

TSAC Minutes
March 2, 2016

Present:

Dr. Fuller Bazer
Mr. Wayne Beckerman
Mr. Zach Carlson
Mr. Ralph Davila
Mr. Joe Dillard (Ms. Barbara Bayer)
Dr. Angie Hill Price
Ms. Ashley Knorr
Mr. Peter Lange
Ms. Robbie Lukeman
Dr. Clint Magill
Mr. Aaron Mitchell
Mr. Robert Pottberg
Ms. Veronica Sprayberry
Dr. Bob Strawser
Dr. CJ Woods
Ms. Deborah Wright

Guests:

Ms. Madeline Dillard
Ms. Debbie Hoffman
Mr. Kenny Kimball
Ms. Therese Kucera
Ms. Anne LeGare
Mr. Doug Williams

Absent:

Mr. Mike Caruso
Mr. David Glockzin
Dr. Eleanor Green
Dr. Margaret Hobson
Ms. Flora Reeves
Ms. Misty Skaggs
Ms. Hannah Wimberly

1. Mr. Peter Lange opened the meeting and asked everyone to review the minutes. Mr. Clint Magill motioned to approve the minutes; Dr. Bob Strawser seconded and all approved.
2. Ms. Therese Kucera reported the results of the committee's email vote about using a third-party collections agency for citation collections. The vote passed, with 16 for and 1 against. The next step is to add the explanatory verbiage to the Transportation Services website, and to add the text to the 15 day letter and monthly statements.
 - 2.1. Dr. Hill Price asked if people are being warned now, and Ms. Kucera said they were.
 - 2.2. Mr. Wayne Beckerman wanted verification that fines will not be referred by the collections agency to credit reporting agencies. Ms. Kucera said they will not be referred.
 - 2.3. Mr. Lange asked Mr. Beckerman if he had presented the information to the student senate. Ms. Debbie Hoffmann said she emailed it to the senate for review. Mr. Beckerman said the senate had no issues with the

policy. Ms. Kucera reminded that the policy did not affect current students, as their charges are referred to the University for billing to their student accounts.

3. Mr. Peter Lange and Mr. Kenny Kimball discussed a parking rate change for visitor parking, which has come as a result of our review of our operation and where small operational changes can be made to increase revenue to help offset increasing debt service. There has not been an increase for the past 8-9 years. We are not recommending an across-the-board rate increase, but a rather strategic increase at one place in the daily rate structure. We would then shore up the night rates to bring them back to our advertised "half price." These changes will result in a 3% rate increase, which is aligned with the rate of inflation. It is tricky to increase the rates, because the schedule is on an hourly and half-hour scale. Mr. Kimball said the philosophy behind such an increase is to look at the long-term picture. We are looking at 15-20 years of new garages in the future. Increasing rates now, to generate revenue in small increments over time, will help raise the funds we need for new garages. See presentation:
<http://transport.tamu.edu/About/TSAC/files/presentations/2016/DurationRateChanges.pdf>

3.1. Ms. Ashley Knorr asked if the visitor rate increases would be for garages only. Ms. Hoffmann said they were for every facility that has pay-by-hour parking.

3.2. Mr. Lange asked for the committee's thoughts on the rate increase. Dr. Angie Hill Price asked the student government representatives if they needed to bring it to constituents. Mr. Wayne Beckerman and Mr. Aaron Mitchell said that using a 3% inflationary benchmark was fair, and that it would not affect students significantly because night parking rate increases were not rising by a large degree.

3.3. Dr. Hill Price called for a vote on the visitor parking rate increase. Dr. Fuller Bazer moved to approve, Mr. Magill seconded. Motion passed.

4. Ms. Hoffmann discussed changes to the plans for the renovation of Parking Lots 16 and 54. She reiterated that while it wasn't required to do so, Transportation Services brought the original renovation plans to the Council for the Built Environment (CBE) because some roadway correction was involved, and the changes were significant enough to have the plans reviewed at the CBE level. Additionally, we held three focus group meetings with our constituents, met with the CBE technical review sub-committee, and had two meetings with the CBE design review sub-committee. Also, the campus architect took the plans to the firm reworking the Campus Master Plan for feedback. The contractor gave 4-5 points of support for the

renovation. The newest changes to the Lot 16 and 54 renovation plans are in response to feedback by these groups.

Renovation Overview:

<http://transport.tamu.edu/About/TSAC/files/presentations/2016/Lots16-54Renovations.pdf>

Lots 16/54 Layout:

<http://transport.tamu.edu/About/TSAC/files/presentations/2016/Lots16-54Map.pdf>

Dutch Junction Video: <https://www.youtube.com/watch?v=FIApbxLz6pA>

4.1. Mr. Ralph Davila had questions about the landscaping and tree preservation. Ms. Hoffmann said these were taken into account in the plan. Mr. Beckerman had some questions about the Dutch Junction and bicycle safety, which were also addressed in the plan.

4.2. Dr. Hill Price had some concerns about traffic congestion at the exits to University Drive. Ms. Hoffmann said we train our Parking Services Officers (PSOs) to help with traffic flow, but that studies show that stop signs manage traffic very well.

4.3. One of the major changes to the plan as a result of CBE design review subcommittee feedback was to accommodate 18-wheeler traffic through Parking Lot 54 to make deliveries to the Azimuth Café in the Langford Architecture Center. This potential re-design would cause the loss of 44 parking spaces. Mr. Lange said we are working through the issues, trying to re-capture the spaces, and asking the questions such as “can a smaller truck make deliveries?” Any concessions made for large truck throughput can be changed later by repainting the lot.

5. In response to a request at the February 2016 TSAC meeting, Ms. Kucera reviewed the University Slow Moving Vehicle (SMV) policies. Committee members were provided with the Standard Administrative Procedure for SMV's <http://rules-saps.tamu.edu/PDFs/34.99.99.M0.01.pdf>. They were also provided the map of SMV Authorized Travel Paths <http://transport.tamu.edu/Alternative/maps/SMVpaths.pdf>.

5.1. Several committee members suggested required annual training for those operating SMVs. Ms. Hoffmann said training, safety, route awareness, and registration requirements could be reinforced through annual “Distribution A” emails.

5.1.1. Dr. Hill Price suggested that Departmental Parking Representatives be given links to the SMV requirements. She suggested that we reach out with a "Distribution A" email right now, and then the follow-up emails until we see an increase in compliance.

5.1.2. Mr. Lange reiterated that the Campus Master Plan (CMP) gives priority of access to pedestrians. The University of Notre Dame policies provide a good example, as they prohibit golf cart access through the heart of campus. The access points for SMVs are well-defined. Such plans are being discussed for the new CMP.

5.1.3. Dr. Hill Price asked what the consequences were for dangerous driving of a SMV. Ms. Hoffmann said that the original focus group for SMVs assumed peer reporting would work then supervisor coaching or discipline, as appropriate. Ms. Kucera said if Transportation Services receives a report of unsafe practices, we contact the custodian of the cart and remind them about compliance. Dr. Hill Price didn't think that kind of enforcement had enough teeth to change behavior.

5.1.4. Ms. Deborah Wright said she could help reach out to different campus groups to reinforce the SMV registration, safety and training policies.

6. Mr. Lange adjourned the meeting at 1:05 pm.

The next TSAC meeting will be April 6, 2016, Rudder Tower, Room 701