

7/26/04 - sustainability: transportation sub-group meeting minutes

Friday, August 6, 2004

Attendees:

Shelley Dutton, Bob Mention, Bonnie Phipps, Margaret Robertson

Minutes:

Group brainstormed the following list of data to be collected.

Data to collect

- Number of bus stickers picked up
- Ridership
- True cost of driving/parking
- Convenience survey
 - Awareness (is there an education gap?)
 - Why don't you ride the bus?
- What does LTD offer?
- Cost of administering parking programs, bus pass programs
- Enrollment, employee populations, locations
- Projected growth
- Number of parking spaces
- Number of cars per day
- Type of trips - single/multiple rider
- Carpooling - history here. Precedents.
- User survey: what would motivate you?
- Future housing plans
- Bike rack quantity and location
 - Are they empty?
 - Where are routes? Safety?
- Campus vehicles
 - Plan for environmentally-friendly fleet
 - Vehicle maintenance program
 - Emission system maintenance
 - Coordination of trips
- What did Board direct?

Discussion

LTD group passes:

Shelley reported that LCC had reduced fare through last summer, with a quantity of 720. The Fast Pass program has ended. Students now pay a transportation fee of \$15 per term, regardless of number of credits, which includes a free bus pass; quantity this summer was 125. (Fee will go up to \$16 winter 2005.) At the end of the 4th week of classes, we pay LTD \$10.13 per student (which will go up winter 2005). Students get photo ID, then get a sticker from Students First! a few weeks into the term. Susan Tatar and Mike Ruiz coordinate the transportation fee program. In fall 2004, 3000 photo IDs were issued. (The LCC photo ID card was \$5; this one is free.) In past years 2500 Fast Passes per term were issued. But there was a limit of what the subsidy would support.

LTD ridership data are available from Andy Vobora at LTD. Shelley suggested asking for a meeting with Andy or whoever he would suggest.

Paid parking:

Bob investigated paid parking two years ago. Motivations included limited quantity of land, sustainability, and financial support for parking maintenance. The system would have included several levels of payment, including a reduced fee for carpooling. Something similar to what Sacred Heart Hospital does was also considered. (Employees park at the Fairgrounds, then take an LTD shuttle to work.) The cost of administering paid parking would have been great. It was concluded that the system would cause more problems than it solved, and it morphed into the single transportation fee.

As part of this project Bob conducted an informal survey which showed that convenience was a bigger issue than cost. Many adult students are weaving class schedules in with childcare and work. The amount of travel time is a major consideration.

Data:

Bob has current number of parking spaces, number of cars coming to campus, and other data. Susan Tatar can provide number of stickers picked up. In the past Craig Taylor made a map of where students are coming from.

Shelley noted that an interim transportation team developed a report which was given to the Board at its May 2004 meeting. She will send us copies. The report, which recommended a transportation fee, was submitted to Marie. Marie modified the fee to be less costly for students.

Education:

Bonnie noted that this is an educational institution, so education is an important part of a sustainability effort; even a simple voluntary survey may educate people. In addition to surveys, a simple fact sheet was proposed, with such data as, My car affects [some parameter] by [x] amount, similar to United Way fact sheets which may say, My dollar bought 10 meals.

Grants:

Bonnie reported that large numbers of grants are available. Some are for research, others for implementations. The best approach is first to define our projects, then to find grants which fit them. We should contact Lori Stegner first, who can coordinate communication and avoid grant agencies receiving multiple inquiries.