

TSAC Minutes
October 4, 2017

Present:

Mr. Mike Caruso
Dr. Angela Clendenin
Mr. Bill Cox
Mr. Andy Deuel
Mr. Joe Dillard
Ms. Sue Edmisson (Ms. Renée O'Banion)
Dr. Zachary Grasley
Dr. Eleanor Green (Ms. Misty Skaggs)
Dr. Julie Harlin
Dr. Angie Hill Price
Mr. Peter Lange
Mr. Chris Nygren

Mr. Dakota Plesa
Mr. Robert Pottberg
Dr. CJ Woods
Ms. Deborah Wright

Absent:

Dr. Fuller Bazer
Mr. Jett Black
Dr. Clint Magill
Ms. Flora Reeves

1. Mr. Peter Lange opened the meeting at 11:45am and asked for a review of the minutes from the September 6, 2017 meeting. Mr. Bill Cox motioned to approve the minutes as presented; Mr. Chris Nygren seconded; motion passed, minutes approved.

2. Mr. Lange mentioned that there is a petition at change.org, presented by the Texas A&M Motorcycle Club, asking for more motorcycle parking on campus. The removal of 20 spaces from Lot 14 may have been the catalyst for the petition. Mr. Lange mentioned that Ms. Debbie Hoffmann will be addressing this and presenting some solutions today. Mr. Lange also mentioned that our transit operations are at maximum capacity, as we have increased our service hours by 50% since 2010, as the campus population has increased by 28%. This has stretched all of our resources, especially at peak campus population (and traffic) times, with 38,000 students in class at the same time. Mr. Lange emphasized that we will not see these mobility and parking issues solved with just one idea. He also called everyone's attention to a handout we provided of a recent *New York Times* article: "On the College Campus of the Future, Parking May Be a Relic." <https://www.nytimes.com/2017/09/05/business/college-campus-parking.html>

3. Ms. Hoffmann presented information on the current state of motorcycle parking. (Below is taken from a recent email to those with motorcycle permits to capture Debbie's entire message while at the same time answering some of the questions that arose in the discussion.)

Our goals are to:

- Balance the requests for more motorcycle parking spaces with the directive of the 2017 Campus Master Plan (CMP) which calls for maintaining, rather than increasing the current number of parking spaces and moving spaces from many small interior lots to locations at the perimeter of campus. The goal of the plan is to create a more pedestrian-friendly campus and to get more people carpooling and using alternative modes of transportation when coming to campus. Neither closing interior parking lots, nor persuading people to stop driving alone are things that can be accomplished

overnight, but both are already happening to some degree and will continue to progress over time.

- Educate customers with motorcycle permits:
 - We do recognize the more popular motorcycle parking areas are full at times; however, we have yet to have a time when *all* motorcycle parking on the campus is full. Please consult the [Motorcycle Map](#) to see all motorcycle parking areas. Motorcycle parking areas toward the perimeter of campus have available spaces throughout the day. If you arrive to campus and marked motorcycle spaces in your desired location are full, use another designated motorcycle parking area.
 - There are fewer motorcycle permits issued this year compared to how the number we ended up with last year (1,249 vs 1,396) and a few more motorcycle parking spaces this year compared to last year (813 vs 795).
 - Motorcycle parking works differently than the system established for automobile parking. Motorcycle permits are offered at about one-third the price and allow flexibility to park throughout the campus in any available motorcycle parking space. In general, motorcyclists tell us they like the convenience of the closer access motorcycle parking, which allows for the ability to drive from one destination to another, as needed throughout the day or week. Having a system like this does allow spaces to fill on a first-come first-served basis and does not prevent some of the more popular areas from becoming full during peak times.
 - The campus community implores motorcycle riders driving and parking in close proximity to campus buildings to please be courteous when arriving and departing the area. Motorcyclists are asked to drive at cautious speeds and limit noise by not revving the motor. Maintaining a quiet, safe and workable environment is expected if motorcycles are to continue to have access to drive and park in areas near buildings.
- Announce the addition and elimination of more motorcycle spaces:
 - Additional spaces:
 - Before Nov. 1:
 - 21 spaces on the easternmost row of Lot 50, east of the ETED building.
 - 21 spaces next to the existing motorcycle parking area adjacent to the Chemistry Building.
 - In the spring: 24 spaces on N. Spence St., west of the Engineering Education Complex.
 - Spaces being eliminated: on Dec.3, we are anticipating the loss of Lot 29, including the 14 motorcycle spaces located there.

We have been reviewing other ways to manage motorcycle parking by researching peer university policies and accepting valuable feedback from our motorcycle community. This information is being reviewed to determine if changes should be implemented next year or beyond.

3.1. Dr. Angie Hill Price mentioned that motorcycle parking in faculty lots has become a problem.

3.1.1 Ms. Hoffmann said we are seeing an influx of complaints about isolated areas now.

3.2. Dr. Hill Price also asked if we could transform motorcycle spaces to accessible spaces. She also voiced a concern that motorcycles are privileged over cars, and student motorcyclists over faculty in faculty lots.

3.2.1. Ms. Hoffmann responded that we hired an engineering firm to review our ADA compliance throughout the campus and we meet or exceeded all requirements for accessible parking spaces. We have to find a balance. We have worked with building proctors to determine their needs. For example, members of our team have a meeting 10/5 with the proctor for the Chemistry Building to explore adding more motorcycle parking in that area. We also submitted a work order to add 21 motorcycle spaces in Lot 50. Additionally,

3.3. Several people mentioned that the while they understand the motorcyclists' lament over the loss of spaces at Lot 14, that removing motorcycle access is safer for the area, and has reduced noise considerably. Mr. Lange mentioned that he has also received noise complaints from faculty in the building near Lot 10. We have to continually balance the need for parking with the needs of those who use the adjacent facilities.

3.4. Mr. Dakota Plesa asked about the availability of motorcycle parking in the engineering corridor, with the thought that engineering students outnumber others.

3.4.1 Ms. Hoffmann said there are complaints coming from that area of campus, and we are reviewing it in our plans.

3.5. Dr. Zachary Grasley asked if there was a way to incentivize motorcycle use or even the use of scooters over motorcycles through price drops and/or parking areas offered.

3.5.1. Mr. Lange responded that it is possible that we could issue more than one type of permit to limit access to some areas and to better set expectations. One type might be sold in limited quantities and at a higher price for the center of campus, while another might be at lower cost for the perimeter of campus. Two types of permits would allow us to better match permit sales to the number of motorcycle spaces by area. It would be difficult to implement permit sales based on size of engine, however, such as motorcycle vs. scooter. Another answer might be to offer lot-specific motorcycle parking.

3.5.2. Ms. Hoffmann mentioned we are not out of motorcycle parking, but the spaces in places motorcyclists most desire regularly are full.

3.6. Dr. Hill Price suggested that one solution was to sell fewer motorcycle permits.

3.6.1. Ms. Hoffmann said that we have been considering this as a potential option.

3.7. Mr. Joe Dillard asked if a car permit can be used on a motorcycle to park in a space reserved for cars.

3.7.1. Ms. Hoffmann said we do allow this and we sell lock boxes to enable them to display their car permits on their motorcycles.

3.8. Mr. Cox asked what the faculty/staff to student ratio was for motorcycle permits, and if we changed motorcycle parking policies would it be significant enough to upset the faculty/staff.

3.8.1. Mr. Lange responded that the ratio was 91% students to 9% faculty/staff, so the fallout from faculty/staff would be minimal.

4. Ms. Hoffmann interjected that in addition to hearing complaints about motorcyclists, we are receiving complaints concerning bicycle and pedestrian conflicts/safety. In alignment with the CMP, we are looking where to add the next bicycle dismount zones. Furthermore, we have observed problems with people adhering to no wheel zones and safe bicycle routes on gameday. This has been a topic of discussion in the athletics gameday committee meetings, and we have been asked to do a better job communicating routes to bicyclists. Our team developed a gameday bicycle route map that we have been distributing via the Destination Aggieland app and at the gameday website, gameday.12thman.com. It also shows no-wheel zones for gators, golf carts, pedicabs, and other slow moving vehicles (SMVs).

4.1. Mr. Lange asked for a straw poll of the committee members of places they would like to see as the next dismount zone. Which are most problematic and therefore a good candidate for a no-wheel zone? He offered the following locations for consideration:

- Evans Library
- Academic Building
- Expand dismount zone beyond the MSC Breezeway and Rudder Fountain toward the north and the east near Military Walk
- West Campus at Kleberg and Heep
- Plaza between Chemistry Building and Thompson Hall

4.1.1. Dr. Hill Price said she has observed bicycle-pedestrian conflict areas near Academic Plaza. She also mentioned problems near the Academic Building at Harrington.

4.1.2. Mr. Andy Deuel mentioned that Bizzell at Ross becomes chaotic.

4.1.3. Mr. Cox asked if there was a way to sign the interchange at Bizzell.

4.1.3.1. Mr. Lange said pavement markings are present; but people don't follow them.

4.1.4. Dr. Grasley asked if the lanes were marked with directional arrows at S.E. Bizzell.

4.1.4.1. Mr. Lange said we would double check markings on turns.

4.1.5. Ms. Hoffmann said we will soon have a reeducation campaign about how to use the Dutch Junction.

4.1.6. Ms. Deborah Wright asked if there were rules concerning skateboards.

4.1.6.1. Ms. Hoffmann said they were not allowed in garages or buildings.

4.1.7. Dr. Grasley suggested instituting times for the dismount zones.

4.1.8. Dr. Julie Harlin said the Kimbrough and Olsen intersection was a dangerous area for pedestrians to cross, and asked if a light could be installed.

4.1.8.1. Mr. Lange said a light has been on the radar as a long-term solution, but perhaps needed to be considered as a more near-term solution.

4.1.8.2. Dr. Grasley asked if a roundabout had been considered for the Olsen-Kimbrough intersection.

4.1.8.2.1. Mr. Lange said we did a study of that intersection, and a roundabout was a suggested solution. The problem was that there were pedestrians in the intersection, which would cause vehicles to stop; not an efficient use of a roundabout.

4.1.9. Mr. Plesa suggested that when the new Zachry Building reopens that some of the cross traffic now seen in the engineering corridor might be reduced.

4.1.10. Ms. Hoffmann said that other campuses have successfully designated no-wheel zones for SMVs. As we move forward, we would like the committee to consider good places for no-wheel/dismount zones, as Mr. Lange mentioned.

5. Mr. Kenny Kimball and Ms. Therese Kucera presented “Important Conversations: Retiree Permits,” which can be found: <http://www.transport.tamu.edu/About/tsac.aspx#presentations>, and asked for feedback.

5.1. Mr. Cox agreed with the concept of removing the incentive in order to stay within the goals of the CMP.

5.2. Dr. Grasley asked what a real retiree was.

5.2.1. Ms. Kucera advanced to the next slide which defined which retirees currently are eligible for free permits.

5.2.2. Ms. Hoffmann said a way to provide parking to non-paid retirees if free permits are no longer offered is to get the Departmental Parking Representative (DPR) involved in securing and paying for permits for them.

5.3. Mr. Lange said we would like the TSAC members to help us generate some ideas. Whatever we choose, we will take a gradual, phase-in approach.

For example, do we:

- Charge working retirees one level vs non-working retirees?
- Turn it over to departments to determine for which retirees they will underwrite parking?
- Give separate pricing for garage vs. surface lot access.

5.4. Dr. Grasley suggested an a la carte hybrid.

5.4.1. Mr. Lange said we are already providing that to some degree, by offering hundreds of visitor spaces where customers pay only for the time when they use it. This fall we expanded visitor parking six new areas.

5.4.2. Ms. Hoffmann said we are working toward being better positioned to provide a la carte options on our campus by piloting License Plate Recognition (LPR) parking enforcement at the RELLIS campus. LPR enforcement is an important component of being able to successfully offer a la carte parking here. She also mentioned that we are already offering a working retiree permit that is lot-specific and offered at half price.

5.5. Mr. Nygren said it might be a good starting point to gather data to see retiree usage in garages as a sample of the types of retirees who use the permits, and examine the curve. Then we could set prices and permit types based on usage.

5.5.1. Mr. Lange said we could gather this data.

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

Next TSAC Meeting: Wednesday, November 1, 2017, 11:30 am, Koldus 110-111