

Transportation & Parking Services

**Transportation Alternatives Board**

November 12, 2004  
3-5PM  
Cheadle Hall, Room 5123

AGENDA

- |      |   |        |
|------|---|--------|
| I.   | Roll Call   | 3:00PM |
| II.  | Introduction of Guests  | 3:03PM |
| III. | Approval of Minutes   | 3:05PM |
| IV.  | Public Comment<br>(Any member of the public may address the Committee for up to 5 minutes on an alternative transportation related item not scheduled elsewhere on the agenda.) | 3:10PM |

ACTION ITEMS

- |       |  |        |
|-------|--|--------|
| V.    | Bike Locker Programs   | 3:20PM |
| VI.   | Car Share Demonstration and Recommendation on How to Fund First Phase of Program | 3:50PM |
| VII.  | Other Comments   | 4:45PM |
| VIII. | Adjournment  | 5:00PM |

**Transportation Alternatives Board  
November 12, 2004  
Minutes**

**Members Present:** Greg Foltz, Mark Frickle, Art Gilbert, Logan Green, Patrice Summers and Bruce Tiffney

**Staff Present:** Laura Condon, Tana Lucido, Jan Ricketts, Tom Roberts, Arjun Sarkar and Bob Sundberg

**I. Roll Call**

The meeting was called to order at 3:03PM with Board members Steven Gross, Marguerite Bouraad-Nash and David Pierce unable to attend. Mark Frickle, first year graduate student, Bren School (replacing Russell Knight) attended for the first time as the Graduate Student Association representative.

**II. Introduction of Guests**

Chandler Briggs, Scott Bull, Edward France, Brandon McKenna, Soumil Mehta and Bob Stevenson were present.

**III. Approval of the Minutes**

The minutes were approved as written.

**IV. Public Comment**

Brandon McKenna, Graduate Student, Chemistry was concerned: 1) that the northwest campus (Harder Stadium, Uyesaka Stadium, Parking Services, Facilities Management, Environmental Health & Safety, Public Safety, etc.) is unsafe for cyclists and pedestrians because that part of campus lacks bike paths, sidewalks, adequate bicycle crossings and adequate pedestrian crossings and; 2) that motorcycle parking in lot 30 is inadequately placed and provided.

1) Transportation & Parking Services (TPS) and the Transportation Alternatives Board (TAB) recommended that Mr. McKenna and AS BIKES send their safety concerns to the campus Public Safety Committee via the Vice Chancellor's Office for Administrative Services as they have scheduling information for that group. AS BIKES agreed to do so and urged TAB to share their (AS BIKES) concerns for bicycle and pedestrian safety with Chancellor Yang.

2) TPS agreed to review the placement of the motorcycle parking in lot 30 to determine if more could be provided in the south end of the lot where residential student parking is located. TPS cautioned that motorcycle parking requires a concrete pad due to the damage caused by kick stands to asphalt surfaces in warm weather.

**V. Update from the Director**

The construction of Campus Parking Structure 3 (CPS 3) and the Student Resource Building will start in early December, taking another 500 parking spaces out of inventory. The Isla Vista Parking program will most likely be ready for implementation by fall 2005 pushing more cars onto campus in need of parking. Until CPS 2 and 3 are open the campus will have a significant parking shortage, meaning TPS and the Transportation Alternatives Program (TAP) need to have the new alternative transportation programs in place to alleviating worsening parking demand.

With new Amtrak service starting on November 17, 2004, TPS and TAB must consider how to transport UCSB commuters from the Amtrak depot in Goleta to campus and back. TPS has already committed to Cal Trans that UCSB would provide the necessary transportation link and it is time to consider how to achieve that goal. Because it is impossible at this time to know what demand will ultimately be, it is difficult to commit funds to a shuttle system until such time that rider volume would

dictate such service is necessary. TAB asked to schedule this as an agenda item for the next meeting so more time could be devoted to exploring what transportation options might be available and what the costs associated with those options are.

MTD will be implementing a new shuttle system that will serve the Camino Real Market Place, Isla Vista and the west side of campus via the Sabado Tarde bus gate to the bus loop near the old pool based on 15 minute headways from 7:00AM to 7:00PM weekdays.

There have been conversations on campus about re-instituting a campus shuttle and in essence MTD has already accomplished at least half of this. Our campus might be able to avoid creating our own system to serve the east side of campus if the MTD would be willing to extend shuttle service to the east side of campus (serving the UCEN, Davidson Library, etc.) and decrease the headways to 7 minutes. The Board urged Roberts to continue discussion with MTD to determine if increased shuttle service to campus could be provided by them before the Board explores shuttling options independently.

## **ACTION ITEMS**

### **VI. Bike Locker Programs**

TPS has been in on-going dialog with AS BIKES attempting to combine both bike locker programs into one that would be managed by TPS. The remaining issues are:

- Allocation. Who gets them and why.
- 2-mile exclusion rule that would eliminate Isla Vista residents from participating in the program.

Soumil Mehta from AS BIKES provided Director Roberts with "TAB Meeting: Lease of AS BIKES 32 Bike Storage Lockers." Please refer to attachment "A".

TAB, after reviewing and discussing the AS BIKES proposal, agreed that AS BIKES and TPS Director Roberts will provide the Board with their final agreement (at the next TAB meeting on December 10, 2004) that will combine both bike locker programs into one comprehensive program to be administered by TPS/TAP with the following provisions:

- 1) Greg Foltz, student TAB representative agreed to serve on AS BIKES. He will provide the interface necessary to develop a stronger connection between TAB and AS BIKES and he will attend the AS BIKES meeting scheduled for November 17, 2004 at 2:00PM to be followed by a tour of the bike lockers sited by AS BIKES near Davidson Library.
- 2) The unified program will allow 25% of participants to reside within the 2-mile exclusion radius. This will allow undergraduate students to participate in the bike locker program as originally desired by AS BIKES.
- 3) Any unused bike locker allocation will be re-allocated to alleviate unmet demand. For example: if the 75% allocation of bike lockers provided to those outside the 2-mile exclusion radius are not all leased, the unleased lockers would be made available to those within the 2-mile radius if unmet demand remained for that group. (TPS Director Roberts noted that Campus Parking Structures 2 and 3 will include bike storage that will help address future demand.)
- 4) All fees collected from the Bike Locker Program will remain with the Bike Locker Program (not TAP in general).
- 5) TPS will be prepared to launch the Bike Locker Program at the beginning of winter quarter.

### **VII. Car Share Demonstration and Recommendation on How to Fund First Phase of Program**

In June 2004 TPS unveiled the new programs proposed for fiscal year 2004-2005 and car sharing was among those initiatives. At the last TAB meeting Director Roberts informed the Board that the Santa Barbara County Association of Governments (SBCAG) would not rule on the grant submitted

by UCSB's Transportation Services (seeking funding for multiple hybrid vehicles to comprise the Car Share fleet) until late winter. New information now indicates that ruling will not be made until spring 2005.

Roberts provided the group with "Transportation Alternatives Programs and Initiatives, CAR-SHARE" (please refer to attachment "B") and asked the group to consider the options available and make a recommendation advising TPS on how they would like the Car Share program to proceed considering this new delay.

Before advising TPS the Board viewed a Car Share demonstration that included:

- The new interactive TAP web-site that will allow users to apply for TAP (including the Car Share program), access the programs they've enrolled in and use the internet to reserve Car Share vehicles according to the terms and conditions of the program;
- How the new TAP Passport (hybrid smart chip/magnetic stripe card) works, what is needed from various vendors to make it work with our programs and the legal agreements needed for UCSB to access the encryption codes unique to each vendor;
- The terms and conditions proposed for the Car Share program, and
- A demonstration of a campus hybrid vehicle equipped with Vetronix Car Share electronic elements that could eventually be part of the Car Share fleet.

After the demonstration the Board discussed the following alternatives:

- Wait to learn the outcome of the grant and delay the implementation of all TAP initiatives linked to the TAP Passport;
- Implement the TAP Passport without the Car Share program;
- Purchase three Toyota Prius vehicles, approximately \$75K;
- Rent three Toyota Prius vehicles on a month-to-month basis from the Transportation Services fleet at a cost of \$550 (inclusive fuel, maintenance, insurance, vehicle costs and financing, etc.) per month each and \$.24 per mile.

The Board re-visited the citation revenue that was available for TAP funding this fiscal year and heard from Director Roberts that year to date citation collections are currently \$100,000 more than last year and determined that funding was available to rent Car Share vehicles from the campus fleet. After carefully examining all of the options the Board concluded that renting vehicles from the campus fleet was the preferred option because it would not have any negative impact on the grant process, it was relatively low cost and affordable and it would not delay the implementation of any of the new TAP programs. It was moved to rent three hybrid vehicles from the campus fleet until SBCAG has ruled on the pending grant for hybrid vehicles and introduce the Car Share program to campus by winter quarter. The motion was seconded and passed unanimously.

The Board further advised TPS that a publicity campaign was needed to inform the campus of the new TAP and the programs available for the first time in winter quarter. TPS pledged their commitment to that goal and informed the Board that the Sunday November 14, 2004 edition of the Santa Barbara News Press would be featuring an article about the work currently underway at TPS to provide these new programs to the campus starting in January 2005.

### **VIII. Other Comments**

The Board asked Chair Tiffney to draft a letter that would be sent to the Design Review Committee and the Long Range Development Planners asking them to not eliminate the Pardall bicycle underpass when redesigning the west side of campus. Even though there are more bicycle arteries proposed in the new design, there will be more interactions with bicycles and vehicular traffic and the current underpass allows for bicycle access to campus without vehicular conflicts. The Board would like to encourage campus planners to maintain that valuable conduit.

Since this did not appear on today's agenda the Board agreed that the Chair would draft a letter to be shared with the Board at the next TAB meeting and it would be reviewed for approval at that time.

**IX. Adjournment**

The meeting adjourned at 4:57PM

**TAB MEETING**  
**10/25/04 1pm to 3 pm PF Learning Center**  
**Re: Lease of AS BIKES 32 Bike Storage Lockers**

TAB Considerations:

1. Run Bike Storage Locker Program as one program not one run by TAP and one run by AS BIKES students

Conflicts:

1. Students/faculty within 2 mile radius of campus are excluded from being allowed to have opportunity to lease bike storage lockers.
2. Students have been excluded from car share program (another TAP offered Program).

AS BIKES Proposal: Turn over 32 lockers presently owned and maintained by AS BIKES to TAB/TAP in exchange for the following:

1. These lockers receive annual maintenance as needed.
2. Over next 5 years these lockers are replaced by new lockers on campus
3. In spirit of sustainability, that these 32 lockers at end of 5 years relocate to another area on campus if they are still in good condition.
4. The current 3 student board members of TAB: require that a minimum of one of them become a member of AS BIKES as well and report back to TAB on AS BIKES work.
5. The bike storage locker lottery allow for a certain percentage of residents within 2 miles radius of campus to be in lottery for bike storage lockers.
6. TAB provide some working plan for student car share program within the next year.

The End

Presented by Soumil Mehta and Kamron Sockolov, Co-chairs of AS BIKES for 2004/2005 fiscal year.

## Transportation Alternatives Programs and Initiatives

Agenda Item VI – November 5, 2004

Prepared by Laura Condon

### BACKGROUND

The Transportation Alternatives Program at the University of California at Santa Barbara plans to implement an integrated menu of services for Faculty and Staff TAP participants. Central to this concept is a new TAP passport which will allow participants to ride the MTD bus to and from UCSB locations, activate the In-Vehicle Parking Meters, give access to faculty and staff parking spaces via the campus pay stations and provide access to vehicles available through a campus car-share program.

## CAR-SHARE

### The Car-Share Program

Since many people share the same vehicle, a car-share program reduces traffic and helps relieve parking congestion on campus. A TAP participant reserves a car on the web, picks up the car from a designated parking area, drives the car, and returns the car to the reserved space. Participants would be entitled to use a car for up to two hours twice a month.

### Benefits to TAP

We believe this program will increase TAP participation by providing a critical mobility linkage for faculty and staff who need to have the option of leaving campus for errands, professional appointments, and other business.

### Original Proposal:

In order to launch the program and to keep costs low we planned to implement car-share by using three older, fully depreciated vehicles from the Transportation Services fleet. Transportation Services would work with Flex-Car for the scheduling and tracking technology needed for the vehicles and with Vetronix for the installation of tracking equipment on the three vehicles. We planned to convert an existing Transportation Services grant from the installation of a CNG fueling station to the purchase of 10 hybrid vehicles. If the revised grant were to be approved, we planned to use these new vehicles to replace the older car-share vehicles with and to expand the car-share program.

### Recent Developments:

We have recently learned that only certain models of vehicles have the internal electronics needed for installation of the car-share technology. Information received from the Santa Barbara County Association of Governments (SBCAG), indicates that our modified grant has been favorably received. However, we need to participate in the next round of the funding cycle scheduled for the winter of 2005, for final approval.

### Options:

1. Wait on the outcome of the grant and delay the implementation of the TAP initiatives.
2. Implement the TAP Passport without the car-share option.
3. Purchase three hybrid vehicles, approximately \$75K.
4. Rent three Toyota Prius vehicles on a month-to-month basis from the Transportation Services Fleet at a cost of \$550 per month each and \$.24 per mile.

### Recommendation:

Staff recommends option 4 with funding from increased citation revenue. First quarter citation revenue is currently over \$100,000 ahead of first quarter projections. We anticipate additional revenue from the recently approved increase in citation fees. These fees were not included in the budget presented to the TAB board in July of 2004.