



Meeting Minutes

Transportation and Parking Services (TAPS) Advisory Committee Meeting

December 13, 2016

10:30AM – 12:00PM

Location: Facilities Services Building A Conference Room

Attendees: Karin Groth, Tibor Toth, James Nardello, Eric Walle, Jessica Ross, Peter Reschke, Arokiaraj Panneer Selvam, Edmundo Martinez, Katherine Shurik, Andres Hernandez, Kiabeth Landa, Rosalva Barriga, Brian Krause

Attendees on Zoom: Sonia Johnston, Martin Reed

Call to order: 10:33am

11/8/16 Meeting Minutes approved: Edmundo – motion to approve. Raj – second. Approved.

AVC Toth – Updates

Tibor – I'm going to be presenting up on the projector. For those on the phone I will provide this information to Rosalva and then it can be shared in the minutes. We work very closely with the 2020 project communications team. Their website is Merced2020.ucmerced.edu and it has a significant amount of information about the project, the contract documents, the construction, the pictures etc as well as points of contact. A lot of the information I will be sharing today comes from this site. I encourage everyone to review the site periodically and convey to your constituents that there is a lot of good information on the website. At the last meeting I was asked to provide information regarding how the 2020 project will impact parking and circulation for the campus. The first delivery is scheduled for 2018 which includes these blue series of buildings as well as the first phase of parking. The parking location is designated in the contract documents as Lot P4. It also shows another first delivery of a parking lot designated as P3. That is not actually its location. Its location will be an extension of the North Bowl phase 2 project. I have a slide to show that. Second delivery would be in fall 2019 that involves an additional allocation of parking lot P4 as well as additional buildings and the competition field. Substantial completion in fall of 2020 the remaining facilities and the expansion of parking lot P4 with the final net delivery of parking lots. Lake lot 1 will be removed. That is where the competition field will be. There will be modifications to Lake Lot 2. There will be periods of time where access will be limited to that parking lot.

Karin – In fact there will be construction in Lake Lot 2 over of the break in preparation for that.

Edmundo – Do we know when there will be issues with Lake Lot 2?

Tibor – There is a 10 day look ahead on the 2020 website that is relatively accurate. Weather can affect that schedule though. Lake Lot 2 construction was scheduled to begin 12/17/16 and scheduled for completion 1/6. We will block off the southern portion of lake lot 2. There will be partially one way traffic on the southern portion where it meets up with Evolution.

James – That southern portion includes the exit.

Tibor – Parking Lot P3 originally scheduled for completion 1/17/17 and fleet parking was to be relocated the week of 12/12 but construction has been delayed due to weather conditions. The extension of North Bowl 2 is the existing all gravel fleet lot. That will be changed over to an asphalt driveway with gravel

parking spaces and will be converted as part of the initial delivery of the 2020 project additional parking spaces. This then allows them to remove other existing spaces as this will be a net addition to the new parking. The new fleet lot is presently under construction. That replaces the existing fleet lot and will be all gravel. No asphalt driveways. There are other construction impacts on Lake Road. Paving a new bike path on 12/19. Lane closures on 12/21 – 12/23. They will be building a new construction access to the facilities. They will be putting in a deceleration lane along Lake Road to reduce the traffic impact for the turn in for construction vehicles to enter the construction site on the south end of campus. Next is logistics. This is the present state of the campus. Presently the construction fence currently includes Little Lake lot. The construction fence does not include what is considered the P2 lot. The P2 lot is being delivered as an extension of North Bowl phase 2. By fall 2018 the plan is that sometime between completion of first delivery to start of completion of second delivery, they will remove Lake Lot 1 and the partial removal of Lake Lot 2 but we will have the new lot P4. All the new lots will be asphalt drive ways and gravel spaces. Access will be through the Bellevue extension into the campus to get to these parking lots. We are having detailed discussion as to access for the people parking in P4 to get into the campus.

Karin – The most recent discussion on the P4 delivery to have those spaces available when we return from Thanksgiving break a year from now. Late fall 2017, weather permitting of course.

Tibor – Going forward on the site logistics. Delivery may happen early for certain segments but contractually this is what they are obligated to provide. By fall 2018 you'll notice the new P4 lot. We'll also have new buildings provided as part of the delivery. Access for this new part of the campus will be through Scholars Lane. For fall 2019 we are figuring out how to get people from the P4 lot to the core of campus. People parking in P4 will have to walk outside of the construction fence, up Lake Road, up into Scholars to enter the campus. We are working on a way for people to bisect the construction fence to get onto Scholars directly rather than having to go on Lake Road. Final substantial completion delivery will include all of P4 and P5, which will be a modified Lake Lot 2, and another lot next to the recreation field, a transit hub and access from the P4 lot up into campus directly across the street. There is an access route along the eastern side of campus. This is for service delivery, not for open public use. There is a bridge being constructed but this is for emergency access only. This is not for public use or service vehicles or for transit use at this time. We are working with the 2020 team to allocate this road for other uses. This is part of the negotiations we are going through.

Edmundo – With the addition of the fleet lot, does that mean the construction workers can take away more parking spaces from Lake Lot 2? How many spaces will be lost?

Tibor – There will be a net gain. The consideration is that a parking lot cannot be removed until another lot is added. The new P3 lot is the new addition. Per the new addition they can take another parking lot, be it Lake Lot 1. Whatever number they need to take to balance that out but there will be a net gain. We will never be at a point with a net loss.

Edmundo – P3 is open to who? Who will be able to use the net gain?

Tibor – The question is what is the usage of North Bowl phase 2?

Karin – Over the next few months the committee will need to discuss the parking allocation as well as what the rate structure will look like both as a phased approach and then at substantial completion. What will the rate be and who is parking where.

Eric – The net gain is in total spaces, not necessarily the ratio of students to spaces. The students are increasing faster than the spaces.

Tibor – Correct. The ratios we've been using of spaces to student has become leaner. While we have a net gain in spaces in terms of ratio to the number of students it will be a reduction.

Karin – Which means we will have to look at policy changes as well.

Eric – How likely is it that the access road by 2020 will be an actual road that will loop the campus? Is it wishful thinking?

Tibor – My sense is that there are 2 items that are critical with this project. Timeline and budget. Based on the existing conditions I would be surprised if this became a through road by substantial completion

but I would hope that eventually the value of it would be seen and it would be converted to a through road.

Karin – In our discussions with the 2020 team we have asked that Live Oak, by the transit hub, between Scholars Lane and Bellevue extension, that road is supposed to be delivered upon substantial completion but we have been talking to the team to see if they would consider delivering that as an access during the first phase for pedestrian access once the first P4 is delivered will be on the actual Live Oak. Additionally we are looking at options for intra-campus transit. The transit hub isn't set to be delivered until substantial completion. In the interim we are looking at the options available for circulation with bicycles as well as transit. We are looking at intra-campus transit options that would connect the bottom of campus to P4 and extending to the back to North Bowl 1 and 2. That will be dependent on funding and what the campus is willing to provide there as well.

Raj – So that link is just for foot traffic, not for cars?

Karin – Yes, just pedestrians. In the interim the intra-campus transit would run on the existing Scholars Lane, around Muir, then go up and around back to North Bowl and make the loop in that circle then come back down Ranchers Road to Emigrant make the left on Scholars and go back up. It would never leave campus. Also wanted to add that the UC and the City and the County have been having discussion about Scholars Lane and Lake Road and the safety concerns about issues with traffic and incidents we've seen and looking ahead. We are trying to come up with traffic mitigating solutions in the interim until that intersection is signalized.

Edmundo – Does the Live Oak idea look promising? Or is it just in talks.

Karin – Everything is in discussion. If they are able to deliver that, whether it's in that location or somewhere else, there will be some access point in that area. We've had discussions with the developer to find a solution that doesn't have all the pedestrians going to Lake Road because of the safety concerns were having at Scholars Lane and Lake Road now.

Tibor – The 2020 project contract has very specific terms about what it needs to deliver and by what date. We have to see where any customizations can fit in the schedule. They have a plan of attack on how they can deliver contractually, it will depend on if the contract will allow the delivery of these changes.

Eric – It seems that some of what we are doing with North Bowl phase 2 is shifting parking from the lower lots to the back. But there will be an increase of traffic at intersection near ECEC. That is much tighter and are there any plans?

Karin – Yes

Tibor – We are in conversations with Public Safety, EH&S, the developer and our construction team and as these issues come up we talk about how to mitigate the risks. As an example, when the conversation of the construction access road onto Lake Road there wasn't anything in the contract to require the deceleration zone. But through their interaction with us they saw the value of it so included it as part of the scope of work. It's not contractually required that they provide any kind of improvement on the corner of Ranchers and Lake but we will be in discussion with them about the risks and ways to mitigate them. It will depend upon with our interaction with the developer.

Sonia – We also have to be realistic that there will be pains during construction, just like there has been with all of the construction on campus. The team will try to mitigate as best as possible but there there will need to be understanding that in order to build something of this scale and in this timeline we will need to be somewhat flexible.

Eric – That doesn't address my concern, but I don't know that it can be right now. But the concern is raised.

Karin – I can add that when we met with the City and County about the intersection of Scholars and Lake, we also discussed Ranchers and Lake. That whole area has ongoing conversations between Public Safety, EH&S as well as the City and the County.

James – I might add that Michael Reese’s notification that was sent out to the campus also clearly stated an acknowledgement of the safety concerns about the front of campus and that includes the Ranchers entrance as well.

Tibor – To Karin’s point we are meeting with stakeholders to find ways to mitigate those risks.

Karin – We are also discussing major events on campus during construction. The commencement committee has decided to keep commencement on campus and one of the points of concern is about traffic circulations. The event will be in the quad and the prime real estate parking will be Le Grand and North Bowl. So the mass exodus from both Scholars and Ranchers may need to have all the outgoing traffic on Ranchers use Emigrant to Scholars so they are being funneled to one major thoroughfare and then traffic control sending everyone out one exit. That may be something that is considered on an ongoing basis.

Raj – Can the exit and entrance be opposite. If they are coming from Lake can there be a one way area?

Tibor – For incoming traffic we would open up Ranchers and Scholars depending on where they are parking. For those parking in Lake Lot 1 or 2 would come in on Scholars and those going to the back of campus would go on to Ranchers. For the exit we would block off Ranchers and Lake and force them to use Scholars or the egress.

Roundtable Committee Member Updates

Katherine – No updates.

Andres – There was a day last week when a lot of trucks were hauling dirt both directions. There were some people sort of directing traffic, but when the trucks went away they just put their signs down and turned and did something else. The pedestrians didn’t know if it was ok to cross or if the cars could go. It was pretty poorly done.

Karin – The trucks were bringing dirt to finish North Bowl 2. As part of that the flagmen placed at Scholars Lane and Ansel Adams were specifically there for when the trucks were coming through. When the trucks had through and it was back to just regular campus vehicles then they weren’t providing flagmen.

Andres – It was confusing to the pedestrians. The cars were stopped and they didn’t know if they could go. As soon as the truck passed they just sat down. It was confusing. Will be in the future too or just for that dirt?

Karin – Until it’s completed, yes.

Andres – A common theme of annoyance is people are still being dropped off at the stop sign at Scholars and Ansel Adams. Then they aren’t looking and the person just runs across the street. They assume everyone is stopping for them and still a concern.

Tibor – That would be a moving violation.

James – It’s a public safety issue if it’s a moving vehicle or loading/unloading right there. Those signs are large but they aren’t being adhered to.

Andres – They know that nobody is ever there. My concern is that someone might get hurt and with the traffic flow and someone runs through. Back to trucks moving along. It may be addressed with the deceleration lane coming from Lake. When you come up Lake before the entrance to campus. They had someone there when they were hauling all the dirt but I don’t know what he was doing. He had a clipboard but no stop sign or slow or anything.

Tibor – Was this the entrance to Flying M Ranch?

James – It’s where the cutout is in the bank where they have the orange fencing.

Andres – It wasn't clear if they were directing traffic or keeping track of the trucks coming in. One particular staff member told me that when it was foggy there was a truck that was waved out right in front of them as they were driving. I think the deceleration lane will help a lot. The final concern is the speed limits on campus. Especially delivery vehicles, FedEx, UPS not adhering to 20 mph.

Tibor – That's a moving violation so we'll work with the Police to address that. I'll contact them about vehicular speeds on Ranchers and across campus.

Kiabeth – There is usually an officer stationed on Ranchers Road at night. I don't know if that happens during the day.

Tibor – I'll advise PD to watch during peak pedestrian periods.

Peter – I've heard from at least one person on the waiting list that got their permit. Positive feedback.

Karin – I don't believe there is anyone left on the waiting list.

Eric – I've heard from a few people. Also, I'm hearing from faculty who are visiting other UC's are getting tickets because their permits show as expired. Is there anything we can do for faculty that travel to other campuses?

Rosalva – We have had a few faculty members reach out to us. We gave them a label for their permit with a new expiration date.

Eric – Should I reach out and let people know that if they plan to travel that they can visit taps for a sticker?

Rosalva – Just let them know to bring their permit to TAPS and we will give them the sticker.

Karin – I will reach out to my colleges at other campuses again and let them know. Some of those campuses have enforcement under PD.

James – We did the same with Merced College.

Karin – Also I would say that if they get a citation to let me know and I would be willing to reach out to help them with it.

Katherine – So the parking permits from our campus are valid on other UC campuses?

James – Just faculty and staff.

Jessica – No updates.

Raj – When the Downtown Center comes online, will there be a parking permit to park there? People are currently enjoying the free parking. How will it work for parking at the Downtown Center?

Tibor – It's a work in progress. We're working with the City of Merced and talking about the rideshare programs like Zipcar.

Karin – It will probably be a package of car sharing, ridesharing, transit, including perhaps a downtown transit route that would connect Promenade, Mondo, Parade, the Downtown Administration building and campus. Dedicated transit in addition to Zipcar. We are working with city about parking on the street or possibly in a structure and of course trying to be a good neighbor. We are looking at where that would be, if a permit will be required and what the rate structure would be for those.

Raj – Will there be any parking within the building? Maybe underground?

Karin – No, there will be some service vehicle spaces.

Tibor – There will be some limited time spaces and we are working with the city on where the other parking will be.

Raj – People are worried that they may have to start paying when they currently have free parking.

Andres – That will be hard to enforce. You could not get a permit and just park down the street and walk down to the building.

Raj – Will the streets have a time limit?

Tibor – The other challenge with jurisdiction.

Karin – When you discuss with your constituents please let them know that we encourage being a good neighbor and not blocking merchants and businesses. That would be the same at the Downtown Administration building.

Andres – Well for Mondo you have that big lot behind the 510 Bistro. I've never seen it full the few times I've been down there.

Karin – The concern has been safety.

Andres – I've talked to people that work at Mondo and have heard of people being blocked from entering the building. If people have a problem downtown do they call campus police or city police?

Tibor – If you call 911 it will be routed whichever dispatch is closest. General security questions should probably go to CatCops.

Karin – I don't know how frequent, but campus police do make rounds to off-site locations.

Raj – Yes, I've seen them many times. Even at Castle and Mondo.

Kiabeth – The only concerns the Heritage residents have is regards to sparking spaces and parking on campus. But that's all been brought up.

Karin – The concern with regard to the fact that they cannot park on campus?

Kiabeth – Yes.

Tibor – Do the students there understand the reasons behind it? Did they know that ahead of time?

Kiabeth – When we had the town hall meeting Karin explained to them why they couldn't park on campus. But they could get a carpool permit. Some understand. They do know that they are allowed to park on campus this week for finals but they have to buy a permit.

James – That was extended through the 22nd as well. They just need to buy a permit.

Kiabeth – In regards to the bus routes. Are there any updates to putting the stop closer to Northwood Village? Since they do have a long walk to In-Shape.

Karin – We explored the closest stop when we created the route. There wasn't any way to make the stop closer without going through the neighborhood and adding time to the route. The feedback we got was that they didn't want an extended route, they wanted it to stop more frequently.

Kiabeth – In regards to all Heritage residents getting the Heritage bus pass. Will there be a time when that is enforced. There was one issue where the bus driver didn't allow a resident to ride without the pass but that has been resolved. We just want to make sure that all residents have their passes before that is enforced. I know a lot of people have yet to come get their passes.

Karin – They have to come into the office to get the bus pass.

Rosalva – We have reached out to them. It's up to them to come in to get it.

Karin – We haven't set a deadline. I would encourage them to pick up their bus pass by the start of spring semester.

Edmundo – Last month I said I'd bring questions but I'm having trouble getting questions from my constituents. The questions they have provided have been pretty simple so I was able to resolve them quickly.

Karin – I'll offer again to come out to share updates with them for spring semester.

2020 Parking Impacts

Karin – Tibor covered that with his updates.

Transit Update

Karin – I met Brian at one of the town halls early this fall. He came to me with concerns that we used to have interactive maps on our website and those have since been discontinued. The person who had created and maintained those for us left the UC. So we brought Brian on board as a Transportation student employee.

Brian – I've been working on this for the past month. We've always had the PDFs with route times and stops.

James – The person who created the maps was from Design & Construction. He left the UC and we were unable to update.

Brian – I used google maps that allows you to mark locations and add information about the stops. I've created a newer version of that which is now on the TAPS website. It includes all the stops and information about when and what order they are in. You can make it full screen if you want.

James – They didn't do this interaction before. You had to review the route and look at a PDF. He created the options on the left. Developed the menu bar. It was really difficult before to view because of screen size.

Brian – We are working on adding more features such as local attractions. It can show what is at the stops and where students may want to go.

James – Those points of interest we are talking about when developing these. Some of these businesses have partnered with us in the past on CatTracks city tours that we do for orientation tours in the summer. We wanted to highlight them if possible. They have been our partners and talking about outreach with the community.

Karin – Most of these are also CatSpots.

Katherine – I came from another institution that used an application called TransLoc that allows you to create a customer list or account. It provides a list of institutions. It includes a GPS tracking of the buses. With a countdown of when the bus will arrive. It will show you that the bus will arrive in 5 minutes or whatever, regardless of what the schedule says the arrival time is. Have you considered that?

Karin – We have considered that and that is where we want to be. We want to have the interactive map that would allow our riders to see exactly when a bus would arrive. As we put out the RFP for the new service provider that has been included. At some point in the near future we would be able to enhance that.

Eric – People use nextbus.com in the bay area. It's really similar.

Katherine – TransLoc also allows you to see a list of agencies and select particular buses or you're not limited to just one line. You can see which one comes first.

James – Thank you for the feedback. They sky has been the limit with Brian. He's doing a great job and we're adding more to his plate with GPS and points of interest. We are excited to have him on our team.

Peter – Suggestion. I started riding the bus recently. It might be useful for the tabs on the left to indicate the days they operate. Right now it looks like all lines are available every day. But E1 and E2 are not every day. If that's possible it would be helpful.

Brian – At the bottom of the page it shows the days and times for each line.

Katherine – But there is no way to look at them all at once.

Tibor – I think it's important to point out that this is a work in progress. We want to get to the level of customer service and complexity that comes to the highest use. We have significant restrictions in terms of our budget, funding and allocation. We want to get to this point and want to deliver the best services. We have to work on our side to get the resources to be able to deliver.

Edmundo – Is this a paid position that will stay? So it won't happen like the last application.

Tibor – The last person was a full time employee who worked in another department that was assisting us. They left and the position was eliminated. At this time we are able to utilize the services of a student employee. Student hours are limited and once they graduate they are gone. .

Brian – My intention was to create a system that is as easy as possible to update it. If the routes or times change it should be easy.

Andres – There are several infrastructure grants that I may be able to help with looking into.

Karin – Excellent!

Andres – I will start looking and we can set a time to meet.

Karin – Not only funding for staff but also to help offset the cost for the subsidy of the transit service. Adding intra-campus will add a cost to provide that level of service.

Raj – Is this linked to the TAPS website?

James – Yes, it's there now.

Raj – What is the CatTracker on your website?

James – That is the Fleetmatics information that is mostly used by our service provider. We may need to disable this. With the RFP this may not be useful going forward.

Raj – Great job Brian. This will be very useful.

Karin – Update on fall transit schedules.

James – You may have noticed on our home page under news items. The schedule for fall finals and winter break. That information is out there. The deadline for charters is today at 4pm. Next semester's schedules are being worked on. We also use twitter and Facebook to get those schedules out.

Karin – At the last meeting Eric requested that we talk more about transit so I wanted to share ridership data for this past fall semester. Cost is a major factor and the funding for this service needs to grow. As we need to expand the transit services provided to the campus community, so does the cost continue to grow as well. What we are looking at is doing the analysis of ridership for each route and the cost per rider and riders per run on each route. We are looking at what are the options in lieu of or to supplement campus transit. This is a graph that has each route by month, August through November. Gives you an idea of what the ridership by month looks like for each route, the number of hours run and then the monthly cost associated with each of the routes. The AB line is the link between Castle and the main campus. It is Monday through Friday. C1 Blue and Gold Monday through Friday service running from 6am until 1am. C2 is also Monday through Friday is about 5:45am to 6:15pm. The G Line is 6am to 7pm. E line Monday through Friday 7pm almost running until 3am. Then we have E1 and E2 which is our weekend service running from 11am to almost 11:30pm. FastCat is Monday through Friday 6am to 12am. The NiteCat Friday and Saturday evening service running until almost 2am, Then we have the new route we established for the Heritage residents Monday through Friday as well as the weekends. What we've seen the trend ongoing is the AB line, the E line Monday through Friday as well as the NiteCat, the cost per rider is pretty high and the riders per run is low. What we are looking at is can we cut back on the service on those route and can we supplement with other services. We are exploring Uber, Scoop and Lyft. The E line Monday through Friday we are looking at who is riding between 11pm and 3am. Who is riding and where are they going. The riders seem to be going between campus and Heritage. Were can we cut that service? Can we tell those riders that they need to use the Heritage route. The AB has consistently had a higher cost per rider are unable to cut that route due to faculty housed at castle we've had to continue that service knowing it has a higher cost.

Katherine – Do you have a count of how many people ride at specific times? An hourly breakdown?

Karin – Yes we are looking at that. At each of the stops we collect the riders on and off by stop by time. We are able to see that as we get to 11pm it gets down to ones and twos. We may want to cut that and have the riders using other existing services in lieu of continuing to run until 3 in the morning.

Katherine – The Heritage Express only runs till midnight.

Karin – There are two. Monday through Friday and then the weekend service. The purpose of Heritage was to link the students to campus based on dining and library hours.

James – We've based that on the services those students need on campus because they are considered on campus residents.

Karin – After the campus shuts down, is it our responsibility to provide transportation to downtown. As she mentioned they have cars.

Katherine – The library closes at midnight and the line ends at 11:59pm. You may want to give a little more leeway.

Karin – We worked with housing to establish the line and times.

James – There were several town halls and discussions with Martin and residents to establish the line. And these lines are subject to change based on the Library hours etc.

Raj – The AB line has 2 riders. Could we look at a van instead of a whole bus?

Karin – We have one van in our fleet and we've looked at the option of having a student driver. We've had ongoing discussions of using that for a campus operated transit option in conjunction with the transit provider. That will roll out as part of the discussion when the RFP goes out and what the campus is wanting to do with bringing some part of the transit in-house. Specifically related to the Heritage Express, that is probably the most efficient route running. It's running at about \$30,000 per month. In discussions with Marin, housing has agreed to subsidize that portion through the housing budget.

Eric – What is the target cost per rider?

Karin – We shoot for \$2 -5. So when we are running at \$22 and \$45 it's inefficient.

Eric – So most are in that range. There are three or four outliers.

Karin – Yes most are good. I want to bring to your attention the cost per hour. \$68.38 that is the current rate we have with our service provider. Keep in mind that when we go out to bid the new contract, which will begin in fall 2017, likely that will increase.

Eric – Why would it increase?

Karin – Costs increase. We factor in about a 3% increase. So it could jump to \$70.

Eric – Is it something were you sign the contract and the price is locked in for say a 5 year term?

Karin – What we've done in the past is a 3 year agreement with the option to extend for 2 additional year.

Tibor – There are incremental additional provided based on the contracted agreement with the riders and maintenance and fuel.

Karin – And the wage rates for drivers. So the next meeting will be January 10th. I would say that we need to add, probably as a top priority, the discussion of permit allocation and parking allocations. Who is parking where as we begin to see the roll out of 2020. Also the rate structures. What that look like as a phased approach as we reach substantial completion.

Next Meeting

1. Date: January 10, 2017 from 10:30AM-12:00PM
2. Proposed agenda topics
 - a. Permit / parking allocation
 - b. Rate structures
3. Action Items

Meeting adjourned at 11:55am