

Parking & Transportation Advisory Committee Meeting

Wednesday February 28, 2018

3:00 pm, OM 435

MEETING NOTES

Present: Lea Aune, Mary Ann Armstrong, Heather Christianson, Chris Loar, April Markiewicz (Chair), Bob Putich, Darin Rasmussen, Brian Sullivan, and Kurt Willis.

Ex officio: Paul Mueller, Jillian Trinkaus

Guests: Shelby Zimmerman and Jackson Johnson, Student Business Office

1. Approval of January 30, 2018 and February 14, 2018 Meeting Notes

Sullivan **Moved** and Rasmussen **Seconded the Motion** to approve the January 30, 2018 and February 14, 2018 Meeting Notes. **Motion Approved** with one abstention on the approval of the February 14th Meeting Notes from Willis who was not present at that meeting.

2. Discuss Fall 2017 Parking Lot Utilization Study Results

Armstrong asked Putich whether 22G, 30G, and 29G had ADA spaces. Putich replied yes and all ADA permits are sold on a one-to-one basis. Armstrong then asked whether those spaces are included in the utilization study. Putich replied yes and added that reserve spaces are also included, but 20 minute spaces are not. She asked whether ADA spaces could be removed so that an accurate count of spaces could be obtained. Putich stated he would ask Transpo to do so in the next study.

There were questions as to why the utilization study wasn't done in the first week or two of classes in the fall. Putich stated that the utilization study was done when most students are on campus and when there are no holidays to interfere with people driving to campus. The first few weeks of classes are avoided for the study because students are still adding/dropping classes, socializing with friends, and not settled into a regular schedule yet. Moreover, the weather from late September through October can be pleasant and encourage people to use alternative modes of transportation rather than drive and park on campus. The intent of the study is to capture the heaviest utilization rates and Western has found that to be the last week of November.

3. Discussion Items

a. *Discuss Conversion of Lot 12A to 12G*

Lot 12A is located just south of E. College Way and east of S. College Dr. (see map) and Putich has proposed converting its designation from "A" to "G" to reflect that it is a faculty and staff only lot.



The change will also result in an increase in the price of the permits for that lot to be consistent with other “G” lot permit prices. Justifications for making the change include 1) improvements to the lot (i.e., paving the C lots and 12A, 2) increased number of students plus the hire of new faculty and staff who are driving and parking on campus driving up demand for spaces, 3) the proximity of the lot to Fairhaven College, the Academic Instruction, and Academic West buildings facilitating access by employees who park in the lot.

Putich stated that when the lot was still gravel and unimproved, there was no justification for making the change. With the improvements, the lot should now be included in the “G” lot inventory and priced as one. The lot has always been restricted for faculty, staff, visitor, and guest parking only, however because there was less demand for parking in that lot (resulting in more empty spaces) and increased demand by students for parking spaces, the SBO has provided 60 spaces for student parking. Putich added that now with increased hires of faculty and staff, more are driving to campus and spaces previously made available to students are needed for them. As a lot used exclusively by employees department guests, and visitors the lot should therefore be designated as a “G” lot and permit prices adjusted accordingly. The increase would be \$50/year (from \$340/year to \$390/year), bringing the daily price to park in 12G from \$0.86 to ~\$1.07.

Armstrong and Christianson both expressed concerns on behalf of the WFSE and PSE union members, respectively about the rate change. Armstrong asked whether staff can purchase a permit for a C lot. Putich said faculty and staff cannot purchase a permit to park in a C lot. The C lots are for commuters, i.e., people who drive to campus and park to attend a class or classes, a meeting, or other event, but leave again on any given day and hour based on the individual’s needs. As such, turnover rates in those lots are higher and more permits can be sold for those lots. Conversely, employee lots have much lower turnover rates because employees require and use a parking space all day long, Monday through Friday. The number of permits sold for those lots are much lower. The SBO has installed Pay Stations in all the G lots and 12A so that people without permits can still park in those lots after 4:30 pm.

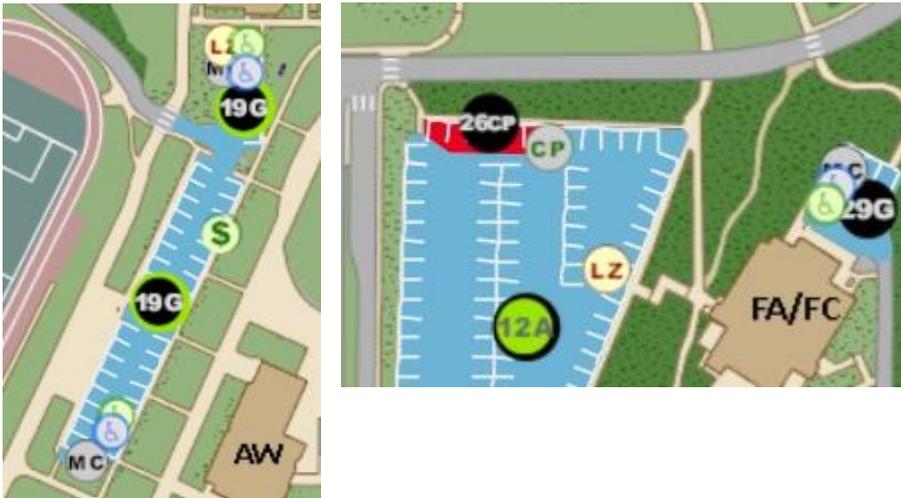
Putich added that C lots fill up fast during the peak times and the LCTC serves as a convenient alternative for students, but there is no guarantee that a space will be available. G lot permit holders, however will more likely be able to find a parking space in a G lot and can always park “down” in a C lot.

Armstrong stated that it sounded like the decision was already made to make the change. Putich stated the expectation was that once 12A was paved it would become a G lot because it was always a dedicated lot for employees and because of its proximity to

buildings in which faculty and staff work. Markiewicz added that it is still valuable to discuss these changes openly to invite comments and suggestions, as well as to facilitate the ability of representatives of the various constituency groups to communicate the proposed changes to their members and get feedback. The purpose is to ensure open and transparent due process, providing opportunities for people to become informed and provide constructive feedback.

Due to the lack of time left in the meeting this topic will be continued at the next PTAC meeting.

b. Discuss Move of 26CP Carpool spaces to 19G



Putich proposed moving the 15 26CP dedicated spaces at the north end of 12A to 19G (see maps). There are several advantages to this change. First is carpool permit holders will have parking spaces closer to the core of campus. Secondly, the current configuration at the north end of 12A results in people having to back up in the main pathway of vehicles traveling from one row of spaces to the next, causing safety concerns. Third, the new location would result in all the carpool spaces being sold out. Fourth, it would provide 15 more parking spaces for employees in 12A.

The consensus of the PTAC members was to support this change.

c. After Hours Parking in 10G

Currently, parking in 10G after hours is free to anyone without a permit. That raises the issue of “gifting state resources” and therefore Putich suggests charging \$1/hour for all lots after hours.

Due to the lack of time left in the meeting this topic will be continued at the next PTAC meeting.

Meeting adjourned at 4:02 pm.

Meeting Notes Approved April 3, 2018.