

# Parking & Transportation Advisory Committee Meeting

Thursday February 27, 2014

9:00 am, OM 435

## MEETING NOTES

**Present:** Barbara Lewis, Joan Hoffman, Ira Hyman, Kunle Ojikutu, Maxwell Evans, Kurt Willis, Brian Sullivan, Darin Rasmussen, April Markiewicz, Carol Berry, Paul Mueller

### 1. Approval of February 13<sup>th</sup> Meeting Notes

Darrin Moved, Brian Seconded the Motion to approve the Meeting Notes as amended.  
**Motion Approved unanimously.**

### 2. Review proposed color-coded zones for parking

Most of the remaining time was spent discussing the potential movement of vehicles especially in the core G lots with the removal of letters and numbers used to control parking in specific lots. There was concern that someone who currently parks in a G lot further from the core or on the west side of campus would be driving to the east side and taking a G parking space in one of the east lots.

Currently those highest demand core (G) parking lots are considered restricted and are color-coded on the Parking Map as green. Approval to obtain a permit in one of those lots takes an employee an average of 23 years at Western. Under the new color-coded zone parking, these restricted lots would be explicitly separated from a “G” or “Blue” lot designation and be assigned their own color, i.e., green as is currently displayed on the campus parking map. Seniority will still be used in determining which employees will be provided the opportunity to park in a high demand lot. The employee base currently parking in these high demand lots, should remain primarily unchanged. The same holds true for the other “G” lots that are color-coded blue on the campus parking map.

Some movement of vehicles from the west to the east side of campus is therefore anticipated after the university transitions to color-coded zone parking, however based on the November 2013 Lot Utilization study by Transpo, there is capacity in all lots except 5G to accommodate extra vehicles. Moreover, Parking Services can control the number of permits it issues for a zone, further ensuring that permit holders will find a parking space in their assigned color-coded lot.

**Action Item 1:** April will add vehicle utilization rates for each lot to the Proposed Color-Coded Zone Parking Draft 02/18/2014, based on the latest data from the 2013 Transpo report. She will then email the updated draft to the PTAC members.

There was still concern about impacts to permit holders in gaining access to their preferred lots. Ira suggested looking at the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> lot choices of employees applying for a parking permit in the last academic year. The PTAC should then be able to evaluate whether most people who requested a specific lot, obtained a permit to that lot or had to settle for their second or third choice. Reviewing the data, the PTAC will assume that people who requested a specific lot as their first choice had the seniority to gain legitimate access to that lot.

**Action Item 2:** April will work with Parking Services to get the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> lot choices of employees that applied for a parking permit in the last academic year (2012-13) and send the data to the PTAC members.

There was some discussion about whether having data regarding the number of cars parked on streets around campus (on 21<sup>st</sup> Street, Indian, Garden, State Street) and at meters on campus might be helpful when determining the impact there will be once rates are increased. The assumption being that, people will forego buying the pricier parking permit and instead seek a free parking space on the street. Once increased permit rates are implemented in the 2015-17 biennium, Western should work with the city of Bellingham to monitor any change in street parking around campus and seek measures to mitigate any impacts if identified.

There was additional discussion regarding the choices people make in parking on campus. Some people select a lot based on the route they drive to work, preferring to use a direct route to enter and depart campus in their vehicle rather than driving further around campus to park closer to their office building, i.e., drive location vs workplace location. Others select a lot based on price rather than proximity to their office or route taken to and from work, i.e., price vs location.

There was also a question about Facilities Maintenance trucks and the spaces they take on campus, i.e., whether tools and supplies couldn't be stored in buildings which would reduce the need for so many trucks on campus. April stated that possibility had been investigated a few years ago, but with space so limited on campus it was deemed not to be a feasible option.

The question was also raised about isolated "nook and cranny" parking spaces and how those are managed. This is a question that would best be addressed by Julia at the next PTAC meeting. Julia has commented that the biggest challenge is the greater than 700 "wild card" UB (University Business) permits used by Foundation donors that have the potential to displace permit holders from assigned lots.

Meeting adjourned at 10:00 am.

*Meeting Notes Approved April 9, 2014.*

Data collected for Action Items 1 and 2 are enclosed on the following pages.

2012-13 First, Second and Third Choices for Lot Assignment, Percent Lot Utilization

Choices by Campus Location

Academic Permits				
Lot	1st	2nd	3rd	Lot Capacity
5G =	4	7	5	24
7G =	16	17	15	127
8G =				20
10G =	17	17	13	62
11G =				50
14G =	42	18	20	123
17G =	46	47	24	130
19G =	30	30	13	100
22G =	0	1	0	26
24G =	1	1	1	94
25G =	5	5	3	17
29G =	1		2	7
30G =	2			6
32G =	0			80
33G =	0		2	24
<b>Total</b>	<b>164</b>	<b>143</b>	<b>98</b>	<b>890</b>

Annual Permits				
Lot	1st	2nd	3rd	Lot Capacity
5G =	35	71	26	24
7G =	85	78	75	127
8G =				20
10G =	87	63	75	62
11G =				50
14G =	128	83	90	123
17G =	122	166	71	130
19G =	107	98	31	100
22G =	12	5	6	26
24G =	38	21	17	94
25G =	23	26	16	17
29G =	4	3	4	7
30G =	4	2	11	6
32G =	19	14	12	80
33G =		7	6	24
<b>Total</b>	<b>664</b>	<b>637</b>	<b>440</b>	<b>890</b>

Academic + Annual Permits					*Percent
Lot	1st	2nd	3rd	Lot Capacity	Lot Utilization
5G =	39	78	31	24	100
7G =	101	95	90	127	89.8
8G =	0	0	0	20	80
10G =	104	80	88	62	51.6
11G =	0	0	0	50	74
14G =	170	101	110	123	92.7
17G =	168	213	95	130	84.6
19G =	137	128	44	100	87
22G =	12	6	6	26	61.5
24G =	39	22	18	94	54.3
25G =	28	31	19	17	88.2
29G =	5	3	6	7	85.7
30G =	6	2	11	6	83.3
32G =	19	14	12	80	57.5
33G =	0	7	8	24	25
<b>Total</b>	<b>828</b>	<b>780</b>	<b>538</b>	<b>890</b>	

12A =	32	57	103	244
13A =	2	2	1	31
<b>Total</b>	<b>34</b>	<b>59</b>	<b>104</b>	<b>275</b>

12A =	50	85	262	244
13A =	13	14	13	31
<b>Total</b>	<b>63</b>	<b>99</b>	<b>275</b>	<b>275</b>

12A =	82	142	365	244	78.7
13A =	15	16	14	31	54.8
<b>Total</b>	<b>97</b>	<b>158</b>	<b>379</b>	<b>275</b>	

M =	1			122
Disabled	5	3	2	
<b>Total</b>	<b>1</b>			<b>122</b>

M =	3	4	7	122
Disabled	23	19	19	
<b>Total</b>	<b>26</b>	<b>23</b>	<b>26</b>	<b>122</b>

M =	4	4	7	122	
Disabled	28	22	21		
<b>Total</b>	<b>32</b>	<b>26</b>	<b>28</b>	<b>122</b>	

ET	4	3	3	20
FD	0			5
<b>Total</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>25</b>

ET	7	2	2	20
FD	6	4	3	5
Reserved	20	16	17	
<b>Total</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>25</b>

ET	11	5	5	20	80
FD	6	4	3	5	40
Reserved	20	16	17		
<b>Total</b>	<b>37</b>	<b>25</b>	<b>25</b>	<b>25</b>	

C/16CR					86.6
CBS					58.8

North Lots					*Percent
Lot	1st	2nd	3rd	Lot Capacity	Lot Utilization
5G =	39	78	31	24	100
7G =	101	95	90	127	89.8
30G =	6	2	11	6	83.3
<b>Totals</b>	<b>146</b>	<b>175</b>	<b>132</b>	<b>157</b>	

West Lots					*Percent
Lot	1st	2nd	3rd	Lot Capacity	Lot Utilization
11G =	0	0	0	50	74
14G =	170	101	110	123	92.7
25G =	28	31	19	17	88.2
<b>Totals</b>	<b>198</b>	<b>132</b>	<b>129</b>	<b>190</b>	

East Lots					*Percent
Lot	1st	2nd	3rd	Lot Capacity	Lot Utilization
8G =	0	0	0	20	80
10G =	104	80	88	62	51.6
17G =	168	213	95	130	84.6
19G =	137	128	44	100	87
<b>Totals</b>	<b>409</b>	<b>421</b>	<b>227</b>	<b>312</b>	

South Lots					*Percent
Lot	1st	2nd	3rd	Lot Capacity	Lot Utilization
12A =	82	142	365	244	78.7
22G =	12	6	6	26	61.5
29G =	5	3	6	7	85.7
<b>Totals</b>	<b>99</b>	<b>151</b>	<b>377</b>	<b>277</b>	

Off Campus Lots					*Percent
Lot	1st	2nd	3rd	Lot Capacity	Lot Utilization
13A =	15	16	14	31	54.8
24G =	39	22	18	94	54.3
32G =	19	14	12	80	57.5
33G =	0	7	8	24	25
<b>Totals</b>	<b>73</b>	<b>59</b>	<b>52</b>	<b>229</b>	

\*Percent Lot Utilization - Data obtained from 2013 WWU Parking Utilization Study DRAFT pdf, Selected highest percentage from all 5 days and all hours monitored.