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UNIVERSITY TRANSPORTATION COMMITTEE

**MINUTES**

*February 17, 2015*

**Members Present:**

Marty Williamson

Kenny Williams

Lisa McQuin

Evangelina Medina

Rachel Allen

Keith Ford

Pat Jacobs

Kellie Garcia

Evelyn Young

Ricardo – ASI

Janet Millar

**Members Absent:**

**Guests:**

Oscar Alvarez

Ricardo - ASI Student

**Call to Order:**

Chief Marty Williamson called the meeting to order at 8:35 a.m.

**Approval of minutes:**

Motion for approval. Minutes approved.

**Old Business:**

**Parking Permit Sales Update:**

Rachel Allen states that there is nothing new with permit sales. Less return, not a lot of students are saying that they have not received their permit in the mail. Percentage of online purchases is at around $5,400 in all mail parking. Right now as far as online, it’s pretty much half online and half that come to the cashiering window. The amount of lost really went down for this quarter. When it comes to mailing out in the 1st two weeks of the quarter, because of being short-handed, we have the students print out another receipt and cashiering will date stamp it and that will give them about another two weeks. We do tell them that if they don’t get it in another week to come back and we will replace the permit.

**Questions:** Regarding electric signage – Is there going to be electric signage for cashiering windows? No, not at this time. How about using credit cards at cashiering? Credit cards are only taken through MyCSUB. Cashiering also has a kiosk that is connected to a printer so the student can have a printed receipt.

**Parking Update:**  We have talked about it at the last meeting and we are having a hard time finding meters. We have done a lot of research and we basically found a system that we don’t have to go broke trying to get meters. We actually have meters ordered and then we talked about maintenance, we also found a source that now will just sell us the guts of the meter and so we are buying some of those because we have some meters on campus that aren’t working. The guts of the meters were a couple of hundred dollars as opposed to $800. POM does not have to come out and replace the meters; our parking officers can replace the meters. Our goal is that we bought 2 or 3 extra to be on the shelf just in case someone calls in to say that a meter is broken. We won’t have to wait and reorder them; we can just go try to keep a couple of rebuilt meters on hand. We are getting a fairly reduced rate. As soon as they come in we will put the 4 meters over at the Art Lab and then replace the other ones that are broken on campus.

**Questions:**  Are these going to be credit card meters? We went away from credit card meters because they are not cost affective for us. We looked at the price for the credit card meter vs. the amount of money that they would bring in and on the most used meter that we have on campus, if it continued like that meter, then we might make our money back in about 10 years. Because we are paying cell service every month and then the cost every time someone swipes their credit card; then you take that out and the $30 or $40 a month that we received from that meter, by the time you pay $600 or $800 for one of those meters it would be 10 years down the road before we broke even.

**Subcommittee Reports:**

**Sustainability Committee:** Pat Jacobs – the committee has not met this last quarter so nothing new to report.

**Additional Old Business:** No old business.

**New Business:**

**Extension of the Bike Path:** Pat Jacobs states that we currently have 2 bike paths on our campus. One goes from North to South and that ends up at Stockdale Hwy on the North and Camino Media on the South. Another path goes East to West, on the East it starts on Kroll Way so it actually goes off campus and on the West it dead ends at CSUB Way. Now there is a section of it we’ve temporarily striped going around CSUB Way that would get you back to Stockdale Hwy. We have wanted, for a long time, to extend pass CSUB Way to the West and go out to Old River Road. At first we thought that we could get Howell Drive extended, but unfortunately the owners of that property are not interested in that at all. The option that they have given us is about 500 to 800 feet North on CSUB Way where there is a triangular shape sump that the City of Bakersfield owns, (Pat has a map that is displaying the location). So the owners of that property said that if you want to extend your bike path we will give you an easement on the edge of our property which will come out right at the culdesac at Mercy Southwest Hospital’s entrance to their ER. Now the problem with that is the cost to develop which is going to be about $100,000 to $150,000. The problem is that the owners of the property are not willing to give us a permanent easement, they are only willing to give us a temporary easement with the understanding in the agreement that when and if they want that land back for their own development we have to at our cost rip out that piece of bike path. So when it is all said and done both the install of that little section plus the tear out is going to be close to $200,000 that the campus is going to have to pay. So the question that has been raised is in light of that cost and also in light of the future loop road, which Evelyn is working on right now to potentially get funded, is there enough bike traffic going out to the West that we want to make that extension right now or do we want to wait until the Loop Road is built? It’s a rather expensive proposition and they could come back a year, two or three years and say rip it out. So the President has been reviewing this along with Kellie and he has asked if this committee give some feedback. The desire when we started this was to have bike lanes going off our campus in all four directions. The problem is the road on Kroll is that we don’t own the property going West. Janet Millar has aconcern for the amount of people being on bikes the same place where we have emergency vehicles pulling in and out of that area and it seems very dangerous. It is not a controlled intersection, the value of Howell is coming out at a controlled intersection and now we are looking for an alternative.

**Comments:** Where does the bike trail leave when it comes outside of Mercy Hospital? It dead ends to a public street. There is a bike lane on Old River and Ming and one on Stockdale Hwy.

Evelyn Young has information about a substantial state grant out right now that deals significantly with transportation, alternate transportation and active transportation which means bikes. City of Bakersfield is writing a grant for a park and ride near Stockdale and another park and ride near the campus and other park and rides in the city. An additional part of that grant is for them to improve the Kern River Parkway, the bike path, which connects to our North South bike path. In addition they are going to start an automated bike share program. Hopefully we can have a kiosk here at the transit center and Evelyn says that to give you a context that the City is making a significant effort to increase bike riding and she doesn’t know how that feeds into our determination of going West to Old River except that she thinks that we would see increase ridership; people wanting to get from Old River through to the campus. So from Evelyn’s prospective and she has been involved in alternate transportation for a number of years; we as a campus need to look forward and forward thinking there might be other options in the future. If we have to take this she thinks that we should take it. Evelyn can add the $100,000 and $200,000 into the cost of the grant that they are writing, so we might not have to take these funds out of our campus funds.

Pat Jacobs doesn’t know if we want to get a grant for something that 2 years later we could be tearing out. We might have to give the money back to the grant later, so that might be a bad idea. Chief had a question regarding the bringing in of the new building with bringing in Scarlet Oak extends. Does that give us any options to connect west to Camino Media? It is not as good as having it at our East West bike path, but just wondering how does forward thinking impacts it if it does at all? Pat Jacobs’s real concern is this State Farm leases that building from someone else and they are on a fixed term and that fixed term ends in 5 or 6 years. Pat doesn’t think from his observation that in 2015 we have enough people riding that East West path to justify the expenditure. Pat believes by 2020 he thinks that there is high likelihood that by 2020 the people that own that property will have State Farm out of there and developing it for their own use at which time they likely will say they don’t want your bike path there. If we can get an irreversible easement through there he would jump on it. Number one Pat doesn’t like it as much as going straight across Howell and number 2 if it is temporary he doesn’t see the need today. Janet Millar states her concerns that from her instructional colleagues $100,000 to $200,000 means a lot it means 4 lecturers and that is going to be the perception that faculty would see and maybe even students would also see it to mean a lot to them. Evelyn stated that we have to educated people and let them know that these lines are from alternate funds they are Fines and Forfeitures they would not go to faculty lines. Pat states that Evelyn has a lot good contacts with Bike Bakersfield and those are the people who are promoting this program. There is a city councilman, Bob Smith, who is involved in that and maybe we could ask their thoughts on this and that might be helpful in light of where we are going. Pat’s other comment is that he would like to make along the lines that Janet brings up; he would rather spend the $100,000 putting some electric charging stations on this campus, especially when he reads in today’s Bakersfield Californian that in 20 years gasoline powered vehicles are not going to be around. Everyone agrees that that is a better use of the money and we need charging stations on this campus. Pat has done research and knows how much they cost and this would come out of Fines and Forfeitures money, its alternate means of transportation, but so far we have not installed any on campus.

**Recommendation:**

Evelyn would like to have Bike Bakersfield and the Community Development department and the people involved with transportation give us some input before we make a final decision. Would it be a benefit to have a bike path? Chief ask ASI students to a poll students, but Evelyn thinks that we should poll faculty and staff also. Evelyn states that she would like to resend her suggestion, because of the fact that it is temporary. Regardless of what the consultants say the issue is that it’s temporary and we face the potential of having to rip it out at our expense and the timing is just not right. So regardless of what the consultants say do we need a bike path extending at this time? The timing is just not right. Committee agrees that the timing is just not right at this time. The Chief feels that we can phase it as that we believe there may be a need, but based at what we have at this time and the situation we are not recommending that we move forward with this particular plan. Decision: No survey needs to be done at this time.

**Bike Share Program**:

Evelyn – Mary O’Mahoney at the SRC along with ASI and the Office of the President have been working on bringing Bike Share to campus and it is going to be the low technology just the regular Bike Share. We will be using funding from Fines and Forfeitures. The reason being is that if SRC would have funded the program it would have only been open to students. So Evelyn asked Mike Neal if we could contribute funding from Fines and Forfeitures so that Faculty and Staff could participate and Mike agreed. So we have $19,000 from Fines and Forfeitures and ASI is contributing $6,000 and the SRC is a contributing fund, operated and maintained through the SRC. We had hoped to have this ready for the spring. Safety and Risk have some questions about liability etc. so they are working though the details. We have a bike vendor and we have an entity that would come on campus a certain amount of times per quarter to have on-site bike repair and maintenance. Bike Bakersfield would offer regular educational workshops on bike safety. We have some good community partners working with us on this program. Tim Ridley, Kellie and Evelyn are still working on best practices. One concern is if we have bike repair on campus and something happens to the rider who is liable, so we are looking on how other campuses are handling these kinds of things. We are also checking with local businesses around campus to see if they have bike rakes for our people to go off campus at their business. This program is meant for short term rental and the bikes would be due back on campus by close of the SRC, so that might be 10:00pm. Hopefully we can get something going by the end of the spring term. Our facilities would install the bike racks and they are going to be located on the concrete slab over where the giant bike is and that would be the first phase. We are hoping to expand the program. Question: How will it work? You will just go into the SRC and swipe you ID with a card reader. Mary O’Mahoney has more details on the checkout procedure. We are trying to tie it into the ID cards, but you have to go through some training and you are required to wear safety equipment and then you get the authorization on the card to be able to swipe it as long as there is a bike available. There will be an app on the bike kiosk that you will be able to connect your smart phone and it will show you how to properly lock the bike with a u lock.

**Skateboarding on campus**

The Chief stated that there were a lot of complaints regarding skateboarding on campus so we at ASI’s request we put a policy together to allow skateboarders on campus. It took off slow, but now it is gaining a lot of popularity. One of the problems is when we created the policy it allow the skateboards to get close to main buildings that are wide enough so that people could share the road and you pick up the skateboard when occupying the other areas. That is not being followed and it is hard to do enforcement because you are now seeing the students with earphones and paying attention. The other day Chief saw a skateboarder coming off the Walter Stern ramp right into the East side of DDH. Chief tried to stop him but the skateboarder didn’t even hear him. The complaints are increasing in front of the Education building and going down in front of cashiering because people are stepping out of their offices and the skateboard is going through. Those areas were not part of the skateboard path, basically what we did when we created it was that the road coming in, the bike path and the red brick road are the main places to ride the skateboard and then you pick up the skateboard and walk. Chief talked to ASI and he doesn’t want to prohibit it, so we need to come up with something in between. So Chief polled some of the other campuses and 2 campuses responded, San Diego State and Sonoma State they have what you call walk zones and they just posted signage. One sign has a slash with no skateboards or the other sign is Walk Zones so we can decide which sign is better. Chief’s thoughts are that we try and educate first through ASI in conjunction with signs. We need to target the right population and then post the signs in the areas that we don’t want skateboarding in that are heavy populated. Bicycles aren’t as bad, but we might as well include bicycles because they are part of the same policy and so we are just not targeting skateboarders. We just want to manage it before someone gets hurt. The other issue is that we have a lot more skateboarders in the parking lots and sometimes you can see them coming behind you. We are not out to site them we are just trying to protect everyone.

**Recommendations**

ASI prefers that a Walk Zone sign instead of the prohibited. Walk Zone is more of a positive statement rather than a negative statement. Janet suggested that we do a skateboard awareness reminding us that we need to be careful and cautious of each other because we share the same space. We would like ASI to get the resolution and we do it like this is some sort of preventative to get it out to all of the students would be great especially if we could target the beginning of next year as a starting point. Suggestion would be to maybe do something on YouTube with a safety message to all students. Chief will get approval from Fines and Forfeitures to order signs and use CSUB colors to blend in with the campus.

**Update:**

Evelyn is working on a State grant that is due this Friday for $120 million, we are applying for fund for internal campus roads. It is $120 million grant available this fiscal year it’s called Affordable Housing and Sustainable Communities grant from the strategic road counsel and there are three components to it. You have to tie affordable housing to it and our student housing meets that criteria. You also have to have a transportation related infrastructure component and then a housing component. The part that concerns the transportation committee is that with the transportation related infrastructure we are able to write a grant for new a transit center we already have the federal funding $1.2 million for that and you are probably aware of the location we were going to put the transit center which is now off the table. So President Mitchell met with Karen King to try and find a different location. We are now looking at Camino Media at Haggin Oaks coming into the campus from Haggin Oaks, which would be a new road that parallels the North South bike path that begins at Haggin Oaks and we would tie it in to the loop road. The transit station would be southeast of the Fact area. We have the federal funding for the transit station but not to build the road. So Evelyn is applying for this state grants to build the road and also applying to complete the entire loop road. The priority is the campus loop road and coming out to meet Greg Bynum’s project at Scarlet Oak. Greg Bynum is going to complete the road into campus at Scarlet Oak which is part of the part of the project. The Transit access makes this fundable, the minimum funding amount is $1 million and the max is $8 million so this could take care of our internal campus roads. The concept letter is due Thursday, they will then invite people to submit a full proposal on March 11th and that full proposal will be due April 15th and they will give a funding announcement in June. Next year there is a $200 million funding pool that will be available, we could have the potential to do something major on our campus. This is also to enhance walk ability and bike ability to campus. Evelyn wants to do an automated bike share, but Dr. Wallace and President Mitchell don’t think that we are ready for that at this time. However, the City is ready and going to start a pilot bike share program. So Evelyn is going to meet with the City and ask if they could write the bike share program and we will be a co-applicant on that grant. On the City Bike Share we are looking at CSUB and BC as hubs so there would be automated kiosks on each campus. There would be a kiosk at downtown at the I and 18th parking structure and at the Amtrak and the Weil Center and also at the Valley Plaza transit station. So that would be phase one of the City’s Bike Share, but we are a critical partner. So we start our regular campus Bike Share, but then we have the automated kiosk at the transit station and this would be available to the public. We could also do a shuttle that runs every 15 mins. that would get you around campus or even off campus.

**Interested in electric bikes** – Chief feels that bikes are for health and with the electric bike you need to know what you are doing. Once you peddle, it takes off and goes about 20 mph so it takes a while to get used to the speed and how to operate. We would like to wait on electric bikes at this time.

**Future Meeting:**

Next meeting set for April 21, 2015 at 8:30am in the Health Center.

Meeting adjourned at 9:30 am.