Members present: Jeri Baker, Jennifer Bennet, Vinayak Rao, Mike Knodler, Martin Konowitch, Robert Hendry, Canan Cevik standing in for Daniel Morales, Martha Patrick, Marios Philippides, Andy Steinberg, Greg Wheeler, and Jonathan King.
Members absent: Ann Carr, Juanita Holler, Tom O'Donnell, Savannah Van Leuvan-Smith

Jon King, parking Update:

- In terms of parking for the football game, various steps were taken to make sure people would park in the right spots. They included lawn signs, large electronic variable message boards. The communication levels to permit-holders were the same for every game: 2 emails, with the signs going up 3 – 4 days before the game itself.
- It was estimated that .5% of people were going to have to be towed (200-400 people) but—to the delight of all involved—only about 50 cars were towed (25 affiliated with university, 25 unaffiliated). This is less than 1/10th of 1%. About 100 citations were issued.
- Lot 22 was very full of trash after the home game, but improved for the next two games. Unfortunately, the initial estimation of having permit-holders move back to their lots after 1 hour had to be pushed back, and it took Saturday afternoon and the entirety of Sunday to clean the lot after that first game.
- The 8PM Wednesday game presented different complications; the people living on campus had to move to 3 or 4 different lots, and there was tight parking. 15 cars were towed, 40 citations were issued. The 3rd game was the day after thanksgiving, and no one was here. No tickets, no towing.
- Jon and Jeri requested of the board that interested parties review the university parking regulations (a legal document for the university), so it can be passed on to legal services. Legal services will turn suggested changes into legal phrases so they can be implemented; this takes about a year. This gives the board the entire summer to edit the document. The document was last updated in 2011. Jon would like to see an updated, more progressive, fee schedule: cheaper in the outer sections, more expensive in the core.
- Jeri reiterated that none of the money we collect from citations goes to parking services. It goes to student financial aid. The only money that parking keeps out of the citation is for equipment used for citations, and a little administrative (for mailing etc). Parking has to absorb various costs such as paying employees, so it makes sense to start charging anyone who uses the lots. This leads back to the argument for night parking.
- The equipment for the garage is no longer supported by the company that makes it, so there is currently discussion of what to replace it with. The software also needs to be updated. Thoughts include moving employees to the inside and having the exit system automatic, and perhaps having lag readers and something that scans a room key. In any case there is a condition assessment every 5-7 years for the garage, update next PTAB.
- Group discussed the increase in metered stations, how people decide what permits to buy, and how to determine how many metered stations versus permanent spots in different lots. No definite conclusions were reached.
Glenn Barrington, Transit Update:

- Last year PVTA did a comprehensive service analysis, and the university added later classes, thus some adjustments were made to peak service periods, such as running core routes at maximum frequency until later at night and eliminating trips with very few passengers. It is thought that the increase in ridership is a direct result of those changes, and the service is far more efficient.
- In terms of snow preparedness, we take our drivers out to train them specifically to drive in the snow. When there’s no class, we run a reduced service schedule due to dangerous conditions and fewer passengers. Beforehand, the avail software is set up to handle the different schedule, and on the day of, dispatchers call drivers to tell them whether they are working, we send out service members to put up reroute signs and scout out problem areas, and we update the public periodically of any service changes.
- Jeri made the suggestion that we do something for our 3 millionth passenger (or the busload of passengers that contains what will probably be our 3 millionth passenger), such as having the chancellor on the bus and giving out goody bags. She suggests keeping an eye on the numbers and seeing which bus will contain the 3 millionth passenger.
- We still need a bus shelter at the Fine Arts Center, but we will likely reconnoiter when it is warmer. We pulled all the old shelters in June thinking it would be a quick thing to put more up, but it turns out you need building permits for anything above 200 square feet. We learned a painful lesson. There is a new shelter replacing the iconic old wooden shack in lot 12.

Robert Hendry, UMass Bike Advisory Committee update: Commuter Options Program Discussion, DEP 2014 Summary

- The Department of Environmental Protection decrees that any employer over a certain number of employees must run a commuter survey yearly that tracks the number of single-occupancy vehicles. We get a 50% response to surveys sent to commuters but we do other survey work as well. As the largest employer in the state we have been doing this since 1999. The state makes no differentiation between off-campus students and staff, all are counted. Thus we have 2,100 commuters and the state would like to know how they get to campus every year. 51% come in single-occupancy vehicles currently, 28% by transit, with increasing numbers by bicycle. The statewide goal is to bring the number of single-occupancy vehicles down by 25%. The state is also interested in perhaps subsidizing van pools.
- In terms of the bike advisory committee, the watch-for-me campaign has stickers everywhere now. The goal is to get the idea to slow down into people’s brains as much as possible, even subliminally.
- The committee is also working on a needs assessment survey, which will use the money in the sustainability fund. There is an evaluation, which still requires some user data which we will procure in the spring, from when the league of American cyclists gave us an award 1.5 years ago. The goal is to get support for an automated bike share program, which requires more money up front but less in the long term. Most new programs starting up are automated.
• Martin Konowitch brought up a discussion of getting sweaty due to biking in, with no firm conclusions reached except that it would be nice if all buildings had showers in them.
• Jeri had the idea that it would be nice to perhaps have a UMass bike-to-work day where we perhaps work with community partners to offer breakfast somewhere. Perhaps May 2\textsuperscript{nd}, the last day before graduation.

Wrap up:

• Jeri Baker: The new night permits will not affect anyone who currently has a permit, since those will be effective 24 hours a day. This is only to make people pay for the lots no matter what time they park in them.
• Martin Konowitch: There are too many cars lining up and idling waiting for a parking space at the Rec Center. Outreach is needed there to advise people how much fuel they are wasting and that they should not wait for parking spaces. It’s doubly stupid because they’re waiting to park close to avoid walking to go work out at a gym.

Meeting Adjourned at 1:30PM