T&P Committee Meeting – December 5th

Present – Jess Wenger, Chris Faught, Kendall Howell, Scott Silsdorf, Pat Cox, Mollie Morrow, Gabriel Halford, Allison Day, Patrick Clark, Bria Friestad, Mark Stannis, Stuart Foster, Bill Palmer, Scott Barker, Carey Drayton

Allison Day – UTS Update and chat

Update on average passenger counts for the different routes.

Average frequency is based on ridership demand.

Staffing has grown in the last year, really good number for staffing at this time – Pipelines and Pathways helped tremendously, and we plan to continue our partnership with them.

Night Pilot increased service. Orange line improved to a 10 minute frequency.

Do plan on updating other service schedules, Gold Line is one of the plans.

OnDemand vehicles are older, purchased at the same time. We are going through a fleet turnover window. Starting with 2 Chevy Bolts, and a Pacifica to be added as well. Accessible van is next for replacement.

OnDemand carried 9,000 students during the fall semester.

OnDemand service are 10pm to 5am, 7 days a week.

Priorities – Data driven decisions. (Passenger demand, frequency demands, time performance, passenger feedback).

Example – Redline, 7 buses at peak, vs Night Pilot, 1 all night.

 What is the benefit of adding one bus to Red vs Night Pilot? Greater benefit from NP, so new bus added there.

Are there any locations that you wish a bus route could go?

Old Ivy Road. Is there an opportunity to have a smaller vehicle route to Old Ivy Road? Exploring using smaller vehicles to provide other passenger services.

Ivy Road Orthopedic center.

Direct Connect from JPA/Brandon to North Grounds/Barracks.

 Transit option from Blue Lots to McCormick/Science buildings – Silvers early service ending schedule hinders this, they tend to stay later than 6 pm, and frequency isn’t high enough.

 Fontaine Research Park – Currently no transit option.

Red Lot – no longer accessible to grad students. Cannot offer monthly permits to Red, Red Lot demand is so dramatically high that it wouldn’t help the grad students anyway.

Grad students cannot have a monthly payment, must purchase the whole year at once. We currently only have the ability to do employee payroll deduction. Need to explore these options further. Easy solution: Short term option which expires – however not feasible with the high demand on the Red Lot permits already present.

We rely on passenger feedback to help shape demand and future route plans. From employees, students, and leadership.

Patrick Clark - Commute Club

Issues with single occupancy vehicle commutes – parking, gas, infrastructure, traffic, safety.

Alternative options are being under utilized.

What if the university paid you to using alternative transportation?

Have a grant available from Hoos Making an Impact award.

From 2017 data, 82% commute by SOV. High impact on green house emissions.

Other bonuses – Reducing parking demand.

Lum is a company being worked with, to create a user interface.

Users will be able to make an account for alternative commuting options, any of them. Daily users would be able log their commute method. Other rewards would also be given, to encourage people to at least try alternative commuting.

What about telecommuting? Desirable mode of transportation (aka, none). Not really a way to tie that to a reward for commute club. Not everyone has an option to telecommute based on job description, so it is difficult to reward some while others don’t even have an option.

By making a club and something that people would be able to log, we would get data for alternative commuters. Currently we don’t have a strong data collection method to gather walking or cycling commuters. A goal of this offering is to be able to create more options for this population, based on new data.

Would it be available to nonemployees? Lots of grey area. Starting off, not available to nonemployees. Ultimately would love to offer it to all university populations.

Launch date? April 1st is the goal launch date.

Would the committee be able to see early rewards package eta, could we? If anyone wants to be a Beta tester, we are welcoming volunteers.

If I used alternative transportation, but an emergency occurs at home, how would I handle this? The program would offer a guaranteed ride home. Currently, would get an X number of free rides, currently through planned through Lyft.

How would further away residents be able to use this? 40+ minute commutes commonly cant get emergency rides in this way. Uber/Lyft wont take those long drives. Conversation still need to be had with providers to help handle this issue.

Parking Policy refinement – Goal is to make it a framework. Policy shouldn’t change, but regulations should.

Parking Policy for capital projects – Capital projects should pay to help mitigate parking and transportation impacts due to their building.

Committee Suggestion Names: Approved suggested names.

Two parking garages already approved and moving toward being built.

One at Fontain Research Park, 1200 space garage, with a cork screw ramp. Health system commuters (relocated from Emmet and Ivy garage) as well as all the other improvements being built at Fontaine. End 2025.

North Grounds Garage, intersection of Massie and Copeley, 1000 spaces. Want to create a multimodal center, transit, bike hub/repair area. Possible 2026.

Parking Cameras – Adding security cameras as necessary. Adding cameras for vehicle counting at Fontaine.

Cameras on buses – investigating how to implement cameras on buses.

UTS Holiday schedule – lower service levels. Exam service, 12/6. Commuter service after 12/15. Holiday service, 1/2/2024. No service on MLK Day.

1101 Milmont, P&T Office – renovation plans.

UTS OnDemand Staffing – Currently use RMC. Planning on pulling it fully in house, staffed by P&T employees.