, info email blasts, newspaper ads and ticketing. Very few people knew the specifics of the bylaws and they are not easy to find on their websites.
- Begin conversation with BC Ferries several months in advance and determine what we would need to do to conduct outreach services and how we could work with them
- Know the statistics on the enforcement of anti- idling bylaws in the Sea to Sky corridor
- Know what the municipalities have done to communicate the idling bylaws to their communities
- Approach Radio stations in person beforehand (2 weeks before first public pledge day) with a written blurb/fact sheet that you would like broadcast
- Start months in advance on getting permission from the school board
- Distribute materials to school early as well
- Follow up with idle-free signage at Spring Creek, Whistler – it needs to be updated to current 1 minute maximum idle time not 3 minutes.

APPENDICES

Appendix 1. Media Release

Appendix 2. Letter to Businesses

Appendix 3. Letter to Schools

Appendix 4. Photos

Appendix 5. Idling Facts

Appendix 6. Idling Bylaws

Appendix 1: Media Release



Media Release

Turn off your engines! Idle Free Campaign to take place November 1st – 15th

SQUAMISH, October 20th, 2014 – Sea to Sky Clean Air Society (SSCAS) will be conducting an Idle-Free Campaign in Squamish from November 1st and November 15th. This year the campaign is funded by Environment Canada, Eco Action, part of SSCAS's Clean Air Commute. We will be engaging the public in a community-based social marketing campaign designed to make motorists aware of the negative impacts of vehicle idling. We will also be informing drivers that Squamish has an anti-idling bylaw in place that makes excessive idling longer than two minutes a finable offense. Idling is a serious problem, but it is also one that can be easily fixed. Simply turning off your vehicle off if you're going to be parked for longer than 10 seconds makes a big difference.

Did you know that vehicle idling is 1) costly 2) harmful to human and environmental health and 3) gets you nowhere? Excessive idling can waste more than \$100 per vehicle annually and generates needless greenhouse gas emissions. Vehicle emissions are also linked to asthma symptoms, cardiopulmonary disease, lung cancer and other serious health problems. Children and seniors are particularly vulnerable to tailpipe emissions.

If you are approached by a idle-free ambassador please sign the pledge to be an idle-free driver.

This project was undertaken with the financial support of:
Ce projet a été réalisé avec l'appui financier de :



CONTACT:

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Sea to Sky Clean Air Society
604-907-0019 // seatoskycleanair@gmail.com
www.seatoskyairquality.ca //

Appendix 2: Letter to Businesses



Dear Business Owners,

We are starting our Idle Free Campaign which takes place from November 7th-20th in Pemberton, Whistler, Squamish and Horseshoe Bay. This year the campaign is funded by Environment Canada, Eco Action, and is part of Sea to Sky Clean Air Society's Clean Air Commute. We would like you to know that we will be in your area for one hour during the campaign, to speak to and engage drivers on the negative impacts of vehicle idling, and to survey idling vehicles. We hope that drivers will sign a pledge form committing themselves to being idle free. We will also be informing drivers about the anti-idling bylaws in each community that makes excessive idling for longer than one minute in Whistler and two minutes in Squamish a finable offense. Idling is a serious problem, but it is also one that can be easily fixed by simply turning off your vehicle.

Facts:

- Excessive idling wastes fuel and money and generates needless greenhouse gas (GHG) emissions. If drivers of light-duty vehicles avoided idling by just 3 minutes a day, over the year Canadians would collectively save 630 million litres of fuel and 1.4 million tonnes of carbon dioxide (CO₂) emissions, and save \$630 million.
- Idling more than 10 sec uses more fuel than is required to restart the engine. However, the break-even time to offset any potential incremental maintenance costs to the starter or battery is under 60 seconds. So, as a guideline, if you're stopped for more than 60 seconds – except in traffic – turn off the engine.
- Vehicle emissions are also linked to health issues such as, cardiopulmonary disease and lung cancer.

Our two Idle Free Ambassadors, dressed in reflective vests and with Idle Free badges will be conducting this survey. This ongoing research will help us to better understand idling behaviour and lead us to more effective strategies for enacting a positive change in our communities for air quality and the environment. We thank you in advance for participating in this program. If there are any questions or concerns please contact us at the information below.

CONTACT:

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Sea to Sky Clean Air Society
604-907-0019 // seatoskycleanair@gmail.com
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Tara Geach
Idle Free Ambassador - SSCAS
604-902-0899

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Appendix 3: Letter to Schools



Dear Principle and Staff,

We are excited to present our first school base involvement in our Idle Free Campaign which takes place from November 1st –15th in Pemberton, Whistler, Squamish and Horseshoe Bay. This year the campaign is funded by Environment Canada, Eco Action, part of SSCAS’s Clean Air Commute. We are requesting to be on school property for one hour during the campaign, either during pick-up or drop-off time to speak to parents, and engage them in the negative impacts of vehicle idling. Parents in return for listening and signing a pledge form will receive a car sticker as a thank you. We will also be informing drivers about the anti-idling bylaws in each community that makes excessive idling for longer than one minute in Whistler and two minutes in Squamish a finable offense. Idling is a serious problem, but it is also one that can be easily fixed. Simply turning off your vehicle if you’re going to be parked for longer than 10 seconds makes a big difference.

Children are particularly vulnerable to tailpipe emission as their lung capacity is still developing which has been associated with increased asthma symptoms for them. Vehicle emissions are also linked to, cardiopulmonary disease, lung cancer and other serious health problems. We have included an Idle Free fact sheet to be distributed to staff and parents at each school as desired.

There will be two Idle Free Ambassadors dressed in reflective vests at each school for 30 minutes once during the campaign. We thank you in advance for participating in this program. If there are any questions or concerns please contact us at the information below.

CONTACT:

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604-698-6386

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Appendix 6: Photos

Photo 1. Idle Free Ambassadors at Taxi Loop in Whistler, 2014



Appendix 7: Idling Facts

Idling Facts:

1. Idling gets you nowhere – and it can be costly. Excessive idling wastes a significant amount of fuel and money and generates needless greenhouse gas (GHG) emissions. If drivers of light-duty vehicles avoided idling by just three minutes a day, over the year Canadians would collectively save 630 million litres of fuel and 1.4 million tonnes of carbon dioxide (CO₂) emissions, and \$630 million in fuel costs (assuming a fuel cost of \$1.00/L).
2. Warming up the vehicle means more than warming the engine. The tires, transmission, wheel bearings and other moving parts also need to be warmed up for the vehicle to perform well. Most of these parts don't begin to warm up until you drive the vehicle.
3. Any more than ten seconds of idling uses more fuel than is required to restart the engine. However, the break-even time to offset any potential incremental maintenance costs to the starter or battery is under 60 seconds. So, as a guideline, if you're stopped for more than 60 seconds – except in traffic – turn off the engine.
4. For the average vehicle with a 3-litre engine, every 10 minutes of idling costs over one quarter of a litre (over 1 cup) in wasted fuel. Keep in mind that every litre of gasoline you use produces about 2.3 kilograms of carbon dioxide.
5. If you're going to be stopped for more than 60 seconds – except in traffic – turn the engine off. Unnecessary idling wastes money and fuel, and produces greenhouse gases that contribute to climate change.
6. Contrary to popular belief, excessive idling is not an effective way to warm up your vehicle, even in cold weather. The best way to warm it up is to drive it. In fact, with today's computer-controlled engines, even on cold winter days, no more than two to three minutes of idling is usually enough warm-up time before starting to drive. This also reduces fuel consumption and GHG emissions.
7. You can help reduce the impact of cold starts – and reduce idling times – by using a block heater on cold winter days. This device warms the coolant, which in turn warms the engine block and lubricants. The engine will start more easily and reach its proper operating temperature faster.
8. You don't need to leave a block heater plugged in overnight to warm the engine – two hours is more than enough. In fact, you can use an automatic timer to switch on the block heater two hours before you leave. At -20°C, block heaters can improve overall fuel economy by as much as 10 percent. For a single short trip at -25°C your fuel savings could be in the order of 25 percent.
9. A poorly-tuned engine uses up to 15 percent more energy when idling than a well-tuned engine. Keeping your vehicle properly maintained according to the manufacturer's suggested maintenance schedule is a key to fuel efficiency and reduced GHG emissions.
10. Calculations drawn from a 1998 survey on driving habits suggests that in the peak of winter, Canadians voluntarily idle their vehicles for a combined total of more than 75 million minutes a day – equal to one vehicle idling for 144 years. We idle about 40 percent less in summer, but Canadian motorists still waste a significant amount of fuel and emit unnecessary greenhouse gas emissions.
11. Warming up a vehicle in the winter and cooling it down in the summer are the most common reasons given for idling! Surveys show that Canadians also idle while waiting for passengers, stopping at railroad crossings, waiting to park, running quick errands, sitting in drive-through lanes and when stopping to talk to an acquaintance or friend.

Retrieved from: <http://oee.nrcan.gc.ca/transportation/idling/facts.cfm?attr=8>

This is an excellent resource to forward to bus drivers in the district that has been used in North Okanagan-Shuswap District: <http://www.idlefreebc.ca/2006Presentations/2.FrankMarasco-SellingIdleReduction.pdf>

Appendix 8: Idling Bylaws

Whistler CONSOLIDATED PARKING AND TRAFFIC BYLAW NO. 1512, 2001

A BYLAW TO REGULATE PARKING AND TRAFFIC AT WHISTLER

1. (w) with the vehicle engine idling for a period longer than 1 (one) minute, unless the motor vehicle: (Bylaw 1807, Bylaw 1980)
 1. (i) is idling while passengers are actively embarking or disembarking; (Bylaw 1807)
 2. (ii) is idling in lanes of traffic because of traffic congestion, an emergency, or mechanical difficulties; (Bylaw 1807)
 3. (iii) is an emergency vehicle; (Bylaw 1807)
 4. (iv) is an armoured vehicle involved in the secure delivery or pick up of goods; (Bylaw 1807)
 5. (v) is engaged in a parade or race; (Bylaw 1807)
 6. (vi) is engaged in a mechanical test or maintenance procedure for which idling is required; (Bylaw 1807)
 7. (vii) must remain idling so as to power equipment or tools ancillary to the motor vehicle; or (Bylaw 1807)
 8. (viii) must remain idling so as to power a heating or refrigeration system for the preservation of perishable cargo. (Bylaw 1807)

Code 29

Section 3(w) Fine is \$130.00 Paid within 30 days it's \$65.00 Excessive idling of an engine

DISTRICT OF SQUAMISH BY-LAW NO. 779

As Amended by Bylaw Nos. 852, 1168, 1353, 1472, 1500, 1675, 1965, 2016, 2116 & 2141

1. Idling Vehicles

No person shall cause, permit or allow a motor vehicle to idle for more than 2 consecutive minutes while attended or unattended, locked or unlocked, unless the motor vehicle:

1. (i) is idling while the passengers are embarking or disembarking;
2. (ii) is idling because of traffic, an emergency, or mechanical difficulties;
3. (iii) is an armoured vehicle involved in the secure delivery and pick up of goods;
4. (iv) is an emergency vehicle, as that term is defined in the *Motor Vehicle Act*;
5. (v) is engaged in a parade or race;
6. (vi) is engaged in a mechanical test or maintenance procedure for which idling is required;
7. (vii) must remain idling so as to power any tools or equipment necessary for or incidental to the provision of services by municipality or a public utility, or
8. (viii) must remain idling so as to power a heating or a refrigeration system for the preservation of perishable cargo.

2. (As Amended by Bylaw 2141)

Idling motor – over 2 minutes \$100 fine

Good Neighbour Bylaw No. 4380, 2004

Effective Date – July 29, 2004 District of West Vancouver

Good Neighbour Bylaw No. 4380, 2004 3

1. (e) no person may cause or permit a Motor Vehicle engine to be left in operation for more than five minutes in a 60 minute period while the vehicle is stationary, except:
 1. (i) motor vehicles undergoing repairs at a service garage licensed under a bylaw
 2. (ii) emergency vehicles, or
 3. (iii) if the operation of the motor vehicle engine is necessary to power equipment by way of a power take-off to operate utility equipment such as a lift, mower, or similar equipment;

VILLAGE OF PEMBERTON

BYLAW No. 726, 2013

A bylaw to amend Parking and Traffic Control Bylaw No. 586, 2006

WHEREAS Part 3 of the *Motor Vehicle Act* and Section 36 of the *Community Charter* empower Council to regulate parking, traffic and related matters in the Village of Pemberton:

WHEREAS the Council may amend its bylaws from time to time when deemed appropriate:

NOW THEREFORE the Council of the Corporation of the Village of Pemberton in open meeting assembled **ENACTS AS FOLLOWS:**

1. CITATION

This Bylaw may be cited as "Village of Pemberton Parking and Traffic Control Amendment (Idling & Definitions) Bylaw No. 726, 2013.

2. APPLICATION

Village of Pemberton Parking and Traffic Control Bylaw No. 586, 2006 be amended as follows:

- a) Section 2 (Definitions) is amended by adding the definition of the following:

"Village Official" means duly authorized representative of the Village

Section 2 (Definitions) is amended by deleting the definition of the following:

"Director of Development Services" means the person appointed as the Municipality's Director of Development Services from time to time by Council resolution;

- b) Section 3 (General Parking and Stopping Prohibitions) subsection (v) is amended as follows:

(v) with the vehicle engine idling for a period longer than 3 minutes, unless;

c) Section 13 (Removal and Impoundment) is amended as follows:

13. A Village Official or Peace Officer may also order any parked vehicle removed or impounded under Section 14 if the vehicle interferes with:

d) That the section Powers of the Director of Development Services is amended to read:

Powers of a Village Official

e) Section 14 (Powers of a Village Official) is amended as follows:

14. Subject to the terms and conditions in this bylaw, a Village Official is authorized to make orders providing for:

f) Section 15 (Powers of a Village Official) is amended as follows:

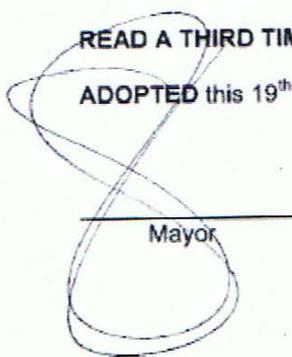
15. A Village Official is authorized to rescind, revoke, amend or vary orders made under Sections 14.

READ A FIRST TIME this 5th day of March, 2013.

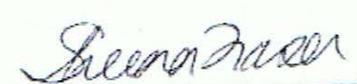
READ A SECOND TIME this 5th day of March, 2013.

READ A THIRD TIME this 5th day of March, 2013.

ADOPTED this 19th day of March, 2013.



Mayor



Corporate Officer

