

Parking & Transportation Advisory Committee Meeting

Thursday January 4, 2018
8:00 am, OM 435

MEETING NOTES

Present: Lea Aune, Greg Hough, Chris Loar, Doug MacLean, April Markiewicz (Chair), Bob Putich, Darin Rasmussen, and Kurt Willis.

Ex officio: Carol Berry, Teresa Hart, Paul Mueller

1. Welcome and Introductions

2. Approval of May 17, 2017 and May 30, 2017 Meeting Notes

Hough **Moved** and Rasmussen **Seconded the Motion** to approve the May 17th and May 30th 2017 Meeting Notes. **Motion Approved**

3. Review PTAC Charge for 2017-18 Academic Year

Markiewicz stated that a draft of the updated PTAC Charge was being reviewed by Vice President Van Den Hul. Once he approves it, she will send it to the rest of the PTAC members and we will discuss it at the next PTAC meeting on January 30th.

4. Review Fall 2017 Parking Lot Utilization Study Results

Putich reported the study was completed and the final report should be coming out in the next week. He has looked at the data though and stated they are very similar to the 2015 lot utilization data. The peak utilization times are from 10:00 am to 2:00 pm, with the peak at 11:00 am. Putich is requesting that TranspoGroup, the company that conducted the study, to separate out the data for high demand core lots from the other lots. This will provide a more accurate indication of overall lot utilization on campus.

Overall, there has been a decreased utilization of 52 parking spaces. Peak utilization is at 75% of the mean utilization rate in lots overall. In the high demand lots (14G, 17G, 19G), utilization is at 96% of capacity. Paving of the south gravel C lots resulted some loss and some gain in parking spaces for in a net zero loss. More disability spaces were created, but the campus is still short of spaces per capita. One issue is the 2% or greater slope in some of the lots which violates ADA standards for a disability parking space. Some spaces have been moved from 10G to 17G as a result. Putich state that Small Capital funding request for grounds improvement have be submitted to provide ADA accessibility.

Willis asked Putich about whether demand for parking has increased due to the increased number of new employees that have been hired in the last few years. Putich stated demand for faculty and staff parking has dramatically increased. There are still spaces available. At the Lincoln Creek Transportation Center (LCTC), there are 50 fewer cars parking there after the implementation of the \$25/quarter parking permit. Also, students are using alternative modes of transportation and use Pay Stations, the Parking App, and LCTC when they do

need to bring their cars to campus. Putich reported that there are 7,500 people per month that are hourly or daily parkers using Pay Stations or getting a daily permit. There are another 7,500 people per month that use the Parking App to park hourly. Berry asked whether the 14,000/month were people or transactions. Putich corrected his statement to reflect transactions and not people. The LPR system can be used to parse out actual numbers of people. Parking has reached out to students who are frequent users of the hourly and daily parking permits and asked why they don't purchase a quarterly or academic permit. They gave as reasons: 1) saves them money, 2) can park just at times when they have classes or need to bring their car to campus, not 24/7, 3) they mostly use the bus, and 4) when they had a permit they couldn't find a parking space so it wasn't worth the cost.

Space utilization turns over constantly. Putich is considering removing quarterly permits since demand is for more short-term parking, but wants to wait until he has more data and using more incentives to get students to use alternative modes of transportation. Funding for incentives is, however, lacking.

Willis asked whether these data will help Parking Services be able to accurately determine lot utilizations and not oversell spaces that results in employees not finding parking spaces. Putich stated Parking Services continues to adjust the number of permits it issues for each lot, with some spaces used for hourly parking.

5. Items from the Floor

Putich reported they had to reboot the LPR system and were able to address some of the issues they had last year. Now people can “park down”, i.e., going from a higher demand core lot that costs more to park with a permit to a low demand lot without having to contact Parking Services. The LPR system is programmed so that it categorizes license plates tied to higher demand parking lots have access to lower demand cheaper lots. It does the same for “parking up”, but the system calculates the difference between the permit holder's assigned lot cost and the higher demand lot's cost and charges the parker the difference.

Putich requested guidance from the PTAC regarding those people using primarily Pay Stations and, to a lesser extent, the Parking App who incorrectly enter their license plate number. The LPR system tickets those vehicles because there is no match to the number in the system. If the person shows their receipt to Parking Services then the ticket is cancelled, but many people don't keep their receipt. They do have recourse and can apply to the Parking Appeals Board. Parking Services provided a 90-day warning period before issuing fines, and have signage to make the person double check their license plate number before finalizing the purchase of the permit. Should Parking Services waive the fine or cancel these tickets? Rental cars are also an issue since most people don't know the license plate number. Out of 7,500 per month transactions, about 30 do not enter their license plate number correctly. Most of the people are first time users of Pay Stations and are parents, alumni, or donors. This number should continue to drop as pay stations become more commonplace. Should a special fee of \$15 for entering the wrong license plate number be implemented?

Meeting adjourned at 9:04 am.

Approved January 30, 2018.