



**Transportation Services Advisory Committee Meeting**  
**Wednesday, April 3, 2013**

Attending:

Mr. Mike Caruso  
Ms. Tiffany Daniels  
Mr. Joe Dillard  
Mr. Tyler Kubala  
Dr. Beverly Kuhn  
Dr. Clint Magill  
Dr. Joe Newton  
Mr. Darryl Peterson  
Dr. Thomas Strganac  
Dr. Bob Strawser  
Dr. C J Woods  
Dr. Guoyao Wu

Absent:

Mr. Scott Bowen  
Dr. Angie Hill Price  
Dr. Merna Jacobsen  
Mr. Robert Jensen  
Mr. Peter Lange  
Mr. Robert Pottberg  
Ms. Flora Reeves  
Ms. Holly Scott  
Mr. Mark McGraw  
Mr. Taylor Smith  
Mr. Rod Weis

Guests:

Ms. Madeline Dillard  
Mr. Kenny Kimball  
Ms. Jolene Sears  
Mr. Doug Williams

Ms. Debbie Hoffmann  
Ms. Therese Kucera  
Mr. Ron Steedly  
Ms. Lynn Wiggs

Mr. Blake Hodge  
Mr. Mark Matus  
Mr. Justin Tippy

**1. Opening of Meeting**

- 1.1. Meeting called to order by Dr. Clint Magill; he requested committee members review the minutes from March 6, 2013.
- 1.2 Dr. Magill asked for any corrections to the minutes.
  - 1.2.1 Joe Dillard moved to approve the minutes.
  - 1.2.2 Dr. Strganac seconded the motion to approve the minutes; all voted in favor; minutes were approved.

**2. 2013 Proposed Football Game Day Parking Rates Recap**

- 2.1 Debbie Hoffmann thanked everyone for participating in the vote for football game day rates. The proposed rates were presented to Dr. McClendon and he has asked that Peter Lange present the rates to Dr. Loftin.

**3. Northside Study**

- 3.1 Debbie Hoffmann introduced Blake Hodge, of Kimley-Horn and Associates, to provide details of a study of the Northside Parking Garage and surrounding area.
  - 3.1.1 Debbie explained how visitor parking reservations are currently handled in this facility. The space is actually reserved in advance for the person, guaranteeing them a space when they arrive.
  - 3.1.2 Dr. Magill asked if ParkMe technology could be utilized in the garage and the answer is not currently. Generally technology at entry and exit gates or in each individual space provides the counts for posting online to customers.
  - 3.1.3 Kenny Kimball explained that the reason for going to “pay by space” was because permit holders were tied up waiting in line while the visitors were paying the cashier in the booth within the exit lanes.

- 3.2 Mr. Hodge indicated that the study has two components: 1.) The need for increased visitor parking and 2.) Ways to improve use and efficiency of the garage in relation to traffic flow and access.
- 3.2.1 Blake Hodge said that the data collected during the study indicates that the peak time is on Tuesdays and Thursdays right after lunch and it is heavily used by students. 63 vehicles entered during the peak time and exited due to not finding an available space. Using the data provided, there is a need to increase the total visitor spaces in NSG from 163 to 250.
- 3.2.2 The current traffic pattern in the garage causes traffic to back up while drivers wait for an opportunity to exit onto University Drive. By closing the University Drive exit, traffic would be routed to Asbury Street or New Street, where the traffic volume is much less.
- 3.2.3 Dr. Newton noted that the Asbury exit is a real problem, with traffic on Asbury Street backing up and blocking the Asbury garage exit lane. This seems to be exacerbated since the two right-turn lanes at the intersection with University have been reduced to only one right-turn lane. He stated that he often uses the New Street exit to turn right on Asbury Street. He also stated that the New Street exit doesn't properly align with the gate exit from the upper levels.
- 3.2.4 Dr. Strganac asked if it would be possible to limit the University Drive access to vehicles entering from the east only. Blake Hodge responded that the analysis shows that Ireland Street could satisfactorily handle the additional traffic resulting from closing University Drive.
- 3.2.5 Dr. Newton stated that the proposed changes rely upon the assumption that Asbury Street and the intersection at University have proper flow and traffic control and that currently is not happening.
- 3.2.6 Blake Hodge presented several options to improve the efficiency and visitor access to the garage, which included:
- 3.2.6.1 New external gates and no internal gates.
  - 3.2.6.2 New external gates and move internal gates to 2<sup>nd</sup> floor (like UCG).
  - 3.2.6.3 New external gates and add 2<sup>nd</sup> gated priority bay and remove upper level gates.
  - 3.2.6.4 Any of the above options would be used along with closing University Drive as an entry and exit.
  - 3.2.6.5 Mr. Hodge's recommendation is to remove the internal nesting to maximize efficiency, traffic flow, and flexibility.
  - 3.2.6.6 Doug Williams asked if the University Drive exit could be closed on a test basis and Mr. Hodge agreed that we would probably want to try that before making any permanent changes.
  - 3.2.6.7 Mr. Hodge indicated that we would coordinate with the city in regard to the University Drive improvement plan so that signal timing, traffic pattern is considered.
  - 3.2.6.8 Debbie Hoffmann stated that the study is ongoing and asked the group to gather constituency feedback to share at the next meeting.

#### **4. Update on Bus Renaming Process**

- 4.1 Debbie Hoffmann indicated that the Bus Renaming Process has been approved by SGA, GSA and Traditions Council and will stand as approved.

#### **5. Transit Route Changes for Fall**

- 5.1 Debbie Hoffmann introduced Madeline Dillard, who is serving as Interim Assistant Director of Transit, to detail the changes proposed for on-campus and off-campus routes for next fall.
- 5.1.1 Madeline stated that the proposals for change were arrived at by assessing the ridership numbers and student population density in order to arrive at a more efficient use of resources to serve the greatest number of students.
- 5.1.2 Proposed on-campus route changes include combining Routes 03 and 04, Routes 06 and 07 and modifying Route 05.
- 5.1.3 Proposed off-campus route changes include making small modifications to Routes 12 and 15, removing the Holleman and Welsh portion of Route 31, and combining Route 33 and 34.

#### **6. Slow Moving Vehicle Update**

- 6.1 Debbie Hoffmann indicated that the Slow Moving Vehicle SAP has been submitted to the Vice President for Administration and TS would like feedback from TSAC before presenting it to the President's cabinet. We will send documents for review so members can make comments and recommendations via email by April 10.

There was no further business and Dr. Magill adjourned the meeting at 1:07 p.m.