Members Present: Lydia Arneson, Pam Barnhill (conference call), Barbara Bergman, Matt Bundrick, Deb Charles, Karen Countryman, Dave Crockett, Rose Ellen Davis-Gross, Tim Drake, Negar Edwards, Karen Erickson, Julie Gambrell, Ellen Gideon, Michael Gilstrap, Leslie Hasselbach, Laurie Haughey, Reggie Hawthorne, Trudy Houston, Bill Hughes, Julia Lusk, Stella Moore, Angela Nixon, Beth Newton, Carol Pike, Susan Pope, Meshelle Rabon, Jonathan Styles, Diana Thrasher, Marlene Ventura, Scot Wardlaw, Tina White, and Mandy Wright

Members Absent: Lynn Crawford, Wade Culler, Angela Gambrell, Pam Hawthorne, Deborah Koon, Laura Oglesby, Chris Sober, and Jonathan Wylie

Guests Present: Beth Jarrard, Michelle Piekutowski, and George Smith

President Rose Ellen Davis-Gross welcomed guests and called the meeting to order.

1. Approval of Minutes: Tim Drake moved to approve the minutes of the April 13, 2010 Staff Senate meeting as submitted. Michael Gilstrap seconded the motion. The minutes were approved.

2. Special Order of the Day: George Smith reviewed the Principles of Parking and asked the Senate to consider supporting a resolution in support of the principles (Attachment A).

3. President’s Reports
   A. President’s Cabinet – The Cabinet met on May 10. Minutes will be distributed when available. The April 12 minutes were distributed to the Senate via e-mail on Friday, May 7.
   B. Other:
      1) Human Resources, Michelle Piekutowski. Employee Appreciation Day was well attended and HR extended thanks to all who participated.
      2) Governmental Affairs, Dave Crockett. The State Senate passed its version of a $5 billion budget for fiscal 2010-11 on April 30. For Clemson, the budget numbers play out this way:
         * Education and general (E&G) – recurring cut of $16.5 million; temporarily replaced with $16.5 million in one-time stimulus funding;
         * Public Service Activities (PSA) – recurring cut of $6.6 million; temporarily backfilled with $2.6 million in one-time stimulus funding;
         * $7 million on one-time funds for the state match on the Wind Turbine Drivetrain Test Facility DOE grant.

         The budget bill has been sent back to the House and eventually likely will end up in the hands of a House-Senate conference committee to reconcile differences between the two versions before sending a final budget to the Governor for his signature and/or vetoes.

         The more ominous situation surrounds the recurring cuts that Clemson potentially faces for the FY 2011-12 budget, when stimulus monies are eliminated, that will total $23 million. In that case, Clemson’s recurring state support will have been reduced by more than $75 million since June 30, 2008. State support would be approximately what it was 25 years ago, not adjusted for inflation.

4. Treasurer’s Report, Jonathan Wylie. The remaining budget for this fiscal year is $653.62 in Travel and $1,875.84 in Other. The Vending balance is $1,249.76. In Fund 49 (our holding account) we have $7,458.46. Karon and I will be working over the next months analyzing the Foundation and Annual Fund accounts. Tim Drake moved to approve the report as submitted. Deb Charles seconded the motion.
5. Committee Reports
   A. Standing Committees
      2. Communications, Dave Crockett. The Spring 2010 Staff Senate newsletter has been published and is available online as a .pdf at http://www.clemson.edu/staffsenate/about (link at the bottom of the page). Comments, suggestions and contributions for the next issue should be sent to Dave Crockett (crockett@clemson.edu).
      3. Membership, Karen Erickson. Membership Committee successfully organized and implemented the New Senator Orientation on April 27th. Eight new Senators participated in the program. Our committee welcomes our new members – Stella Moore and Julia Lusk. Other committee assignments are as follows: Julie Gambrell – Activities, Leslie Hasselbach – Scholarship, Angela Nixon – Communications, Matt Bundrick – Communications and Policy & Welfare, Diana Thrasher – Policy & Welfare, and Beth Newton – Policy & Welfare. Senators were reminded that the attendance policy was recently changed to limit absences to a total of six from Senate or committee meetings. Everyone was reminded to register their attendance at the beginning of each meeting.
      4. Policy and Welfare, Laurie Haughey. P&W met prior to the Senate meeting. The committee is focusing on two emphasis areas. Those areas are compensation and training.
      5. Scholarship, Reggie Hawthorne. Senators were encouraged to consider enrolling in payroll deduction to support the Annual Fund. The scholarships are funded from the Annual Fund.
   B. University Committees
      1. Accident Review Board – Accepting nominations for a primary and an alternate. Reviews accidents that involve vehicles belonging to the University and makes recommendations to the appropriate agencies or department for improving safety. Susan Pope and Julia Lusk volunteered and were appointed.
      2. Alcohol and Drug Advisory Board, Ellen Gideon. The Board is currently comparing drug and alcohol information collected from other schools.
      3. Bookstore Advisory – Accepting nominations for one representative. Reviews and advises on policies for the University Bookstore
      4. Academic Calendar – Accepting nominations for one representative. The committee’s charge is to review/evaluate the current academic calendar and any proposed changes from committee members and other university and community individuals. Deb Charles volunteered and was appointed.
      5. Clemson University Environmental, Chris Sober. The Clemson University Environmental Committee met April 15, 2010. Under old business; Jamey Lowdermilk gave an update on the CU Environmental Sustainability Audit, Gabe Fair gave an update on planned Earth Day activities, and Gary Gaulin reported that facilities is looking into the purchase of 3 electric vehicles which will replace 2 gas vehicles. In a Recycle Mania report, Municipal Solid Waste (landfill avoidance) recycling is currently about 20% with total waste (including landscaping and construction) at about 32%, an increase of 5% over last year. The Business and Sustainability Class conducted a trial in Brackett and Sirrine Halls whereby trash containers were replaced with recycling containers. The first week saw a recycling rate of about 30% which increased to over 50% the second week. Mike Nebesky reported a contract vendor had been hired to recycle e-waste including monitors, hard drives, etc., according to state and federal regulations. In an interesting note, Bob Wells mentioned that the university may be in violation of state requirements that aerosol cans must be punctured before placing in the trash since we are classified as an industrial waste producer rather than a domestic producer.
      6. Council on Community & Diversity - Accepting nominations for one representative. Serves as an advisory body, providing council to the President; primary focus is the establishment and maintenance of a diverse campus community through broadened open communication, willing cooperation, and enhanced collaboration between all elements and echelons of the University. Karen Erickson volunteered and was appointed.
      7. Diversity Open Forum – Three month commitment. Accepting nominations for one representative. Ellen Gideon was nominated as a Senate representative. The committee will review data and
formulate an action plan to address underrepresentation of minorities on campus. The commitment is from May until July of 2011. Gideon accepted the nomination.

8. **Parking Visioning**, Rose Ellen Davis-Gross. Results from the poll of staff members regarding the proposed CAT Bus routes were: 23 for the current route; 21 for the University proposed option (1); 14 for the CAT Bus proposed option (2). Comments were collected and forwarded to Pete Knudsen and George Smith for review (Attachment C).

9. **President’s Commission on the Status of Women**, Michelle Piekutowski. Nominations are being accepted for one staff vacancy on the Commission. Laurie Haughey’s name was submitted from the Staff Senate for consideration.

6. **Unfinished Business**: None.

7. **New Business**
   A. **2010-2011 Calendar**, Rose Ellen Davis-Gross. The Senate will meet in July. Depending on the circumstances and pending issues at the time, the Senate may consider cancelling either the December 2010 or January 2011 meeting. The issue will be revisited at a later date.

8. **Announcements**
   A. **Board of Trustees 2009 Staff Awards** – Rose Ellen Davis-Gross recognized and congratulated Dave Crockett, Karon Donald and Jonathan Wylie as award recipients.

9. **Adjournment**: There being no further business to discuss, the meeting adjourned.

**Next Meeting**: Tuesday, June 8, 2010, 10:30 a.m., Seminar Room I, Madren Conference Center
PARKING VISIONING COMMITTEE

- Review all aspects of Parking and Transportation systems for better support of day-to-day operations and of the university goals and priorities.
<table>
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<tr>
<th>VOTING COMMITTEE MEMBERS</th>
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<td>• Undergraduate Student Senate (2)</td>
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<td>• Undergraduate Student Government Cabinet (2)</td>
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<td>• Graduate Student Government (2)</td>
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<td>• Faculty Senate (2)</td>
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<td>• Staff Senate (2)</td>
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<td>• Athletics/Major Events (1)</td>
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- 7 votes needed to advance a policy decision
PRINCIPLES OF PARKING

Principle 1:

The transportation system includes all mobility elements related to campus access, including parking, transit, pedestrian movement and other alternate travel modes.
**PRINCIPLES OF PARKING**

**Principle 2:**

The transportation system should be planned and managed to support broader University goals expressed in the campus master plan, goals for achieving a pedestrian friendly campus, campus housing objectives, promotion of healthy lifestyles and environmental sustainability.
PRINCIPLES OF PARKING

Principle 3:

The University should plan for a progressively lower parking ratio that is accomplished through parking demand reduction measures, but the University should provide sufficient parking capacity to meet the remaining demand if it is financially feasible.
Principle 4:
Walking, biking, riding transit, carpooling and other alternatives to single occupancy vehicle use should be encouraged.
PRINCIPLES OF PARKING

Principle 5:

The campus master planning process should anticipate, assess and plan for any impacts on parking sufficiency.
PRINCIPLES OF PARKING

**Principle 6:**

Clemson should be guided by a parking philosophy that utilizes both “district” and “perimeter” strategies for the placement of parking.
PRINCIPLES OF PARKING

Principle 7:

Consistent, reasonable and impartial parking enforcement is critical to the proper management and efficient use of campus parking resources.
PRINCIPLES OF PARKING

Principle 8:

The funding framework for parking and transportation services should rely more on parking permit revenue, transportation fees, and user fees than on parking citation revenues for its core funding.
**PRINCIPLES OF PARKING**

**Principle 9:**

The parking and transportation system should emphasize effective communication of policies and transportation options as a way to increase the level of service and support provided to the campus population.
PRINCIPLES OF PARKING

Principle 10:

Management of the transportation system should include funding for operation, maintenance and replacement of facilities, buses and related amenities as a basic part of its planning and budgeting process.
PRINCIPLES OF PARKING

**Principle 11:**

The campus should be a “visitor friendly” place with appropriate way-finding to direct casual visitors to parking that is appropriate for the purpose of their visit.
PRINCIPLES OF PARKING

Principle 12:

Regular visitors and vendors should be expected to pay for parking. Groups and major event attendees should be expected to pay for use of parking resources and/or the transit system.
NEXT STEPS

• Transit Services Evaluation
  ➢ Analyze ride check data
  ➢ Route evaluation
• Financial Modeling
  ➢ Determine TDM program plans
  ➢ Conduct Lean Evaluation
  ➢ Determine lot maintenance, cost and priority list
  ➢ Evaluate all revenue streams
• Finalize System Operation Recommendations
Questions
Activities Committee Meeting Minutes

Meeting Date: 05/04/10
Location: 801 University Union

Attendees: Negar Edwards, Tina White, Laura Oglesby, Meshelle Rabon, Trudy Houston, and Julie Gambrell.

Absent: Pam Hawthorne and Angela Gambrell.

Minutes: The Activities and Scholarship Committee met together to discuss ways that we can increase the donations to the scholarship fund and possibly increase the number of scholarships. The committees discussed different fundraising possibilities. Current thoughts are that instead of having one large fundraiser annually, we can possibly have several smaller fundraisers to give the Staff Senate more opportunities to solicit for Scholarship Fund donations.

Until the Staff Senate knows what our budget for fundraising will be for the upcoming fiscal year, we cannot plan fundraisers that will require funds. The committees decided to solicit several fast food restaurants such as, Chick-fil-A and Wendy’s to see if they would be willing to offer a Staff/Faculty day where a percentage of purchases made by Clemson employees would be given to the Scholarship Fund. Reggie will draft a letter that can be presented to such establishments. It was also discussed to try and not only solicit establishments in Clemson. Areas such as Anderson and Seneca could also be beneficial.

The Activities and Scholarship Committees will continue to meet together the first Tuesday of every month at 11:00am in 801 University Union.
The new options both require a change of bus to get from one side of campus to the other. Option 1 actually requires walking between bus routes. I have not been using the bus system, so perhaps I just do not appreciate the advantages of the new options.

I would, however, probably have picked Option 1 had there been an East to West connector built in to that plan...i think its more efficient to have those smaller/more direct loops, but going east to west is a great service, especially at night

Didn't know I could get on at the Brooks Center and off at ASB. Current route will probably work best for that.

Need to have transportation from library circle to old union area without changing buses.

I hope that someone is coordinating CATBUS routes & schedules with the Parking Office. There's a proposed paving project for East campus on McMillan Road that will greatly impact employees this summer (or so I hear). You might have also sent something in writing to explain the difference between these two options. Reading these maps is not always easy.

Option 2 unacceptable, it isolates a heavily used parking lot (Kite Hill), surely that is an error in the diagram.

The lack of information on scheduling for the proposed changes makes a preference hard to determine. The current routes are, from my observation, heavily used most of the time. The isolation of East and West Campus on Option 1 makes those routes bad for employees. The routes on Option 2 are simply confusing. Given nothing else to base a decision on, I'd probably opt for the status quo with some trepidation.

I like option #1 mainly b/c it's a much shorter route for the buses and can be on time more accurate....especially have 2 buses to each route unfortunately that means there might be as mainly as 8 buses on campus at one time but students/faculty/staff would be more inclined to take the bus rather than walk the long way

CURRENT route gets me everywhere I need to go without changing the bus. Option 1 is TOTALLY not an option. Option 2 is doable if necessary.

It would be helpful to reinstall the Central route which was cut last year.

More faculty and staff would ride if you reinstate the direct route from WalMart

None of these routes service my office, so I have no opinion

The proposed route changes are inadequate to meet to student and staff demand.

There is an easy way to combine the two west campus routes - go east on Fort Hill each time after going around Littlejohn and the Pit. This may alleviate the need for one bus without affecting trip times.

Need a route that runs to the Madren Center, at least periodically!

There has been no explanation put out about what the two "proposed" routes mean, what they accomplish, etc. I don't have enough information to make an informed decision.

Or Option 2

I really do not have a need for the bus as much as some, so I am hesitant to submit my input.

We would like to see some changes in adding all of Wells Hwy into the route.

I think option 2 showed stopping at ASB; i definitely feel stopping at ASB is needed. thanks
I like Option 1, but I have a few other concerns. 1) There should be an hourly bus that connects East and West Campus. 2) I do not see a route to the Madren Center. This should be reviewed. 3) The CAT buses are doing a large amount of damage to the roads. Asphalt is deteriorating in several spots on campus. Have funds been set aside to maintain the roads? 4) How does this plan address Parking Principle #1?

Yes, if you want staff to start using the buses more then you need to place a stop next to the Administrative Services Building. the bus that stops at Brackett would be convenient, but it doesn't stop at ASB. Thank you for the ones that stop at Hendrix Center since the bank is there for us to drop off deposits.

Current route: Length of routes leaves too many buses full during high traffic periods in the high congestion areas, such as Littlejohn, creating problems for commuter students to arrive in the center of class without considerable walking or wait times at stops. This is ok on nice, warm days, but on a rainy day in the middle of winter this can be quite aggravating. Option 1: this route breakdown should help with the bus congestion in high traffic periods, but leaves a lot to be desired if you live in Calhoun Courts or Thornhill, plus it leaves no desire for anyone to park at the Kite Hill Park n Ride or at the Fire Station commuter lot. Option 2: This is probably the best option, so far, but it still leaves out quite a few commuter lots, as well as the ASB property, from a close public transportation option. If our goal is to make the center of campus a â€œwalking campusâ€ then we need to focus on making the parking outside of the main campus more appealing. We do not want to create routes that leave people stranded at some the furthest lots from the main hub of campus or that force them to walk entire lots to reach a bus stop. Honestly, I donâ€™t see the purpose in having 4 buses run the same route around the Fort Hill St-Calhoun Dr-Fernow St- S Palmetto Blvd route on a continuous basis. This is a high traffic area, but can easily be walked from the corners of Palmetto / Williamson and Fort Hill/Klugh.

Current route seems best. Option 2 would also be acceptable. Option 1 doesn't provide service to ASB at all. That is important to employees at times.

We are experiencing accelerated damage to the pavement at the foot of Fort Hill Street after repaving only 3 years ago. Option 1 and Option 2 would route the buses in this area in both directions accelerating the deterioration even further. Please maintain the current routes and reduce the frequency to slow the accelerated pavement deterioration.

My greatest wish is that the original Green route would be re-instituted. Two years ago I was able to catch the bus at Mac's Drive-In on Pendleton Road at 20 minutes before the hour--7:40 am--and it would end at the library circle. The route would take about 15 minutes and I would arrive at work at the perfect time every morning. Now the morning route passes Mac's Drive-In every day at 10 minutes after the hour, so I haven't been able to commute using public transportation since August 2008, since my hours as an administrative assistant at the Strom Thurmond Institute are from 8 am - 4:30 pm. On the former afternoon route, the Green bus would be at the library circle at 10 minutes before the hour, so I would pick it up at 4:50 pm and be dropped off at Mac's again about 5:05. Now it takes a round about route that I've never taken, because it would take me over 45 minutes to get home, or so I've been told. I live 3 miles from campus, so understandably, this isn't a sacrifice I'm willing to make in order to reduce my carbon footprint and lessen the parking crisis on campus. I understand that the CAT bus is student supported, but as a community member, I would be willing to pay a modest bus fare in order to take the bus if the route would be more direct again to serve my needs. It was a terrible disappointment to lose such a great public transportation service, as I had 2 years ago! Please consider my request to re-institute the Green CAT bus route. I didn't see any evidence that it wasn't taken advantage of by many other members who work at Clemson, as everyday I would see the same familiar faces. I feel that even if it didn't run every hour on the hour, it could still be feasible to design a route to serve those of us who live in the surrounding communities who work at Clemson.