

TSAC Minutes
December 6, 2017

Present:

Dr. Fuller Bazer
Mr. Jett Black
Mr. Mike Caruso
Mr. Bill Cox
Mr. Andy Deuel
Mr. Joe Dillard
Ms. Sue Edmisson (Ms. Renée O'Banion)
Dr. Julie Harlin
Dr. Angie Hill Price
Mr. Peter Lange
Dr. Clint Magill
Mr. Chris Nygren
Mr. Robert Pottberg

Ms. Flora Reeves
Dr. CJ Woods (Ms. Stacy Wright)
Ms. Deborah Wright

Absent:

Dr. Angela Clendenin
Dr. Zachary Grasley
Dr. Eleanor Green
Mr. Dakota Plesa

Guest:

Ms. Lilia Gonzales

1. Mr. Peter Lange opened the meeting at 11:40 am and asked for a review of the minutes from the November 1, 2017 meeting. Dr. Angie Hill Price motioned to approve the minutes as presented; Mr. Chris Nygren seconded; motion passed, minutes approved.

2. Mr. Lange gave a brief construction update:

- Joe Routt and Gene Stallings construction has a delayed start and will now begin December 18th. Joe Routt will be closed through spring; and Gene Stallings will be closed over part of the summer. All will be finished before fall semester starts. The remainder of the MSC streets project will follow the same schedule the following year.
- Polo Road Garage will follow a traditional FP&C Design Build delivery method. The RFQ is out and due December 15th. The design phase will last through the spring with the build starting in the summer. The build should be 20-24 months, with a finish date of summer 2020.
- The campus hotel construction is on schedule and will open in August 2018.
- The 21st Century Classroom Building is in design phase.
- The Student Services Building contractor will mobilize after the winter break. It is scheduled to come online winter 2020.
- The Raymond Stotzer-Adriance Road project will be finished upon winter break. Medians will be placed on Stotzer to prevent westbound turns from northbound Adriance. Handicap-accessible ramps will also be installed at the intersection.
- The University Drive improvement project will start in January, and will move from east to west, with the goal to have the section in front of Zachry open first.
- Lot 104 at the Rec Center will be closed over winter break for mill and replace work, and will be open after the break. During that time, parkers can use West Campus Garage or Lot 100j.

3. Mr. Kenny Kimball presented Business and Campus Permit Use, which can be found here: <http://www.transport.tamu.edu/About/tsac.aspx#presentations>. He made the point that we have issued almost 3,000 business permits, and the number of permits issued impacts how many people we allocate space to in a lot. As the university grows, we need to make decisions about how to free up space for facilities and students.

3.1. Mr. Mike Caruso asked if we track business permit use in all the lots over time. Mr. Kimball said we are able to extrapolate from our garage data, but have no way to track surface lots. Mr. Lange said we back into the information by performing lot counts. We take the available spaces and track university vehicles, all permit types, violators, etc. If there is still space available, then we know how many additional permits we can allocate.

3.2. Ms. Deborah Wright wanted to know if we allocate a certain number of business permits to each department. Mr. Kimball stated we do not, but in the past, individuals could buy their own permits. Now only the Departmental Parking Representatives (DPRs) can do so.

3.3. After looking at slide #7, bullet point #2, “We have seen instances of business permits being provided to graduate students to park close to the building to come to work or go to class,” Dr. Hill Price said she did not object to business permits being provided to graduate students to park close to buildings (and lab areas) where they work. Ms. Debbie Hoffmann said we would consider that type of parking a legitimate use of the permit. But if the same student uses the permit to park in a preferential parking place on campus for purposes other than work, they have violated the intent. In essence the business permit holder ends up holding two spaces if they use it in that fashion.

3.4. Mr. Nygren asked if parking enforcement personnel are able to report how often two-hour business spaces are being used. Mr. Lange answered that they are not able to; however, we can spot-grab data as a sample. He said we addressed this issue and worked out good solutions in Lots 54 and 55, to put more permit holders in the lot and limited the time allowed to park in business spaces. That experiment is an example of how we can get more people in a lot using a strategic changes philosophy. Mr. Lange made the point that all the things we are discussing are horizon issues. Today we could make short-term solutions work, but we need to look at what we are willing to review, try, or tolerate long term to get more people into the lots.

3.4.1. Mr. Bill Cox asked how limiting business parking in Lots 54 and 55 has worked out. Mr. Lange said we have done it for two years, and added a couple of timed business spaces to each side of the lots. They do fill up, so people park in non-business spaces in the lots. In turn, we use common sense not to ticket them. This solution is working 95% of the time. Mr. Cox made the point that this solution could be used in other lots around campus.

3.5. Dr. Hill Price said that some graduate students feel as if they are being treated as second-class citizens when they have classes in the core of campus, but have to do official work elsewhere. Mr. Lange said he and Ms. Madeline Dillard, Transit manager, are meeting with the Graduate Professional Student Council to discuss and work through some of these issues. One discussion point is do we solve the problem by expecting them to drive back and forth and work on parking concerns, or do we have them park once and provide a robust mobility system.

3.6. Mr. Kimball returned to the presentation and pointed out that many departments do not track business permit use. Our aim is to provide a balanced approach, while staying within the guidelines of the Campus Master Plan.

3.7. Mr. Caruso asked how long we have implemented use of business permits. Mr. Lange said they have been in effect for 13 years.

3.8. Mr. Caruso suggested that departments provide better tracking of who uses their business permits, by implementing a check-out system. He asked if we knew how many departments purchased the permits and never used them, or how much abuse occurred. Mr. Lange responded that we don't track that information, and we do not have a device to check business permit use (and potential abuse).

3.9. Mr. Cox asked if the business permit was viewed by some as a "license to hunt." Mr. Kimball said that some universities have a true "license to hunt" permit and make it known. We don't approach it that way. Our priority system puts people on a waiting list, with the goal to be realistic and manage expectations.

3.10. Mr. Kimball asked the group if they thought raising prices (in a fair manner) of business permits would discourage inappropriate use.

3.10.1. Mr. Caruso responded that he didn't think 3,000 permits issued on a campus our size sounded like over-use.

3.10.1.1. Mr. Lange said we aren't trying to characterize the issue as use or misuse, but rather have a way to quantify space and to utilize it efficiently and effectively.

3.10.1.2. Mr. Joe Dillard said that he understands the issue in garages, but wondered how it would translate into the parking lots. For example, what would be the impact on revenue if we did away with 3,000 business permits? Would we consider setting up pay-by-space for every time instead? Might we consider other models? Mr. Lange acknowledged the ideas, and didn't think we would do away with business permits. He said we manage our garages so people with business permits can always get in. We can control how many can or can't park in a garage.

4. There was some general discussion about promoting use of transit over parking, but most recognized inherent problems such as differences in class changes, mindset of relying on personal vehicles, etc. It will take a more robust transit service to meet the challenges and expectations.

5. Mr. Lange thanked everyone again for their input into these horizon issues, and for the good dialogue.

Next TSAC Meeting: Wednesday, February 7, 2018, 11:30 am, Koldus 110-111