

## **Parking & Transportation Advisory Board**

**April 16<sup>th</sup>, 2014**

### **Members Present:**

Maxine Greenblatt, Jeri Baker, Robert Hendry, Pam Monn, Jennifer Bennett, Dennis Swinford, Juanita Holler, Andy Steinberg, Greg Wheeler, Marios Philippides, Niels LaCour, Martha Patrick, and guests Craig Burns, Glenn Barrington, and Emlyn McGovern.

### **Members Absent:**

John Collura, Zachary Broughton, Ann Carr, Stefan Herlitz, Srinivas Lankala, Sgt. Tom O'Donnell, Savannah Van-Leuvan Smith

Maxine Greenblatt made suggestions to improve the minutes from last meeting.

Rob Hendry, motion to approve minutes pending suggested changes. Maxine seconded. Motion carried

### **Glenn Barrington, transit update:**

- Ridership is projected to increase from FY13 to FY14 given the ridership so far, even though there is a reduction of the fleet during snow days that means a drop in ridership during winter. The ridership picked back up in March and continues to increase.
- There was a driver shortage over last fall. We have about 160 student drivers, and lost about 40% of student drivers at last graduation, struggled through the summer to fill shifts, then had to come up with a plan to repopulate our workforce. The plan has had enormous success, as this spring our training has been: 9 new CDL licenses in February, 11 in March, and a projected 10 in April.
- Summer training is now filling up. The goal is to hire and train 50 new drivers between now and the fall.
- PVTa has completed their comprehensive service analysis: The routes that will be changed are 32, 37, and 35/34. Route 32 is going to be combined with the route 37 shopper shuttle to provide half-hour service down to shopping centers, and go through the core of campus instead of East Pleasant both to and from town, providing more opportunity for students to go shopping, thus increasing ridership. The campus shuttle will not be going into the Haigis mall; further changes are pending the results of construction on campus. We hope to have the new routes in place in May, which is when the PVTa meets.
- We have 5 new buses coming in August to be on the road in September. These will replace the RTS's that have been here since 1978. The new buses are straight diesel—low sulfur—as the money to buy them was limited and hybrid was not affordable at this time—400,000 for straight diesel and 650,000 for hybrids.
- A recent grant for electric buses from the federal government was unfortunately not put together in time, but opportunities to bring electric buses to the university is still being sought. The campus shuttle route would be ideal to have electric buses on, with

overhanging charging stations that the bus slips into every so often. At least 6 electric buses would vastly improve our greenhouse emissions and reduce our carbon footprint. We hope this will happen in the next five years.

Maxine Greenblatt asked if the Springfield campus was going to impact ridership—will it impact whether people will choose to take the bus to that location. The answer given by Jeri was that there is a plan to develop a route between Springfield and UMass, but it is unknown when that will be implemented and it is unlikely that UMass Transit will be the operators—it is more likely that it will be run out of Springfield.

Glenn took this opportunity to express pride in his drivers. The accident rate of UMass Transit is down, morale is high, and he thinks they do a tremendous job. He asked that any concerns be brought to his attention, as UMass Transit trusts its drivers and does not have road supervisors. Comments from the public are appreciated.

Rob Hendry asked what month the route 32 was changed to include the Survival Center, and Glenn and Jeri agreed on November. Glenn mentioned that the ridership for that route did go up significantly compared to previous years. Rob commented on the fact that the Survival Center's parking lot was at capacity because everyone was coming at once, so it is quite good that the route was changed. Glenn mentions that the route 32 should be hopefully soon funded by the PVTa; right now it is entirely funded by Amherst.

### **Parking Update – Jeri Baker**

- Jeri has done research on night permits. Currently there are between 60 and 70 night permits, which allow parking after 3PM in a lot that is not otherwise restricted 24 hours a day. It allows second shift and students a way to park; most lots' restrictions end at 5PM.
- Parking is projected to have a new permit that restricts from 5PM to 10PM at a rate of \$36, due to the rush to get to free lots at 4:45PM. She mentioned how unfair it was that people who may have paid for that lot to come in at, say, 4PM, only to see others get it for free at 5.
- Jeri asked whether the current night permit should start earlier, at 2PM, since there is a shift starting at 3PM and this would give people time to come in earlier for their shifts.

Maxine Greenblatt objected to starting the current permit at two, and Marios Phillippides would like to move the ending time to 6PM. Jeri mentioned that she wants to move the beginning to 2PM to make a further distinction between the two permits—evening and night, or whatever names they will have.

Marios mentioned that it is quite difficult to find a spot after about 8:30AM because of all the drivers who park without permits. He would like to see an increase in enforcement before any other changes are made.

Martha Patrick asked if there are more spots in the afternoon, but Jeri said that it doesn't have a bearing on the number of permits sold; they calculate as if people are having a full day.

Maxine asked if the new permit restrictions would affect students, given that there are currently very few restrictions after 5PM. Jeri answered that the idea is that after 5PM, any valid UMass permit can be used to park in any lot, although it would require some permit as opposed to none as it is currently.

- There are 1,000 meters on campus. The total revenue is about \$2.09 from each meter per day, which will increase if we extend restrictions on meters as well. She believes that there will be 50c more per day on each meter because of the increase.
- There is a certain amount of money that needs to be raised each year. One way of doing this is to increase permit costs. Another way is to look at different methods of income, and the 5-10 evening restriction is a very good way to do it. It will allow her to increase funds without increasing general permit prices.

Juanita Holler supported moving the current permit time to 2. In the current situation of the night permits starting at 3PM, the shift workers that work from 3-11 run the risk of getting a ticket for arriving on time or early to work.

- The search for parking manager is getting close to being finalized. On the list of things for whomever is chosen to tackle is fair and equitable enforcement; to increase enforcement and increase presence of enforcement. He or she should be on staff in mid-summer.

Dennis Swinford thinks that getting a way to get enforcement to an area quickly if needed is a great idea from a campus planning standpoint. Right now it is a bit chaotic at 5PM.

- Although 24/7 restrictions would be wonderful, that does increase the amount of time enforcement is needed and another shift would need to be added.

Maxine asked about electronic means of enforcement.

- License plate scanning does exist but costs a great deal. There are plans to install machines in two lots to test where instead of putting in a space number, people will input their license plate numbers. That way maintenance of space numbers is a non-issue (and winter plowing will not be quite as problematic). A scanner would tell an enforcement officer that a violation was taking place, but it will take a while to implement such a thing and currently restrictions until 10PM is the first small step towards this kind of system.

There was further discussion at this point of the time change of the current night permit.

Maxine's objection to changing it to 2PM is that people who work at 3 will definitely not come to work at 2PM. Her concern is that people will come in earlier than when the restriction starts. Perhaps 24 hour restriction spots can be added in certain lots if needed for nighttime employees. Pam Monn likes this idea, because increasing enforcement means you can get in touch with people who are parked during a snow storm more easily.

Niels LaCour – motion to implement a one year trial period wherein the start of enforcement of the current so-called night permit is moved to 2PM.

Martha seconded.

Motion Carried

Maxine Greenblatt, motion to extend those restrictions to 10PM, Niels Second. Motion carried.

Jeri mentioned that a peer review is happening May 6<sup>th</sup> at noon (lunch provided) in the RTIC Center Conference Room with Peter Lange, Pam Mooney, and Jan Freniere. They're going to give us tips, comments, and critiques.

### **The pioneer valley bike commute week - Rob Hendry**

- The commute week in conjunction with car-free week had 14k participants last year. There is a website up, [baystatebikeweek.org](http://baystatebikeweek.org) that people can visit to get information and lists events. The main sponsors include Mass Bike, Mass DOT, and greenDOT, massrides, which is a statewide program.

- To participate, one must record his or her commutes. Every participation works towards getting UMass recognition for being a greener campus.
- The bike commute breakfast is on the town common from 7AM to 10 AM the week of may 11<sup>th</sup> through the 17<sup>th</sup>.
- There is a lot of good feedback received about the commute.

Glenn asked if we would have to detour the buses, but Rob answered that that is not the case.

### **Emlyn McGovern and Craig Burns, Zipcar Overview**

- Zipcar is a self-serviced on-demand car-share program wherein the UMass zipcars are parked on campus and ready to be used 25 hours/day. They open with a key and can be reserved online.
- Membership discount at \$25 for faculty and staff of UMass.
- Rates include gas, insurance, and 180 miles. The user is required to fill the car with the WEX card found inside if the tank is ¼ full or less; Craig and Emlyn are toying with the idea of somehow rewarding people that do so.
- Emlyn talked about the diverse range of people who use the car. The requirement is that you have to be over 21, however on campus, 18+ students can use the cars provided it is only on campus.
- Craig said that round trips are expected and that the cars have a home location, so they are working on adding the ability to have one-way trips.
- There is an initiative that is being promoted by ZipCar and Ford called “Students with Drive” which asks student groups how Zipcar will help them with their missions. There is a cash prize and driving credit for the winner and runners up.
- Craig talked about how transportation is getting very easy on campus, because the PVTa does such a great job bringing people around, and now Zipcar can fill in the gaps.
- There is a lot of traction here, and there are currently 7 cars on campus.

### **Construction Update – Dennis Swinford**

In regards to the Central Campus Infrastructure Project, the significant projects are currently:

- A new academic classroom building to be opened this summer for communications, linguistics, journalism, and film studies.
- The Campus Center Eatery (formerly the Blue Wall) is being upgraded and several food vendors are lined up to be included.
- The Champion Center, which will include 2 full basketball courts, locker rooms, hydrotherapy sports medicine, strength training, coaches offices, and the Legacy Hall. The Champion Center and Stadium improvements are receiving funding from the UMBA
- The McGuirk Stadium Improvements to be completed summer 2014 to upgrade the football program.
- Also, The Chapel is being renovated.

Future Projects include:

- The Furcolo/Mark’s Meadow renovation scheduled to be finished Spring 2016, a key to allow for demolition of Hill’s House after a relocation of College of Education staff

- The Integrated Design Building, another key to demolishing hills house, for landscape architecture and seasonal planning. Completion: Fall 2016. Its final location is half of lot 62, which will displace 195 parking spots.
- The Physical Sciences Building, which allows the consolidation of the various physics departments. Done late 2017. The construction blocks the parking spots for OIT so it will be moved to between the West Experiment Station and Goessman.

Behind French Hall where the greenhouses used to be, we could put 95 surface parking spots before we take them, and then the deficit would be 100. There is, however, extra capacity in the university apartment lot, so people can decide between those two lots.

- Work is currently being done on the Master Plan and the Energy Master Plan

The committee began general discussion again and it was mentioned that the University is leaning towards not eliminating the cap. Also, Jeri requested that the PTAB members come to the UMass Transit Conference Building on May 6<sup>th</sup> at noon to meet with the peer reviewers.

Meeting Adjourned 1:40PM