

Transportation Choices for Humboldt State: A Subcommittee Report May, 2001

During the Spring semester an ad hoc subcommittee of the Public Safety Committee has met with the goal of helping mitigate ongoing campus parking problems. After reviewing recommendations and actual outcomes from the September, 1998 Parking Task Force Report, the group has developed recommendations for consideration and adoption by the committee as a whole.

Subcommittee members noted that not much progress has been made to date on the recommendations in the Task Force Report. Specifically, although campus parking officials have worked hard to identify and publicize mitigations and alternatives, solutions are constrained by many factors -- fiscal, philosophical, historical and geographic. A progress report on the 1998 recommendations is appended.

The subcommittee looked at initiatives and programs at several other universities. A useful list of web sites examined is appended. This review confirmed and expanded our list of possible mitigation projects.

Finally, the subcommittee developed the following list of recommendations:

First, the ad hoc subcommittee recommends that if the original recommendation to inaugurate a separate and ongoing HSU Campus Parking Committee is not going to be implemented, then a standing Public Safety Subcommittee on this topic should be established. It will include additional members from the campus and perhaps the Arcata community. The campus parking supervisor will be a regular resource person for the committee. It will set goals each Fall, provide a mid-year update to the full committee, and submit a written report of accomplishments and recommendations by the end of the academic year. Sustained campus attention continues to be needed to the problems, beyond what is capable of being done with the limited resources of Public Safety.

Second, the subcommittee, when constituted, will consider ways of facilitating the following initiatives:

- Put an array of conveniently located bike lockers into service throughout campus
- Increase the number of covered bike racks and locate them near main entrances to buildings
- Promote the reduction of the number of vehicles left for days in the parking lots and designate a lot to accommodate long-term vehicle parking.
- Develop a program of emergency rides for those who use alternative transportation

- Establish an incentive program of limited complimentary parking (e.g. six “free” days per semester) for those who utilize transportation choices other than personal vehicles
- Improve promotional marketing and staffing for publicizing alternative transportation choices
- Develop a tiered permit system based on geographical origin of riders
- Develop carpool incentives, such as reserved, close-in parking slots for carpools with 3 or more people
- Promote creative personnel options such as telecommuting or staggered hours for staff to alleviate parking pressures
- Raise parking fees to help fund the parking program with possible mitigation for low income permit holders. Apply Saturday and special event parking fees to enhance funding available for initiatives.
- Develop a McKinleyville park-and-ride program, recognizing the increasing numbers of university community members who live there. This could include a bicycle parking facility
- Promote bus schedules that match campus class schedules to a greater degree
- Promote more late afternoon and evening classes to vary schedules and parking impacts
- Promote acquisition of more parking spaces. Although the effort to purchase property in the Sunset neighborhood fell through, other property should be identified and pursued, perhaps with a shuttle option. Although the parking structure idea has been incorporated into the campus master plan, little progress has been reported on identifying funding. Moreover, currently identified locations may not be optimal.
- Develop a more realistic, usable formula for determining the ratio of campus parking permits sold to available spaces.

Third, staffing in Public Safety appears to be inadequate to support additional initiatives. About 44% of students, 80% of faculty and 94% of staff at Humboldt State University drive alone to campus (according to the Parking Services Survey done in the Spring of 2000). These numbers suggest that a more rigorous approach be taken to educate the campus about the benefits of using alternative transportation, as well as advertising the services that we provide (reduced bus fares and carpool matching). The subcommittee supports the creation of a coordinator position to pursue campus alternative transportation programs, together with grant funding, in order to make Humboldt a leader in green campus initiatives among campuses of its size and type. Elements of a possible job description include:

Transportation Choices Coordinator – Humboldt State University (.5)

- Develop and advertise current transportation choice programs at HSU. These programs include carpool matching and discounted HTA and AMRTS bus rates. A program to encourage bicycling and walking should be developed. Promotion can be done via email, the Lumberjack, signage throughout campus, and by setting up information tables at campus events such as clubs’ week.

- Coordinate workshops for students as well as staff and faculty on alternative transportation. Workshops can also focus on one topic, such as bicycle commuting to the HSU campus. The Humboldt Orientation Program (HOP) is an important place for advocating the use of alternative transportation at HSU.
- Act as a liaison to campus groups that provide services (i.e. the Cycle Learning Center), as well as groups that deal with transportation issues (the Public Safety Committee and Sustainable Campus Task Force).

This person should be familiar with different methods of alternative transportation. Ideally he/she uses them and has ideas on how to improve the alternative transportation situation here at Humboldt. Marketing experience and/or grant-writing experience would be highly desirable.

For further ideas and information, see the following list of selected web links to transportation choice programs:

Cornell University:

http://eco.pdc.cornell.edu/Green_Programs/TDMP.htm

Details program at large rural campus focused on staff and faculty parking including 6-tiered rate structure, RideShare and Occasional Parker programs

University of Wisconsin at Madison:

<http://www.fpm.wisc.edu/tdm/>

Transportation Demand Management (TDM) program emphasizing ridesharing incentives and disincentives

University of Washington:

<Http://www.washington.edu/upass/>

UPass program page with links for bicycling, carpooling, vanpooling, night rides, shuttles, and much more. Describes a permit system with separate permits for daytime (\$160 per quarter), nighttime (\$50 per quarter) and swingshift workers (\$84 per quarter).

For additional Links to college and university transportation information consult the "Supplemental Web Links" section of a Fall, 1998 class taught at the University of Pittsburgh:

http://www.pitt.edu/~jimmyd/courses/pia2752/2752_f98.htm

**Attachment:
Parking Sub-committee 2001
Outcomes of Recommendations of 1998 Parking Task Force**

In 1998 a University-wide Parking Task Force released a report that contained 13 recommendations that the University should undertake to alleviate the problems surrounding parking at HSU. These recommendations were approved by President McCrone on October 13, 1998 and referred back to the Public Safety Committee for implementation. In the spring of 2001 a Parking Sub-committee was formed to review the progress made on the recommendations, determine whether any are no longer applicable and provide additional recommendations. The status of the recommendations from the 1998 Task Force Report follows.

RECOMMENDATIONS

The Parking Task Force recommends that:

1. *A Parking Committee be formally adopted, membership consisting of the following:*

*Director of Public Safety
Director of Physical Services
Director of Contracts, Procurement & Risk Management
Director of Disabled Student Services
Faculty member
Student member
Parking Program Manager
Others as identified by the core membership on a case by case basis.*

The Parking Committee should be charged with coordinating the University response to parking issues and carrying out the following functions:

*To consult with appropriate persons on parking issues and serve as a link between/among individuals, departments or agencies.
To make recommendations to the President/Executive Committee.
To make recommendations to the Director of Public Safety on parking matters.*

The Parking Committee was never formed and the Public Safety Committee is currently coordinating the duties recommended for the parking committee. This does not preclude the formation of the committee if the need presents itself.

2. *Approval be given to move forward with the acquisition of the off campus property for development as a surface parking lot for 200 vehicles.*

The owner of the Sunset property was contacted and there were negotiations. A tentative agreement fell apart near the end of the negotiations when the

owner requested a substantially higher price than the property's appraised value. The University felt that this new amount was not feasible and declined the offer.

3. *The Parking Committee study and plan for a parking structure to be constructed on the site where the Redwood Manor apartment complex and large surface parking lot currently exist (area boundaries: Harpst St., LK Wood Blvd., Rossow St. and Campus Apartments) in partnership with public, community and auxiliary organizations.*

The University is currently pursuing Business Plan Specifications determine price and feasibility of project. The parking structure, an intermodal transit center, is now on the Master Plan of the University. Funding questions persist.

4. *The Parking Committee study and plan for re-designing B Street to enhance pedestrian walkways and incorporate traffic calming concepts.*

Ideas have been sketched for the project. The project removes parking space And therefore cannot be implemented until other parking (i.e.parking structure) is provided or parking demand is reduced. Other additional questions regarding design need to be answered before the University can commit any planning to the project.

5. *Authority be given to the Public Safety Department to post reduced speed limits on campus not to exceed 15 miles per hour.*

Traffic surveys must be performed before speed limits can be changed. These surveys have not been performed.

6. *The Department of Public Safety develop a policy to accommodate parking needs for persons on official business who need to leave campus and return.*

This has been studied by Parking and Commuter Services and it was determined that the project could only go forward if additional parking is provided or there is a reduction in parking demand.

7. *The Executive Committee mandate use of alternative powered service vehicles, when possible, on campus.*

Plant Operations, has been urged to consider alternative powered vehicles when new vehicles are purchased. To date there has been two battery-powered carts purchased. These carts are used by Wayne Hawkins, Supervisor of Plant Operations Grounds & Landscape Services and the Construction Manager for the Infrastructure project. One of the carts was purchased with infrastructure project funds. The University Center (UC) has also purchased an electric powered vehicle. It works fine, but does lose velocity going up our steep hills. The main complaint was the "hoops" the UC had to jump through for

DMV licensing. The University hopes by the year 2005, to identify and eliminate 50% of all campus service -parking needs by changing the campus vehicle fleet to smaller, alternative energy powered vehicles.

8. *The Jolly Giant Commons parking lot be converted into general parking. Has not been pursued. Currently there are not enough spots for residents Without opening it to non-residents.*

9. *The University should work with the City of Arcata and Cal-Trans to make safety improvements to the Sunset-LK Wood Blvd. intersection. This intersection is a safety hazard to pedestrians, bicyclists, and motorists as currently configured. Future additional pedestrian and vehicle use will only exacerbate the problem.*

The City of Arcata has expressed the opinion that the intersection is Cal-Trans' jurisdiction and all work must be done through them. Cal-Trans has said that the area is the City's jurisdiction. Staff time will have to be devoted to meet with representatives of both sides to arrive at solutions.

10. *The inner core campus be converted to pedestrian usage by eliminating small scattered parking lots and replacing them in the proposed parking structure.*

This project cannot be undertaken with out the completion of recommendation #3 or a reduction in parking demand.

11. *As much as possible, vehicular traffic be eliminated in the inner core, except for emergency vehicles, vendors and HSU service vehicles.*

This project cannot be undertaken with out the completion of recommendation #3 or a reduction in parking demand.

12. *Campus deliveries be restricted to approved hours only.*

Nothing has happened to implement this.

13. *The campus comprehensive signage program be aggressively pursued by identifying funding sources for implementation on a phased basis.*

This is the purview of the Standing Committee of Space and Facilities.

Subcommittee Members:

Panama Bartholomy

Nan Hill

Mary Kay (Convener)

Koree Karr

Madeline Myers

Jeff Schineller

Steve Sullivan

5/10/01