

The Year of Living Carlessly: Pat Kennedy Throws Away The Keys

by Bob Henson

"It was the first and only car I ever had. Strong as an ox, and it could go up to 120 miles an hour."

Pat Kennedy, a climatologist in CGD, got plenty of mileage out of his 1962 Chevy Impala sport coupe. This is the vehicle that brought Pat from his Midwest home in 1967 to start work at a new facility in Boulder just built by I.M. Pei.

Until about a year ago, Pat and the Impala remained on good terms, but "there comes a time when certain things need to be retired. It was in excellent condition, but very hard to get parts for. Also, it probably was polluting more per mile than a new car would per 100 miles." So Pat reluctantly let go of his beloved car, only to find that the search for a worthy substitute would take some time. "I tell people I'm in between cars, but I'm in no hurry to buy another. It has to be something I like as much as the Impala."

Meanwhile, Pat has found that life without a car is quite manageable. From his home east of Chautauqua Park, Pat can either walk to the Mesa Lab (about a 25-minute trek) or to an NCAR/UCAR shuttle stop at Uni-Hill or the National Institute of Standards and Technology. He usually opts for the latter when it's muddy and/or very cold. "The shuttle and my feet are my two main modes of transportation. I think the bus system is great, too. I like it and use it a lot."

The current shuttle system kicked in about three years ago, but Pat recalls an earlier, simpler time—well, perhaps not so simple. "I started riding the NCAR shuttle in 1973," he recalls. That was the year when Middle East oil cartels put the squeeze on Americans, and "people were killing them-

see Living Carlessly (page 2)



(Photo by Bob Bumpas)

TAP, UCAR/NCAR HONORED BY RENEW AMERICA

by Dean Lindstrom

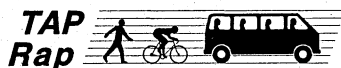
On 13 October, TAP received the Environmental Achievement Award for Transportation Efficiency from Renew America, a nonprofit organization based in Washington, D.C. Renew America promotes positive models for change by spotlighting successes in environmental protection and improvement. I attended the awards ceremony at the Kennedy Center in Washington and was extremely proud to accept this award on behalf of the Transportation Alternatives Group and UCAR/NCAR.

This award belongs to all of us. TAP and its success has resulted from the work and support of so many people. It is impossible to single out the contributions of every individual. Yet, at the same time, there are some whose contributions were so instrumental in the success of TAP that they deserve special recognition.

First and foremost, I want to thank Chris Ennis for her incredible commitment and dedication to TAP. If any one individual is responsible for TAP's success, it is Chris. Special

thanks also go to TAP's other members, including those who have left UCAR or moved on to other projects (Rachel Jones, Patty Loudin, Linda Croom, Chuck Carlentine, Janice Kline, Barb McDonald, and Kathy Morgan, Wayne Adams, and Chris Snyder) and those who are continuing or new members (see TAP Rap).

I'd also like to thank George Lamb and the members of the UCAR/NCAR Traffic Committee, the wellspring from which so many good ideas flowed; Rick Anthes and Bob Serafin, for their enthusiastic support for beginning and continuing this program; the NCAR division directors, who unanimously agreed to fund this pioneering effort; and the shuttle drivers, receptionists, and all other staff who make TAP work. Most importantly, thanks go to everyone at UCAR/NCAR who has made the program a nationally recognized success by using it to "walk our talk" and make a meaningful difference in the way we live and work. You richly deserve this award. Thank you for supporting TAP.



TAP's New Information Centers Are On Line

Freshly remodeled, the TAP Information Centers in the Mesa and Foothills Lab lobbies await your use. The touchscreen computer displays include basic information on bus and shuttle use: enter your commuting route and you'll find the best bus connections available. If you're interested in carpooling, a full database can be accessed that lists similarly interested staff and their travel routes. (Data for Foothills Lab have just been updated.) You can print out any Denver-Boulder area bus schedule in minutes, and preprinted schedules are also on hand. Check it out!

Bus Passes a Hit

The newly streamlined process for issuing 1993 RTD EcoPasses proceeded quickly and successfully around New Year's. Some 900 passes were issued to UCAR/NCAR staff. The cost to the organization was \$25 each, the same as last year despite the added service to Denver International Airport. Don't forget: the passes are good for all RTD service except the special routes on game days for the Colorado Rockies and Denver Broncos.

New TAG Members

A warm welcome goes out to Karl Hanzel (COMET), Leonard Sitongia (HAO), and Paul Willis (HAO), the newest members of the Transportation Alternatives Group (TAG). Co-chairs are now Dean Lindstrom (Traffic Services) and Joanne Dunnebecke (RAP). Other members are Lee Fortier, Bob Henson, Sue Jensen, Steve Massie, John Owen, and Chris Snyder. More new faces are always welcome—to join, contact Joanne, Dean, or any other current member.

Boulder Bike Week Needs Volunteers

Want to help plan this year's Boulder Bike Week? The city's planning office needs lots of volunteers to plan and carry out the many activities scheduled for 16–24 July (Bike to Work Day will be on 20 July). Now is the time to get involved. Contact Martha Roskowski or Pamm Gibson, 441-4260.



Living Carlessly (from page 1)

selves over gas." NCAR leased a 40-passenger bus from the U.S. Air Force Academy that made runs from Table Mesa and Broadway to the Mesa Lab and back several times each morning and evening. "I thought it was wonderful, and it was really well used. But then the oil came back—the spigot was turned on—and people forgot about it." Skeletal shuttle systems did continue among NCAR sites through the 1970s and 1980s.

One of Pat's favorite qualities of the shuttle is its café-society ambience. "There's almost always interesting discussions on board. Some of them are very business-related—for instance, 'How do I get on Gopher?'. Others are totally political and kind of hot—'What's Clinton doing now?' and all that. You never know quite how the conversation's going to evolve as you go across town and people get on and off."

Pat's even found that the shuttle can be useful as a time-management tool. "The biggest advantage is that you can get up near the end of a long meeting and say, 'The shuttle's about to leave.' "



EASY RIDER

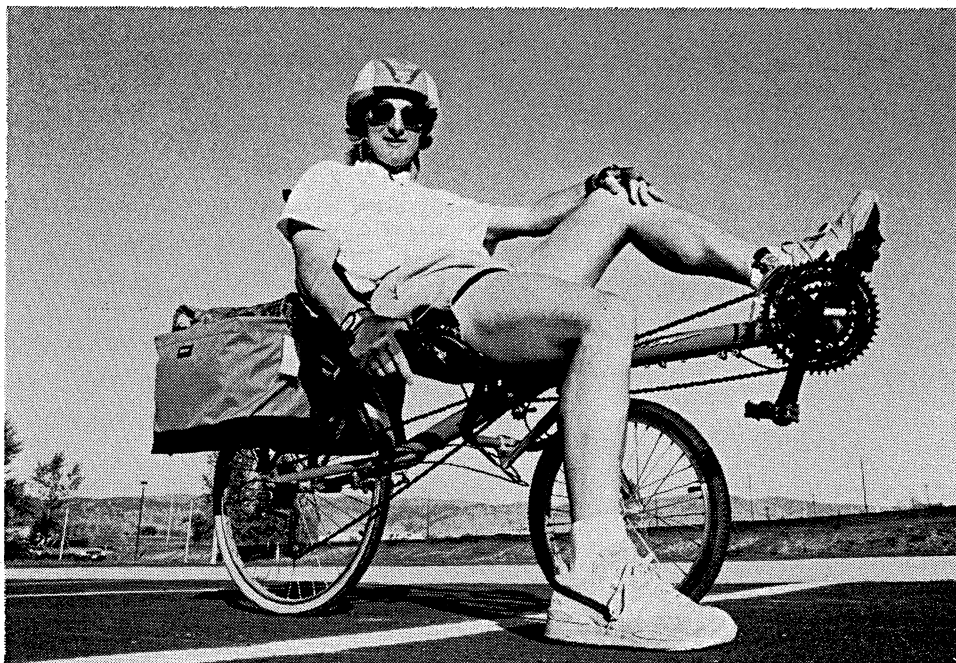
is published approximately twice yearly as part of the TAP program. This edition of the newsletter was produced by a subcommittee of the Transportation Alternatives Group: Bob Henson (Editor), Lee Fortier (Production/Layout), and Dean Lindstrom.

Other members of TAG:

Joanne Dunnebecke, Sue Jensen, Steve Massie, John Owen, Chris Snyder.

THE RECUMBENCE OF THINGS FAST

No one can accuse new TAP member Leonard Sitongia (HAO) of lying down on the job, but he admits to lying down on his way to the job. When the weather's bicycle-friendly, Leonard keeps himself down to earth on his Vision R-40 recumbent bicycle. The bike features a small front wheel, a standard-sized rear wheel and components, and a double chain-wheel system that connects the pedals (above the front wheel) to a silicon bearing and then to a regular rear sprocket. Leonard says his low-rider cost almost \$1000, but adds, "There are recumbent bikes that are a lot cheaper, comparable to a good conventional bike." He says he attains respectable speeds with less strain on his back, neck, and wrists. Leonard also likes the safety bonus of being nearer the ground in case of a spill. He does give tractor-trailers a wide berth, though: "Sometimes I've been tempted to ride under them."



(Photo by Bob Bumpas)

Enjoy a Free Ride to DIA, Compliments of UCAR

by Bob Henson

The thought of having a brand-new airport at one's doorstep does have its appeal. The only problem is that the Denver International Airport (DIA)—now scheduled to open later this spring, assuming fortune smiles on the project—isn't exactly at Boulder's doorstep. It's actually around 50 highway miles away. That's some 15 miles farther than Stapleton International Airport.

Don't panic, though. Your already-powerful EcoPass—good for free travel on Regional Transportation District (RTD) buses throughout the Denver-Boulder area—just got an infusion of energy. The EcoPass is now valid on any and all trips to DIA. That can save you (or UCAR) more than \$40 in fares and tips per round trip compared to limousine services

or taxis, with only a few minutes' difference in travel time.

In all, there are four new routes that go from various metro-area locations through Stapleton and then on to DIA, giving service between those two points every half hour between about 7:00 a.m. and midnight. Another route (AF) will run between DIA and downtown every hour. Here's a look at the newly restructured A/B route that will serve Boulder. (Note that all of these schedules are subject to change between now and the airport's opening.)

—*No more downtown-Denver stops.* After completing its usual set of stops up to the Westminster Park-n-Ride, the new A/B will go directly to Stapleton and then to DIA's twin

terminals. A separate B bus line will continue to go between Boulder and downtown Denver at frequent intervals.

—*Routes now hourly.* The A/B route formerly offered service every half-hour during weekdays, and every hour on nights and weekends. The bus will now run only once an hour on every day of the week.

—*Better relative time.* Due to elimination of the downtown stops, the route takes slightly less time relative to limousines and private autos than it did before. The trip from downtown Boulder to Stapleton averaged 75 minutes by bus; it now takes from 90 to 95 minutes to get to DIA, depending on which airport terminal you need (east or west). Most car

see Free Ride (page 4)

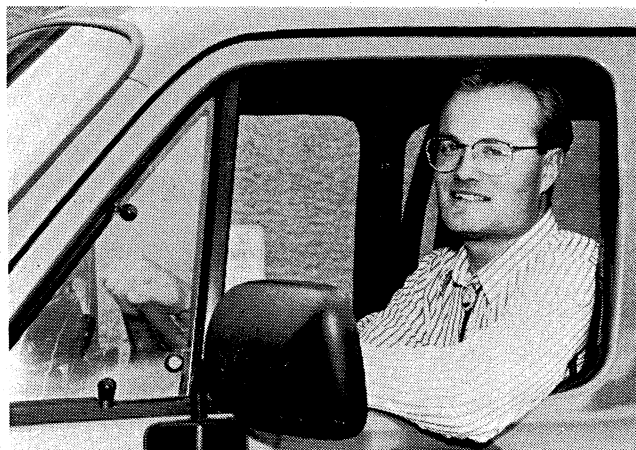
Meet Your Shuttle Drivers

Masterful chauffeurs, skilled conversationalists, efficient mailpeople—that's the NCAR shuttle drivers (at least on their good days). We profiled Eron Brennan and Steve Conrad in the last Easy Rider. Here are the two newest additions to the fleet. (Photos by Curt Zukosky)



Carri Kawahara is definitely into the fine arts. Her collection of animal recordings is a standout (ask her about the Henhouse Five). But Carri's true love is filmmaking. She's taken classes at the University of Colorado and had a film shown at the Boulder Arts Center last spring. Carri favors an experimental style: "The films aren't narratives—my goal isn't necessarily to tell a story." Born in Hawaii, Carri has lived in North Carolina, New York, the Midwest, and Israel. An ex-VISTA volunteer, she's been in Boulder about six years and enjoys running, working out, and ruminating.

Scott Yarborough grew up in the southern Mississippi town of Purvis and came to the Denver area in 1984. He spent seven years as a buyer and manager for Gart Brothers sporting goods, working at the "Sportscastle" in downtown Denver and later managing of a Gart store in Boulder. Outdoor recreation is a big part of Scott's personal life: he enjoys golfing, fishing, tennis, and camping, and he and his wife keep horses at Scott's in-laws outside of town. Completing his family is a three-year-old daughter. After his shuttle stint, Scott keeps busy at an evening auto-repair job, but hopes to land a full-time NCAR position someday. Any idiosyncrasies to tell our inquiring readers about? "Nah."



Free Ride (from page 3)

trips from Boulder to DIA will take an hour or more, going the speed limit.

—A shift to earlier runs.

Early birds will appreciate the new 4:25 a.m. departure from downtown Boulder that gets to DIA before 6:00 a.m. On the other hand, late arrivals may be disappointed. The last airport-to-Boulder runs formerly departed Stapleton at 12:40 a.m. every night of the week. They now leave DIA at around 10:45 p.m., except for 7:15 p.m. on Saturdays.

—Multiple drop-offs at DIA.

Unlike the one-spot-only drop-offs

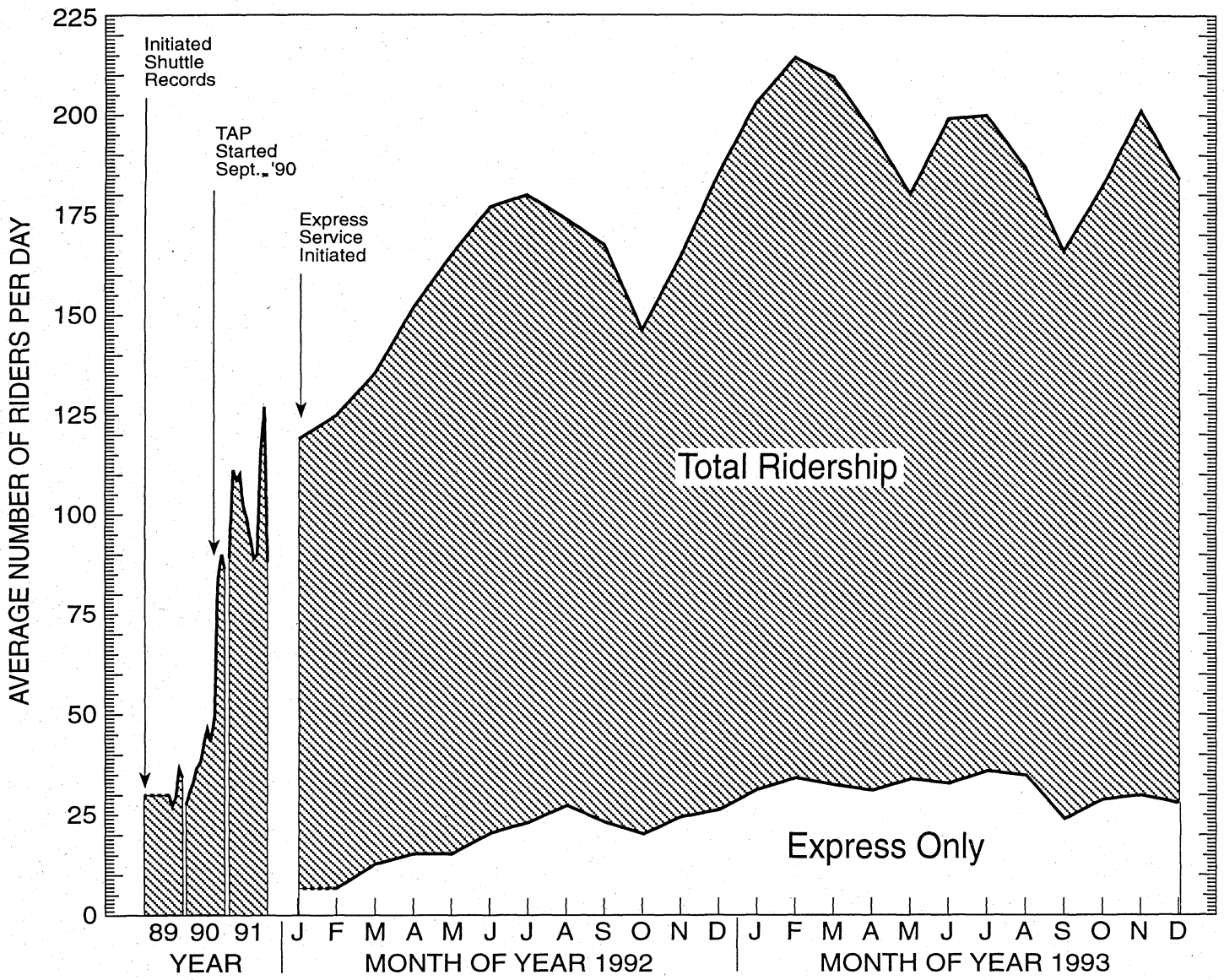
that served only the north end of Stapleton (murder on those using concourse A!), the RTD buses will make four different drop-offs at DIA, two at each terminal. There is one pick-up point at each terminal.

Keep in mind that parking at DIA will set you back \$4 to \$10 a day, depending on the number of days. However, the cost at Stapleton's public lot will be only \$2 a day. If you must drive at least part way to the airport, consider parking at Stapleton and taking a skyRide bus from there to DIA.

Want more information? Be sure to pick up an A/B schedule from a TAP Information Center at either the Mesa or Foothills Labs or at the Boulder Station, 14th and Walnut. If you come up with ideas or suggestions on getting to and from the airport, please forward them to TAP. As for navigating DIA itself . . . you're on your own. (Good luck!)



TAP RIDERSHIP



For your shuttling pleasure: A cutout and fold so you're always on schedule!

TAP A & M Mesa Lab to Foothills Lab											
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TAP A & M Mesa Lab to Foothills Lab Effective: December 20, 1993

NCAR Shuttle Schedule Effective: December 20, 1993

NCAR Shuttle Schedule Effective: December 20, 1993											
Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive
SRRC	SRRC	SRRC	SRRC	SRRC	SRRC	SRRC	SRRC	SRRC	SRRC	SRRC	SRRC
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