

Parking & Traffic Standing Committee Meeting
Lyceum Room 110 – 3:00 p.m.
Monday – November 12, 2018

Attended:

Dr. Robert Barnard, Paul Caffera, Linda Christian, Sarah Doty, Dean Hansen, Mike Harris, Claire Hausman, LeTosha James, Jane Mahan, Dr. George McClellan, and Steven Ridout

Discussion:

- Mike welcomed the committee members. Attendance was very good with most committee members present.
- Mike asked if the committee members had a chance to review his email he sent last Friday, November 9, as a reminder of today's meeting along with a copy of the meeting agenda and minutes from the last committee meeting. Dean advised he didn't receive the email. Mike said he will make sure to get Dean's name added to this list. Mike also asked if anyone had anything they wanted to add to the meeting agenda. Jane advised she wanted to add a New Business item. Mike advised her we would add "d. Traffic Arm on Entrance to Kinard Front Parking Lot" under New Business on the printed agenda. Prior to action on the minutes, Dean asked Mike if the committee's decision in the last meeting related to the request to park trailers in the Facilities Management/Planning Lot had yet been communicated to the party who had made the request. Mike advised Dean that he had indeed emailed this party immediately after the last committee meeting and has not heard anything more on this. The minutes of the previous meeting (October 8, 2018) were then approved.
- Following the meeting agenda, Mike took up *New Business* (since there were no *Items to Discuss* or *Old Business* items on the agenda).
- *a. Greek Construction*
Mike said that there are 2 big projects being discussed. He said the Kappa Kappa Gamma (KKG) Sorority expects to renovate around 70% of their current house structure between May 2019 and August 2020. He stated that this project has already been approved and should start late next spring. He referenced a handout in the meeting packet that depicted an aerial shot of the KKG house to illustrate where the construction fence is to be placed. Faculty/staff parking is on the south and west sides of the KKG house; students park on the front/east side of the house. The construction fence will not go into the street, Sorority Row, on the front side of the house. It will run through the small parking lot between the KKG house and Lenoir Hall (temporarily eliminating 12 faculty/staff designated parking spaces along the north side of the lot).

Mike stated that a Kappa Delta (KD) Sorority construction project has not yet been fully decided upon and not approved. He said they are talking about tearing down and rebuilding their house but not right away – probably not until May 2020 with completion in August 2021. They are still in the discussion stage. Mike said this is primarily due to concerns related to setbacks on the property which will need to be reconfigured. Because of this, the project is still pending.

Dr. McClellan asked if these projects would have any impact on disability parking. Mike advised him there would be no impact for the approved project at the KKG house.

Paul asked if the faculty/staff assigned parking in this part of campus could be redesigned since there is already limited faculty/staff parking in this area. Mike responded by saying that this was actually done ahead of the project in a sense with the re-designation of North Lane to Faculty/Staff last year. Mike expounded by saying that there is some consideration being given to possibly re-designating part of the East Residential Decal area to Faculty/Staff primarily if Student Housing assigns a significant number of international students to live in East Residential facilities. Mike explained that traditionally most international students do not have personal vehicles. Paul asked if the projected construction plans for Farley Hall might impact this. Mike said he wasn't familiar enough with this to comment. Sarah noted that construction on the two sorority houses will increase the number of beds in the East Residential area. Mike concluded by saying that we can expect there will always be some East Residential area motorists who will have to park in the Residential Garage based upon the number of vehicles brought to campus by students during the last couple years. He said for now we can anticipate one sorority house to close for construction (KKG) and then when it reopens another sorority house will close for construction (KD), and have more international students in the neighborhood by then as well. He said we can discuss this further in future months.

- *b. Residential Parking Adjustments*

Mike referenced a couple campus maps in the meeting packet. One map depicted "North Side Residential Permits 2018-2019" – as they are currently assigned – involving East Residential, Central Residential, West Residential, and Residential Parking Garage. Mike explained this area of campus encompasses the largest assigned area, the most beds on campus, the most assigned parking spaces, the most registered vehicles, and the most issues. Currently students who reside in the various residence halls and sorority houses are assigned to respective massive parking zones but many of the students are not familiar with this and appear not to understand. Oftentimes students who live west of Rebel Drive and have a Central Residential Decal (these are residents of Stockard and Martin Halls) are advised by Department of Parking & Transportation staff to park in Women's Terrace area when they cannot find a parking space close to Stockard/Martin residence halls. Mike said he recently began to look closer at the number of beds in all these assigned areas along with the number of assigned parking spaces and their utilization.

The other map Mike referenced was of the same areas of campus but divided into “Proposed North Side Residential Permit Zones for 2019-2020”. This proposed map includes a new parking zone – Northwest Residential – that removes the Stockard-Martin area from the Central Residential Zone and establishes it as an independent parking zone northwest of Rebel Drive.

Mike enumerated anticipated results of this proposed new residential parking zone:

- The Central Residential Zone would be reduced to such an extent that only a small percentage of students who reside in this area of campus would have to park in the Residential Garage (those students who purchased parking permits after the limited number of surface parking permits assigned had been issued).
- Reducing the size of the designated parking zone assigned to a student would also address potential safety concerns (i.e., reducing the distance they must park from their residence).
- The students who park in the Residential Garage would more likely be those who live nearby in the residence halls and sorority houses along Rebel Drive as opposed to the Central and East Residential areas.

Paul mentioned safety concerns and asked how late the bus shuttles run. Mike replied 7pm. Paul wondered if additional buses/routes could be developed to circle through to/from the Residential Garage to ferry students to their campus residences. Mike explained that the manpower, equipment, and financial considerations would be great to produce this. He estimated it requires approximately \$10-12,000 per month to operate one bus. Paul inquired about operating just during evening hours of darkness. Mike explained that all routes have to be established, included and approved in the federal grant that underwrites the O.U.T. (Oxford University Transit) service that runs from October 1 through September 30 annually.

Dr. McClellan asked about the timeline needed to get parking decal re-designations. Mike said that after proper authorization to proceed the new permits and posted signage would need to be ordered and put in place in order to implement in the fall semester of the 2019-2020 school year.

Dr. McClellan asked how this works with the ASB (Associated Student Body). Sarah responded by stating that ASB is not in a position to approve/disapprove such proposals but thought this would be very helpful to students and of interest to them. Claire asked if there is a sidewalk from the Residential Garage to Stockard-Martin Halls. Mike advised her there is a sidewalk on both sides of the street. Dr. McClellan asked if there is a Residence Hall Association that might benefit from being involved in this discussion. Mike responded by saying that there is supposed to be a Student Housing Department representative on this committee but there is no one currently appointed (the previous representative took a position at another university). Sarah said she would share this

proposal with her ASB committee for consideration of these students. Mike concluded we will wait further discussion on this topic until we hear back from the ASB.

- *c. Pay-On-Foot Stations*

Mike referenced a handout in the meeting packet that dealt with multi-space pay stations for metered parking. He said he wanted to provide the committee with some general information about these. He advised that we already have one of these in the small lot at the corner of Dormitory Row North and Dormitory Row West (by Howry and Faulkner Halls). Mike stated there are plans to replace the single metered stations in the East Turner Parking Lot with one of these multi-space pay stations during the summer months in 2019. This conversion will enhance the effectiveness and efficiency of these meters.

- *d. Traffic Arm on Entrance to Kinard Front Parking Lot*

Mike then asked Jane to discuss this item she had requested be put on the agenda. Jane explained that this is a very small parking lot designated for handicapped parking and UPD vehicles only as per posted signage. The only exception is two parking spaces for customers of Printing Services (across the street from Kinard in Sam-Gerard Hall) per posted signage. These customer spaces were necessary after on-street parking on Rebel Drive in front of Kinard and Sam-Gerard were eliminated. Jane stated there is an ongoing problem with motorists (primarily students) pulling into this small area just to drop off/pick up someone. This problem is augmented at class change times. She said this is a serious concern in that these additional vehicles serve to crowd this already very small area and possibly impede emergency response of UPD vehicles from the lot. She surmised this practice has increased with more classes being offered in Kinard, and an increase in foot traffic through the lot. There is only one narrow way from which to enter and exit this lot from Rebel Drive. Jane said that they thought the placement of a traffic arm at the entrance to this lot would serve to eliminate unauthorized motorists. She mentioned that UPD has surveillance cameras on this lot, and they are monitored by the 365/24/7 UPD dispatcher in the event there were situations that required entry to the lot.

Mike said it likely would cost \$25-30,000 for an arm to include power and required fiber. An intercom button with connection to the UPD dispatcher and posted signage would be necessary to facilitate access for handicapped motorists and Printing Services customers.

Steven suggested that sources for financial assistance be explored to pay for the arm. He reiterated the safety concerns posed by student vehicles being double-parked behind UPD patrol vehicles on a daily basis. Steven has first-hand knowledge of this as his office is also in Kinard.

Mike stated that we could pursue getting some quotes to have a better idea of what this would cost. He said that we would table this request for now until we have had an opportunity to look into this.

- Mike concluded the discussion by encouraging committee members to bring any topics or items of concern to the committee for consideration.
- The meeting was adjourned. The next meeting is scheduled for Monday, December 10, 2018, at 3:00 p.m.