

LRPEC Parking Subcommittee Report
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- Charge: Review current parking policies and processes, such as:
- i. the number of reserved spaces sold in relationship to available spaces
 - ii. E Vehicles
 - iii. Construction implications
 - iv. Consider moving spaces for motorcycles to unreserved slots
 - v. New fine policies (such as what is the impact on low income students)
 - vi. Non-reserved space availability
 - vii. Handicapped parking

Report based on the October 30, 2018 report from and February 14, 2019 meeting with Kate Mason, Director of Parking & Transportation Services

- 1. The number of reserved spaces sold in relationship to available spaces**
 - a. Approximately 20% of parking spaces on campus are designated as “reserved” this year (1895 spaces)
 - b. Next fall (2019) the goal is to decrease the number of reserved spaces and increase the number of general spaces
 - c. Parking & Transportation services has a stated goal of reducing the ‘gap’ in fees between price points relative to general and reserved spots
 - d. Prioritization based on location and preference to lot (proximity to academic buildings)
- 2. The number and location of eVehicles spaces and number of eVehicles**
 - a. We do not currently have a way to track accurately all Electric Vehicles on campus. Right now, we have 28 spaces allocated for EV with charging station access. There are 12 spaces in D Lot, 2 in M Lot, 11 in T Lot, 1 in CIMS West (Tesla) and 2 in the Admin Lot. We are looking at opportunities to add charging stations to campus, particularly in the south side lots.
 - b. Current EV charging stations = 12 in existence
 - c. EV charging stations are located in lots U,S,L,E and outside Polisini (Ice rink), the SAU, and near the (new) Alumni House
- 3. Implications of construction on parking spaces**
 - a. We work closely with FMS to understand and plan for any impacts of current/pending construction on campus. We do not expect the Cyber Security Building will have a significant impact on parking spaces.
 - b. New buildings but not new parking—a standing issue
 - c. Vendor parking in fire lanes—perception of “abuse of fire lanes” by Vendors increased communication with vendors is needed
 - d. P&T is not currently looking at above or below ground parking construction, instead working with what we have

- e. Dilemmas related to wetlands protections, such as Lot U
 - f. Lot N is slated for expansion
- 4. The number and location of spaces for motorcycles**
- a. There are currently 17 spaces designated for motorcycles in C, D, F, J, L, S and T Lots.
- 5. New fine policies and their impact on low income students**
- a. There are staggered citation fees (2nd infraction is fined more than the first); parking citation fines increase by \$5 per citation after the first citation is issued to deter “repeat parking offenders,” but found that this is not enough of a deterrent to poor parking behaviors, as the number of citations issued has not significantly decreased
 - b. Mason has no way of knowing how many of the repeat violators would impact low income students
- 6. The number of non-reserved spaces**
- a. Approximately 47% of parking spaces on campus are designated as “general” this year (4544 spaces)
 - b. Set to increase next year based on usage
- 7. The number and location of handicapped parking spaces**
- a. There are currently 310 handicapped parking spaces on campus. Those spaces are in D, E, F, J, L, M, R, S, T and U Lots, as well as in the Res Hall circles, NRH, and the Admin lot
 - b. B and J lots will see increased HC parking next year
 - c. Goals for 2019-2020 include lots L, S, R for increased HC parking
- 8. Additional data** uncovered that do not meet any specific charge but remain relevant to parking:
- a. Paid parking is here to stay—it is not going away; Mason remarked that “parking fees are *not* a money-making operation”
 - b. Increase of Flexible Options such as shuttle services between academic buildings and lots that are distant from them, “accommodations are generally available”
 - c. A Special Events policy was implemented to handle parking issues that affected faculty & staff access to parking spaces during daytime events
 - d. Development of a Social-Media based Parking Meter App – an App-based solution to parking, meant to coordinate and assist with special events
 - e. Park Mobile for short term parking
 - f. D Lot - Metered parking, 2-hour limit (should it increase to 3.5 hours?)
 - g. Permit rates did not increase during this academic year. Permit rate increases have to be approved by the Administration and likely will increase overall in general in the coming years

- h. Good behavior incentives – P&T Director wants to reward good behavior; this is a concept that has yet to be rolled out
- i. Gated parking – not on the table anymore
- j. Executive Lots – those who use Exec. Lots should see an increase in fee
- k. Data collection from License scanners versus tags stickers, etc (see attached report—90-day retention of data)
- l. Student Activism
 - 1. AI “Hacking”
 - 2. Phony Parking Ticket/Survey