Members present: Glenn Barrington, Shane Conklin, Lori Corcoran, Robert Hendry, Charles Hsueh, Jon King, Niels La Cour, Martha Nelson Patrick, Tom O'Donnell, Marcie Savoie, and Greg Wheeler.

Members absent: Jennifer Bennett, Cole Fitzpatrick, Alyssa Goldstein, Melanie Jacque, Adam Lechowitz, Dr. Jinguo Lian, Aliana Liz Taverns, Pam Monn, Ryan Morse, Benjamin Ostiguy, Alicia Pedini, and Suthaney Sundar.

Glenn Barrington, Transportation Services Update:

- Ridership for UMass Transit Services (UMTS) increased 2.18%.
- First time in 4 years that there has been an increase since level funding and cuts.
- Pioneer Valley Transit Authority’s (PVTA) ridership as a whole is down.
- PVTA is on route to getting additional funding from DOT grant.
- PVTA has been fully funded for the coming fiscal year from the governor so far.
  - Hopefully by the first of July the budget will be approved.
- UMTS hired and trained 42 new drivers since July 2019 which is more than last year.
  - There are 19 drivers in the training program currently.
- PVTA will replace five of the “end of life” 2006, 40 foot, Gillig buses in the UMTS fleet.
  - We go through a process with new buses to ensure everything is ready to be on the road. Not everything is done at the production line. – Glenn Barrington
  - Has PVTA looked into using C&G buses? They are better environmentally. – Charles Hsueh
  - No, we do not have the infrastructure to fuel them in our facility. PVTA would need federal money for these infrastructures. [PVTA is] pursuing three electric buses. They already have eight. They are in the transition period. Instead of C&G they went with all electric. – Glenn Barrington
- PVTA hires UMTS to operate buses in our area. We do not procure buses. PVTA regionally has access to grants, but the money does not come from UMTS it comes from PVTA – Shane Conklin
- Buses are supposed to last 12 years. The money PVTA had in place would only allow them to buy straight diesel for all the buses that needed replacing. Our buses are running on 13 to 14 years. – Glenn Barrington
  - When you’re updating do you look into adding vans? – Lori Corcoran
  - We only replace them. We do not add to the 6 we already have – Glenn Barrington
- As a student with physical disability I require that the bus be knelt. In the past two months I have encountered two incidents where the driver doesn’t know what I am asking for. It comes down to an awkward position where I have to show them how to kneel the bus. It brings up questions with the new batch of trainees. – Charles Hsueh
• That is certainly something we can address with our training department, and at our next driver safety meeting. I don’t quite know who it might’ve been. On occasion a driver makes a mistake, or says something that may be perceived as us not knowing what we’re doing. Please give Transit a call whenever you approach issues like this. We need to address these issues with the drivers. It is not a difficult thing to kneel a bus. We need to address it if they are refusing to kneel the bus. – Glenn Barrington

• I take the bus to Cliffside, and I need the bus knelt. Driver’s do not let me off in the front. They kneel the bus, but keep the front door closed. – Charles Hsueh

• That is misinformation on the driver’s part because they can leave the front door open for this. We will also address this in the next drivers safety meeting. We have rear door only stops because we have had pedestrians get hit when leaving the bus, and crossing in front of the bus. The announcements say rear doors only. This does not apply to anyone who needs the ramp, or the bus to be knelt. – Glenn Barrington

• Do you have a system set up for reporting people and drivers? Part of the training too should be that anyone should be able to use the kneeler and ramp. – Lori Corcoran

• That is part of training. Any request for the ramp and kneeler is allowed. – Pabla Andrade

• How do you let people know they have to request that? – Lori Corcoran

• There isn’t anything in place yet, but we can try to reach out to the community. – Glenn Barrington

• We will approach Betsy with this issue. – Shane Conklin

• Maybe a great thing to add to New Student Orientation to talk to new students about how it works. – Glenn Barrington

• I don’t think it’s the case that I’m not doing it properly. It’s that they’re not paying attention. – Charles Hsueh

• Maybe try approaching the driver in a different way to get their attention first before just saying “kneel the bus for me.” There is a lot going on for the drivers. Certainly, if you are speaking to them directly and making eye contact, they’ll have an easier time understanding. Really the first semester of driving is getting comfortable with passengers and all that comes with driving a bus. There are a lot of processes where a newer driver takes a little while longer than a driver who has been doing it for a few semesters. – Glenn Barrington

Jon King, Parking Services Update:

• Parking Services is going to add some conduit and base boards for Lot 65.
• Parking Services will be redoing the whole Lot 49 by Fields.
  • There will be a few more parking spaces after paving over the islands.
  • Parking Services was hoping to knock off the road to the south of the lot, but it is too steep.
  • May be converted from Lot 49 to Lot 29.
  • There are also sidewalk improvements to be added. – Shane Conklin
• Parking Services will be taking in some of the sidewalks in Lot 49 behind Van Meter from ten feet to eight feet.
  • The entire lot and driveways will be paved.
• For Move-In that becomes a whole one-way road. – Tom O’Donnell
• Yes, we are working with move in, and they know about this. – Greg Wheeler
• Lot 28 will be a new parking lot dedicated to students who live in the Commonwealth Honors College (CHC).
  • It is currently used for contractor parking.
  • 300 parking spaces will be created in this lot.
  • Lots 12 and 11 have both sold out this year, so having a lot specifically for CHC students will free up those commuter lots.
  • The University may contribute to the estimated cost of $2 million.
• There might be a Worcester parking garage, it is currently a parking lot with seventy spaces.
  • Turning that Lot into a garage would solve a lot of problems with new buildings, and the new Worcester Dining Commons.
  • There are conferences in the area that would benefit, as well as encourage renting out offices in the Life Science Labs (LSL).
    • The LSL fits 800 people, but they currently only have twenty-four spaces.
    • The estimated cost of the garage is $14 million, or $40 thousand per space for 350 spaces.
    • Administration is aware that if this happens, they would cover some percentage of this cost.
• Parking Services is on track to start renewing parking permits for 2020-2021.
• Parking Services will mail out approximately 15 thousand new parking permits to UMass students, faculty, and staff this summer.
  • If there are any departments, or companies, who would like to promote anything with the mailing program reach out to Parking Services.
• What is the cost? – Glenn Barrington
  • $700 to $1400 – Jon King
  • Parking Services would also like to get some outside UMass Interest.

Meeting Adjourned at 1:11 PM