

## 10/25/16 Resource and Environment Committee Meeting Minutes

10 senators in attendance --- Kimberly Ange-van Heugten, Richard Bernhard, Chris Gunterq, Helmut Hergeth, Richard Kotek, Brian Laffitte, Steven Peretti, Harry Perros, Matthew Rever, Phillip Sannes

Meeting started late due to the speakers struggling to find the location. Decision was made to send out better directions for the location for future speakers as it seems the new faculty senate chamber is difficult to locate.

Ms. Catherine Reeve (director of the NCSU transportation department) spoke with us on transportation updates that affect students and faculty. In addition, Greg Cain, Asst. Dir. for Parking Services, Mike Kennon, Asst. Dir. for Planning and Operations and Christine Klein, Communications Liaison were present and assisted in the presentation.

### Some highlights include:

- 40 new buses and a new bus contract company are coming in 2017. NCSU has 20,000+ parking spots, 9 decks, (one 40 yrs old), & annual maintenance costs spread over a 5 yr rolling maintenance plan. In 1989, multiple repair incidents occurred simultaneously & made this maintenance plan a necessity because huge repairs could be all needed at the same time and therefore budgets must allow for quick repairs. There is also a Capital improvement program to fund new amenities, such as bus shelters
- Van pools are minimal in interest for faculty and students but there are many incentives for those interested and highlighting their advantages are encouraged. Participants can be eligible for a \$20/month subsidy towards their monthly vanpool cost along with up to 24 daily parking passes.
- Due to faculty expressed concerns, costs of NCSU parking permits compared to other local institutions have been examined (Appendix 1). UNC has a sliding cost scale due to salary. UNC permits equivalent to the NCSU B permit are \$579 for someone paid less than \$25,000 per year & they are \$456 here for everyone (the UNC equivalent permits are \$1246 for those paid >\$100,000). We are considerably cheaper in general comparisons. In general, NCSU permits are cheaper than the majority of other large universities within our state. It should be noted – NCSU charges for permits because there is no state budget for transportation costs. Thus – these permits pay for our deck maintenance, parking enforcement, etc, etc.
- New Electric Vehicle parking decals cost \$120 year in addition to the parking permit– the upkeep for these spots are around \$2,200 a year and thus the costs

for permits barely cover the costs now (and catching up is needed from previous years).

- NCSU has a surprising surplus of abandoned bicycles. These abandoned bikes can be used for donations for departments to use – departments can go to surplus and get the bikes transferred over for a small fee (interdepartmental). Surplus can have up to 250 bikes at a time. Detailed records are kept to make sure students have really abandoned the bikes before they are surplus. We do not have an official NCSU Ride-Share program for faculty (Carmichael has a small bike rental program, too). Thus – bikes are available for departments that want them.
- With NCSU freshmen required to live on campus next year – there was concern about parking on campus in the near future, but Transportation does not think this will be a concern as some upperclassmen will likely move off campus with this new rule and most Freshmen already live on campus.
- Hillsborough St. construction project is on schedule – contractors are reportedly great to work with and have tried to accommodate all NCSU events. There is a project specific website on the NC government website for the NCSU project timeline however – street closures can also be seen here:  
<http://www.hillsboroughstreet.org/news-and-events/street-closures>
- Pullen Rd will be extended to attach through the new church facility to connect to Oval drive by next Spring (hopefully). This will be great for Wolfline traffic. Other future round – a – bout links will allow Oval to have the entire circle connecting and thus hopefully lessen campus traffic in the near future. Pullen Rd will ultimately have bike paths and walkways as well.
- The role of the Campus Parking and Transportation subcommittee changed - Dr. Bernhard is on this committee.. The primary discussion regarding this committee is that the new P parking area for students is confusing to some and this will be changed such that students get precise permits for their specific location (example - Wolf Village students get a WV permit, etc.)

### **Questions and Answers:**

Question 1: Is there a way for afterhours priority for faculty parking? 5:01 is rough for parking

- Has been looked into it. But – it is expensive to ticket for this & we want to be welcoming to the public (we don't get much of the money / fine for the tickets). Only 8 people issue tickets (2 at night) and thus ticketing for the extra hours

would be more expensive than profitable (\$65,000 is what we keep from over \$600,000 issued).

Q2 – Should we gate more areas to decrease illegal parking (decks)

- Similar answer to above. Transportation is looking at gating certain high demand areas, such as parking decks. These are easier to gate than lots.

Q3 – How do you measure visitor lots being successful?

- They help reduce employee and student costs. By designating specific areas for visitor parking, it helps to reduce the likelihood of these parkers into employee and student areas. These lots are used a lot. The pay by space lots are quite successful. NCSU increased visitor revenue by 16% this last year despite not collecting money for a significant period of time (2 months) due to new system communication issues.

Q4 – What mandates are you working under in the future? Asked about license plate numbers being needed to get departmental guest parking spots, specifically.

- Vehicle registration is not required for this type of parking permit. Bulk permits shouldn't ask for this. If at the actual transportation office they will ask for this but not needed for guest where this information cannot be known. When faculty are trying to get registration online bulk passes it doesn't ask for vehicle id just their e-mail addresses. After the meeting, Ms. Reeve did confirm that the office will make sure to work with all faculty to make guest passes convenient. Confirmed that vehicle license plate numbers are not needed for visitor parking passes.

Q5 – There have been complaints that if someone arrives at their car slightly late at a metered spot – 3 minutes late was the example – that the \$10 fine is too much. Ms. Reeve said that all of these spots have 5 mins built into the meters for forgiveness to help address this issue. Thus – if you are 3 minutes late, you are actually 8 minutes late!

Q6 – There was a request for transportation related sponge cars for stress relief across campus 😊.

Q7 - Is she retiring soon?

- Not yet? 😊 But – likely in the near future. Greg Cain is retiring as of Feb 1<sup>st</sup>, though.

Q8 – Question about new buses:

- All 40 new buses will be 40 footers; curb level and have wheelchair ramps. They will also be more spacious and have perimeter seating. Each can carry around 73 people seated/standing. They are adding some new features (cameras in and out) – only impact cameras are in operation now. It is estimated that there is a 12 yr bus life. The buses will use clean diesel but can use biodiesel too. All old buses gone by August of next year. TransDev is the new company. Runs GoRaleigh. Cathy Reeve has known Scott McClellan their GM for many years.

Q9 – How does transportation plan Wolfline routes?

Data accumulation / collection: class schedules, reports, origination and destination data via interviews with faculty and students. (Student tuition transit fee = currently \$181 this year, increasing to \$193 next AY – passed unanimously – students realize the real need).

Q10 – Any new services / changes

Police safety escorts and Wolfline overlap a lot. DASA and police met with transportation recently to address some of the safety requests which are just convenience and need new plans – There is a TransLoc service (new software for a call on demand system that works a little like Uber for university vehicles is in the talk, too) – etc. Some conversations with Uber, too. Cost effective and safety and reliability are important and thus many discussions are needed. Evening service costs about \$16 a trip. Ridership drops after midnight but continues to 3am. May need a re-work in the future.

Could we look at the building data in conjunction? (Not yet possible to see who is in a building and to look at the data to see if that person typically uses NCSU transit).

Q11 – Masterplan question – Is Carmichael renovations making losing the spots nearby an issue? (8 – 9 spots were recently lost) ---

- Short time loss versus long term loss is the issue here – majority will return after construction. Transportation will make sure employees can park and may have to move some student spots near the gym. Case Commons will have similar issue, too.

Q12 – Question about Dan Allen gate concerns

– This gate makes Wolfline more timely and the goal has to be to get students to class on time – 19,000 vehicle trips per day on Dan Allen down to 5,000 after the gate – in addition, accident numbers and safety improved. Transportation

realizes that while the gate is doing its job it is being inconvenient at the same time. Also – it is the most inconvenient now due to the construction on Hillsborough St. C permits cannot let faculty go through campus or through this gate due to parking restrictions and student safety.

Q13 – Campus bicycle and pedestrian plan is from 2009 – any updates?

– Info online is from 2009 and updates are in the works. It has been found that worries for pedestrian safety at most NCSU crossing have been found to be unfounded (for the most part). Biggest real issue is Western and Avent Ferry but it is still safe compared to most other city intersections. There are funds for a tunnel here in 2020 (bike / pedestrian).

**Appendix 1 – Parking Comparisons via Ms. Reeve**

Annual Parking Fees at Comparable NC Universities					
	Premium	Proximate	Remote	Comments	
NCSU	\$456	\$345	\$115		
ECU	\$528	\$396	\$198		
UNC Charlotte	\$450	\$340	\$210	+\$150 gate	
UNC Greensboro	\$393	\$267	\$154		
	"B" comp	"C" comp	"V" comp		

  

Annual Parking Fees at UNC Chapel Hill - Sliding Scale based on Salary					
Annual Salary Range	Reserved/ Universal	Gated/ Universal	Reserved	Gated	Non-Gated
<25K	\$1,065	\$799	\$717	\$579	\$440
25K-50K	\$1,172	\$880	\$792	\$639	\$485
50K-100K	\$1,479	\$1,109	\$999	\$807	\$610
>100K	\$2,286	\$1,714	\$1,543	\$1,246	\$943
	"AS" comp	"U" comp	"A4" comp	"B" comp	"C" comp

*Departments determine employee permit distribution from an annual allocation.*

Sep-16