

1. Welcome

Attendees: D.J. Gilliland, Joseph Madison, Tim Murphy, Lee White, Julie Wilson, Jennifer Wilson, Kelley Wisniewski, Craig Vandevere, Natasha Williams, Heather Nunes

2. Parking and Transportation Updates

Parking and Transportation Covid 19 Measures

- 1) Transportation Safety Measures – Lee White
 - For safety measures put in place by all thirteen departments in campus services, please visit campusservices.kennesaw.edu/coronavirus.
 - All transportation units have been outfitted with hand sanitizers and seats are marked off to limit capacity. We are following the industry standard and allowing 50% capacity. We are regularly wiping down the high touch areas during the day such as seats and the handrails. In the evening, at the end of the shift, each bus is fully sanitized. All of our drivers are wearing personal protection equipment. We also provide visual reminders inside the buses, at the bus stops, and within the bus shelters to encourage social distancing. Face coverings are also being worn by all drivers and passengers.
- 2) Parking Safety Measures – Joseph Madison
 - The main areas to address are inside our 5 parking decks, like elevators and stairways. We have increased cleaning in these areas and installed social distancing graphics to establish pedestrian traffic flow. Facility doors are kept open in the garages to reduce touching door handles. Pay stations in the visitor lots are typically another high touch area. We have scheduled regular wipe downs of the pay stations throughout the day. As our parking ambassadors patrol areas, they also disinfect the machines. We have started to implement a contactless payment solution to avoid using the pay stations. We have social distancing protocols in place for our ambassadors to reduce chance of exposure. This includes providing them with PPE to protect them when talking with students and employees who may have questions in the field.
 - In respect to our parking ambassadors, we focused a lot of time and energy on putting protocols in place for the safety of the students. For the most part, we use our own equipment and offices but there are times we do share with others. We have student employees coming into our offices and student ambassadors working shifts back to back. In the past there was some overlap, but we have made adjustments to scheduling to limit the number of people coming in and out at once, and allowing time for everything to be cleaned in the workspace between shifts. We were intentional to have these policies in place and that is going very well.
- 3) Move-In Update – Joseph Madison
 - Move-in is a drive through process where students drive in, pick up their Talon One cards and keys and exit to their dorm to unload. For the Kennesaw campus, we utilize the Central Deck and for the Marietta campus, we use lot P38. This session we moved in 4379 students, with 2957 on the Kennesaw campus and 1178 being processed on the Marietta campus. Most of the work for Parking is setting up/breaking down as we use a lot of equipment and it requires a lot of time to set everything in place. To best accommodate social distancing, move-in was scheduled across 4 days instead of the normal 2 days. Housing was able to schedule

arrivals to limit the number of people arriving in each window, and evenly distribute those arrivals across our various communities. From a parking and traffic standpoint, this was very effective and the procedure went very well. For the Marietta campus, we were able to utilize the P38 lot which pulled students off the main road which can back up traffic. Everything ran very smoothly.

4) Field Improvements – Joseph Madison – D.J. Gilliland

- Kennesaw Campus – Joseph Madison
 - a. Pay Station Relocation- Our pay stations are solar powered and the large trees in the area can block the light and the machines won't charge. We have moved these pay stations to the center of the parking lot where they can receive light to charge.
- Marietta Campus – D.J. Gilliland
 - a. For the Marietta campus, we have reassigned permitting in different lots to make better use of the lots. P36 has been changed from East parking to Central Parking. At the back of campus, we have changed P21 and P22. P21 was a mixed lot, now it is a faculty/staff lot. P22 was East parking and it has been changed to West parking. This helps manage a large number of permit holders trying to park in a small lot.
 - b. Parking will continue to focus on low cost/no cost improvements. Like many departments, all of our revenue sources have been impacted by COVID and lower traffic on campus. In an effort to reduce expenses, we will delay significant projects unless there is a safety concern or if it is high priority. A large portion of our revenue every year goes to pay the debt on the five parking decks. This expense will not change for us this year. We are finding ways to reduce our expenses as much as possible and hope to resume striping projects and other larger improvements in the next fiscal year

5) Fall Permit Update – D.J. Gilliland

- Parking was surprised at the number of permits sold for fall semester considering the pandemic. We sold 17,000 permits. During a typical year, we sell approximately 23,000 to 24,000 permits. We have been able to schedule more on campus parking which allows us to cut down on our shuttle service. It is also a benefit to students because they can park closer to where they are attending classes.

6) Improvements to Parking system (T2) – D.J. Gilliland

- COVID 19 has given us the opportunity to work with our database team and break down student classifications within our system. We can now see which students are taking only online classes. This allows us to better manage our permit inventory. We can see which of our permit holders are on campus on a regular basis. Currently we have a mandatory parking fee and permit fee to generate revenue to pay the dept payments on our 5 parking structures. We are moving towards a permit fee only model. We are incrementally lowering the mandatory parking fee and increasing permit fees over the course of 4 years.

7) Contactless Parking - Parkmobile – D.J. Gilliland

- We are partnering with a vendor called Parkmobile. Using this service, drivers can pay for parking without touching a pay station in the visitor lots. Drivers will be able to use the app on their phone to plug in their location and pay for parking. An added feature of using the app is the driver can add more time for parking if needed to extend their stay at KSU right from their phone.

8) Big Owl Bus Ridership Update – Lee White

- In 2020 we started with strong ridership in the spring, trending above where we were the year before. We did suspend service in the middle of

the month in March. We began service again in August and we have had approximately 16,000 riders. On a daily basis, we see approximately 1200 to 1500 riders. Our safety precautions work well with this amount of demand. We have not seen any issues with students having to wait in line due to the capacity rules. Another advantage of a lower number of students parking is that we are able to reduce our service to the shuttles lots and this saves resources and students are able to park closer to their classes.

9) Route Changes – Lee White

- We have separated the Busbee Stadium route and Busbee Express. We now run a Busbee route that runs to/from the KSU Center only. The other route runs to the stadium and the apartment complexes. We have not added or taken away stops. We split the routes to make them more efficient. This has produced shorter trip times for riders.

10) Future Project/Improvements – D.J. Gilliland

- Currently we use a LPR (license plate recognition) vehicle that is manned by a driver. The technology notifies the LPR driver when a car is not permitted or not permitted for that lot. The driver will issue them a ticket through the eticket app. We also utilize field ambassadors that walk around with handheld units that report if a car is permitted and parked in the correct lot. They can issue citations using the handheld device. We like the LPR mode as it is faster and we can cover more ground using this technology. We are excited that our vendor has technology that can integrate LPR technology to the handheld device. The LPR driver can drive through a lot and when he gets a hit, the information can be sent to a map and the location of the vehicle will be sent to the ambassador. Instead of the ambassador scanning every car, he/she will be able to walk directly to the offenders to issue warnings and citations.

3. Items from the floor – Committee Members

- What is the status on the partnership with Cobb Linc that would help subsidize our Kennesaw/Marietta route?

These conversations are ongoing, but at this time we do not have funding in place to implement this service expansion. There has been a moratorium on student fees for several years, and student fees are our sole funding source for transportation, so that presents a challenge. We are working on other potential funding sources. From the transportation budget view, our fees only support the service we currently offer. That conversation is on hold until we have the funding to support it.

4. Adjourn