

Parking & Transportation Advisory Committee Meeting

Thursday March 5, 2020

3:00 pm, ES 534

MEETING NOTES

Present: Breaker Chittenden, Heather Christianson, Dylan Hardwick, Greg Hough, April Markiewicz (Chair), Linda Pacheco, Bob Putich, Brian Sullivan, and Kurt Willis.

Ex officio: Teresa Hart, Business & Financial Affairs; Paul Mueller, Risk/Compliance/Policy Services; Jillian Trinkaus, Sustainable Transportation

Guests: Jackson Johnson and Shelby Zimmerman, Student Business Office

Markiewicz handed out two pages (page 5 and 15) from the Space Modeling and Capital Development Plan Operational Gap Draft on Facilities Development and Capital Budget website at <https://fdcb.wvu.edu/sp075-space-modeling>. Page 5 Campus Growth has two figures showing the growth in enrollment and gross square foot of buildings per student from 2001 to the present. Since 2001-02, enrollment has increased 22%, whereas square footage has decreased by 6%. Page 15 Transportation Infrastructure has a table showing the operational gap in parking spaces of 957 based on a future headcount of students, faculty, and staff of 17,327 and their calculated need for parking.

1. Approval of January 8, 2020 Meeting Notes

Hough noted that at the top of page 2, sixth sentence that the parking lot behind the new Interdisciplinary Science Building is 9G, not 24G as stated. The correction was made. Willis **Moved**, Zimmerman **Seconded** the Motion to approve the Meeting Notes as amended. The Motion was approved with one abstention.

2. Review PTAC 2020 Charge

Sullivan briefly discussed each of the four charges that the committee will be addressing over the next three months.

- The Strategic Planning for parking needs phase will consist of developing recommendations for addressing the impact on employee and student parking from enrollment growth over the next five years.
- The PTAC will also conduct its annual review of the Financial Pro-Forma to ensure that parking revenues are sufficient to sustain Parking Services.
- Reserve parking permits have also emerged as an unexpected issue with demand for reserve parking spaces far exceeding the supply. This has been due to the hiring of additional employees who must make frequent daily trips to and from campus and, as a result, need to have a guaranteed parking space available to them. Cost of the permit does not seem to be a factor. Finding the right location and space need to be addressed, as well as the method by which permits should be assigned.
- The final charge is to establish guidelines for effective communication to the University community on parking policy and/or procedure changes. Parking Services has already made significant improvements, however other approaches/methods

should still be considered. Sullivan will see about inviting Chris Roselli, Director of Community Relations, to assist the PTAC with this charge.

3. Impact on Student, Faculty, and Staff Parking based on Strategic Plan Enrollment Growth

Sullivan provided the following chart of projected impacts on parking for FY 2020 – 2024:

Estimated Number of Parking Spaces Needed				
Fiscal Year	New Students¹ 1,500	New Faculty² 80	New Staff³ 10	Total
2019	0	21	0	21
2020	54	23	2	79
2021	54	8	2	64
2022	54	8	2	64
2023	54	8	2	64
2024	54	8	2	64
Total	270	76	10	356
¹ 90% residents (20% of which get permits) ² 95% get permits ³ 100% get permits				

Sullivan stated that these numbers do not include those groups that show up for events or are invited to come to Western by faculty. Those groups either use a code they are provided to park or just pay. Other people may be coming to campus and parking, but we don't have any information on why they are here.

Putich stated that the Strategic Plan started last year and the numbers in the table for 2019 and 2020 are actual. Starting in the left column of the table, new student parking needs are based on 1,500 coming to Western over the next 5 years. That equates to 300 students per year of which 90% of them (270) will be residents on campus. Twenty percent (54) of those resident students will need to get parking permits, requiring 54 more spaces each year.

For faculty parking needs, the University is planning on 80 faculty being hired over the next 5 years, of which 44 were hired in 2019 and 2020. That leaves 36 more faculty hires over the next 4 years or 9 new faculty per year. Since about 95% will get parking permits that equates to 8 new parking spaces needed per year.

For staff parking needs, 10 new staff will be hired over the next 5 years and since 100% of them get parking permits, 10 more parking spaces will be needed by 2024 for them.

The Lincoln Creek Transportation Center (LCTC) has 550 parking spaces and permits are oversold for that lot. Occupancy is already at 80%. There are also people who are parking at

the St. Joseph Hospital Foundation facility parking lot on Chestnut St though they could be ticketed if caught.

Sullivan stated the University did approach Peace Health about leasing those lots since they are so underutilized. Unfortunately, they only offered short term leases and the rates they quoted were exorbitantly high. As growth occurs on campus, satellite parking facilities may be the only option. The question then becomes whether the needs of the many groups coming to Western are being served.

Trinkaus cautioned that when more parking is built and available to commuters, studies have found that more people choose to drive (latent demand). Permit holders who park on campus are paying to park 24 hours a day, seven days a week when actual parking needs are less than 5 days a week if you include holidays, vacations, and sick leave. Pay Per Use parking is an option being used at the Oregon Science and Health University (OSHU). Putich said he has examined their system and, like us, they just don't have parking space capacity. To park 3 days a week on their campus the rate is reasonable and to park 4+ days the rate is higher.

Sullivan stated that parking growth will also have to take into consideration the Housing and Dining needs, as well as construction of new academic buildings in the next 3-4 years. Housing is already looking at their allocation of parking spaces for changes. He will have Rick Benner attend the PTAC meeting to provide an overview of the Housing and Dining Master Plan that is going to the Board of Trustees in April. With this information and the data provided in the table for parking space needs over the next five years, the PTAC will be tasked with developing strategies for addressing them. Specifically, how to put people on campus for attending classes, teaching, and working.

For now, the parking is being handled as "business as usual", however as new solutions are created to address parking demand, adjustments will be made. One strategy is looking at the configuration of lots. Putich stated that, for example, lot 19G is rectangular in shape and has 122 parking spaces. Three additional lots of that size and configuration are needed to address future parking space demand.

Putich added that demand for visitor and guest parking is growing and allocation of parking spaces for them has not been addressed. There are 300-500 visitors/guests per day coming to campus. They go to lots that are already full and hope for the best. Also, the 300-500 permits bought do not necessarily equate to the number of people coming to campus because vehicles may have one or more passengers. Another challenge is that commuting students qualify as visitors or guests because they do not have a quarterly or academic year permit and are therefore not in the Parking Services system.

4. Items from the Floor

- a. Update on EV Charging Stations. Mueller reported he had checked and RCW 43.01.250 enables state employees to charge their vehicles at EV charging stations located on state property at no cost. Putich added that they do have to have a valid parking permit or purchase a permit to park at a campus EV charging station.

Hough reported that after consultation with Parking Services and the technical evaluation of the proposed locations by Puget Sound Energy (PSE), 8 level 2 EV charging stations at

Lot 10G east of Fine Arts and 2 charging stations at the Physical Plant yard were chosen as the optimum cost-effective locations. The exact locations are illustrated in the attached annotated photos. PSE has approved the project to proceed. Cost to the University will be about \$1,200, whereas PSE's contribution to the project is in the range of \$140,000 and includes providing 5 years of maintenance.

Chittenden asked whether EV charging stations would be installed at the residence halls. Willis replied that at this time there were no plans to get charging stations there. There is a new state directive, however, that 5% of parking spaces must be dedicated EV charging stations. For example, if the parking inventory totaled 4,400 spaces, 100 of them would have to be EV charging stations.

- b. Putich reported that there will be sensors in each of the 20-minute loading zone parking spaces by the end of the year. This will eliminate the need for parking enforcement to monitor and chalk tires in those spaces, as well as eliminate potential disagreements with violators about how long their vehicle was parked there.

Meeting adjourned at 4:00 pm.

Meeting Notes approved June 2, 2020.