

**Task Force 4**  
**February 3, 2015**  
**Plaza Conference Room**

Phil started the meeting with a reminder about the All-Task Force Lunch on February 10 from 11:00AM – 1:00PM. Everyone will be spread out to facilitate discussion, and each Task Force will give a 10-minute summary about what each committee has been discussing.

Tim showed the committee the working document that he has been adding to. The Task Force and the Disability Advocacy and Advisory Committee has many parallels, so the DAAC document will be referred to in the final product.

The committee facilitated a broad discussion about the Panther Shuttle which turned into busses and transport all together.

**Panther Shuttle**

- It is a part of the Northern Iowa Student Government (NISG) budget
- Only students that live in the apartment complexes really use it, so it is not worth it for other students to pay for it.
  - A mandatory fee for all students
- The shuttles come at bad times
  - Only two busses going opposite directions
    - 35 Minute Panther Shuttle loop
  - One hour loop for city busses
    - Bad effectiveness
- UNI could talk to transit and come up with a deal to make it more efficient.
  - It would have to change the culture of the whole community.
- A lot of students need cars for work, and that is one of the main points why they have cars on campus.
  - Most busses do not accommodate getting to businesses where students work.
- It takes approximately two to three years for routes to really get established and reach potential for effective transit.
- The upcoming transit bid for UNI could be good to get cheaper and more effective service.
- MET receives federal and state money, so they may have the upper hand when it comes to bidding time.
- In regards to living areas, students pick the area to settle first, and then look at the transit system accessibility, not the other way around.

**Paratransit**

- The fixed routes are not taken due to the inaccessibility of the bus stops.
  - How can paratransit be more effective?
- There are no sidewalks in certain areas, so getting off at a new stop is challenging because of the potential inaccessibility in certain areas.

- The city has plans for new rebuild regarding sidewalks and bus stops.
- In order to use paratransit, one must call 24 hours ahead of the pickup time. This is extremely inconvenient for last minute campus activities.
  - The city is looking at new software that is up to the minute, so reservations can be made at any time.
  - There is also a smartphone app development for a “Next-Bus” system.

The committee also discussed the potential for an Omni-pass system.

- Students can go anywhere, anytime using public transit with an Omni-pass.
- Automatic student fee
- The more students that use the pass, the less money comes from parking passes and parking fees would go up.
  - This may further discourage students from bringing cars on campus, which is good for space but bad for university income.

Transit arrangements with the city and the university

- Ex. University pays for the road and the city pays for the overpass.
- The possibility of UNI buying 23<sup>rd</sup> St. from the city.
- Buying and turning roads into bike paths.
- Greenhill Road extension – UNI considering extending 31<sup>st</sup> St. in the future.
- Create a 22<sup>nd</sup> St. loop to University Hill
- Close 23<sup>rd</sup> St. to unify campus
- Completing streets with the city
  - City has complete streets plan in progress
- Bike bridges by Dome, and bike path on Hudson for accessible route.
  - The city uses local funds instead of state funds, and less money is available.

Accomplishments for next meeting:

- Possibly walk around campus and look at certain areas (or at a later date)
- Information gathering for the future, like surveys and questions.

Meeting adjourned. The committee’s next meeting is scheduled for  
Tuesday, February 17, from 2:30-4:00PM. Location TBD.