Parking and Transportation Advisory Board (PTAB)

Meeting Minutes for May 25th, 2021

Members present: Glenn Barrington, Jennifer Bennett, Shane Conklin, Robert Hendry, Jon King, Ann Morrissette, Martha Nelson Patrick, and Metin Yavuz

Jon King, Parking Services Update:

- Parking Services has a difficult time building new lots, so the focus is on optimizing preexisting parking lots.
- In the past Parking Services has removed islands in parking lots to increase parking spaces.
  - Islands are difficult to landscape and maintain, and they often turn into eyesores because the soil can’t keep plants alive.
- Lot 32 is being restructured this summer to add 24 new parking spots.
  - The north end walkway will be removed to add spaces to the end of each row for 8 new parking spaces.
  - The parking lot will be re-striped and the islands will be removed adding 16 new parking spaces.
- Lot 34 is also being optimized this summer to add 45 more parking spaces.
  - Removing 4 islands for a total of 29 parking spaces.
  - The north end sidewalk will also be removed adding 16 new spaces.
- Glenn – Is that the lot to the right of the church’s lot?
  - Jon – Over there by number 19? Yes that’s owned by the Baptist church so we will not interfere with that.
- The Newman Center is now owned by the University, so Parking Services can work on the parking around the building.
  - Minor repairs, such as paving overlay and parking optimization, will happen later this summer.
  - Most of the parking spaces will be pay-by-cell.
- Due to the financial impact of the pandemic all of the projects are small and paid for by the University.
  - This summer Parking Services will be crack sealing 4-6 parking lots, repairing stair nosing in the campus center garage, line striping in parking lots, and repairing and replacing some parking lot signage.
    - A full lot sign with two posts runs about $7000.
  - 10 new electric vehicle (EV) chargers, 20 hoses, coming in the next year.
  - The D/C level III fast charger at the Robsham visitors Center needs to be replaced because it can no longer get serviced and is in high demand.
  - Whenever there is a big renovation in a parking lot conduit for future EV chargers are added.
• If anyone has any suggestions for future EV charger locations let Jon King know.
• Glenn – I know it’s ideally located near buildings since there is electric supply. Is that still the case, or would light posts work?
  • Jon – There is new technology that could use a light post for a level one charger, but at the moment we won’t be able to do that because there is not a great product out there available right now for the University.
• All EV chargers on campus are managed by ChargePoint, but owned by UMass.
• Parking Services sets the charging fee with the desire to keep it as a break-even enterprise.
  • Parking Services is currently losing money because of administrative overhead and other fees charged for the chargers.
  • Those who charge on campus who are not members of the UMass EV Charging Club pay $1.50 an hour as long as the charging hose is attached plus the cost of electricity, currently at $0.14 per kWh.
  • To join the charging club a member of the University (faculty, staff, or student) must have a full year parking permit.
    • A charging club member pays just the cost of electricity.
• Outside of the Visitors Center, once a vehicle is done charging it must be moved within 30 minutes.
• It is cheaper to charge on campus even for those who have the option to charge at home.
• A busy day on campus sees approximately 18,000 vehicles, if 5% of those are plug in vehicles then that could be a 900 vehicle demand.
• Glenn – They’re talking about electrifying the state fleet, so we have to be ready for that.

Glenn Barrington, Transportation Services Update:

• UMass Transit Services (UMTS) is steadily increasing ridership since the initial pandemic drop.
• In April of 2020 UMTS operated a lot less service than this April.
  • April 2021 saw a 300% increase from April 2020.
• UMTS will be nowhere near the usual ridership for fiscal year (FY) 21.
• There is still a mask mandate on Pioneer Valley Transit Authority (PVTA) buses until September 13th.
• Recruiting is very difficult with fewer students on campus.
  • UMTS has trained 32 new drivers since August, which is not enough drivers for full service operations.
• Currently there are 15 applicants scheduled for summer training.
• UMTS recruits on campus, on buses, and on social media.
  • Shane Conklin is looking into whether UMTS can use Parking Services as a resource for recruitment.
• UMTS requires around 150 student drivers to run normal full services.
  • Currently UMTS needs at least another 30 drivers to even squeeze through a regular schedule.
• UMTS is replacing 4 2007 Gillig buses with three 2021 Diesel New Flyer buses, and one 2021 New Flyer All-Electric bus.
• A new electric charging system is being installed this summer.
  • There are some supply delays that are expected to be resolved by October.
• Jon – Will the electric bus be going on specific routes?
  • Glenn – They will go on any route going under 300 miles of range. In winter weather that energy will reduce. It cannot go on route 38 or 39. It will be going on routes that run from 7 am to 6 pm. The PVTA
has been running electric Proterra buses for a couple of years, so we feel comfortable operating with what they have learned.

- The PVTA funded paving project is underway at the UMTS facilities, and should be completed by June 30, 2021.

Zoom Meeting Adjourned at 1:38 pm.