

University of Rhode Island

DigitalCommons@URI

Faculty Senate Bills

Faculty Senate

3-15-1973

Report of the Presidential Committee to Investigate the Feasibility of Instituting a Peripheral Parking System on Campus

University of Rhode Island Faculty Senate

Follow this and additional works at: https://digitalcommons.uri.edu/facsen_bills

Recommended Citation

University of Rhode Island Faculty Senate, "Report of the Presidential Committee to Investigate the Feasibility of Instituting a Peripheral Parking System on Campus" (1973). *Faculty Senate Bills*. Paper 864. https://digitalcommons.uri.edu/facsen_bills/864

This Legislation is brought to you by the University of Rhode Island. It has been accepted for inclusion in Faculty Senate Bills by an authorized administrator of DigitalCommons@URI. For more information, please contact digitalcommons-group@uri.edu. For permission to reuse copyrighted content, contact the author directly.

72-73-30

March 20, 1973
RECEIVED
UNIVERSITY OF R. I.
MAR 20 1973
OFFICE OF THE PRESIDENT

Dr. Werner A. Baum
President
Administration Building

Dear Werner,

The original motion at the last Senate meeting concerning the Report on Peripheral Parking provided that the administration be asked to study alternatives to peripheral parking. In that context, Dean Michel asked that the tape recording of the meeting be made available to administrative officers (incidentally, the only one present at the meeting was Mr. Dunham) or that I prepare an extract of the main comments made by members of the Senate.

Later in the discussion, the mover of the original motion, Dr. Crandall, proposed to amend the main motion to provide that a special Senate committee be charged with conducting a study of alternatives to or modifications of peripheral parking. This amendment was approved and it the central substance of the Senate motion attached.

The Executive Committee will try to decide on the membership of this committee in time for it to be confirmed at the April or the May meeting. And we will use the extract of comments which I have developed in framing the charge for the committee.

In writing now I want to make clear that you, or any administrative officer you may wish to designate, can have access to the tape recording of the meeting to hear the specific comments and criticisms that were made; or I can provide you with a copy of the extract if this would prove more useful to you.

You should know one further fact or set of facts. The vote on the motion about the Report on Peripheral Parking was unanimous; and the vote on to motion to establish a special committee to recommend procedures for evaluating administrative officers also carried unanimously.

Sincerely,



Stephen B. Wood
Chairman, Faculty Senate

SBW/ms

FACULTY SENATE

BILL

Adopted by the Faculty Senate

RECEIVED
UNIVERSITY OF R. I.
MAR 20 1973
OFFICE OF THE PRESIDENT

TO: President Werner A. Baum
FROM: Chairman of the Faculty Senate

1. The Attached BILL, titled Report of the Presidential Committee to Investigate the Feasibility of Instituting a Peripheral Parking System on Campus

is forwarded for your consideration.

2. The original and two copies for your use are included.

3. This BILL was adopted by vote of the Faculty Senate on 73-3-15 (date)

4. After considering this bill, will you please indicate your approval or disapproval. Return the original or forward it to the Board of Regents, completing the appropriate endorsement below.

5. In accordance with Section 8, paragraph 2 of the Senate's By-Laws, this bill will become effective on 73-4-5 (date), three weeks after Senate approval, unless: (1) specific dates for implementation are written into the bill; (2) you return it disapproved; (3) you forward it to the Board of Regents for their approval; or (4) the University Faculty petitions for a referendum. If the bill is forwarded to the Board of Regents, it will not become effective until approved by the Board.

March 20, 1973
(date)

Stephen B. Wood /s/
Chairman of the Faculty Senate
Stephen B. Wood

ENDORSEMENT 1.

TO: Chairman of the Faculty Senate
FROM: President of the University

1. Returned.

2. Approved _____ Disapproved ✓

3. (If approved) In my opinion, transmittal to the Board of Regents is not necessary.

3/20/73
(date)

Werner A. Baum /s/
President

(OVER)

ALTERNATE ENDORSEMENT 1.

TO: Chairman of the Board of Regents.

FROM: The University President

1. Forwarded.

2. Approved.

_____/s/
(date) President

ENDORSEMENT 2.

TO: Chairman of the Faculty Senate

FROM: Chairman of the Board of Regents, via the University President.

1. Forwarded.

_____/s/
(date) _____
(Office)

ENDORSEMENT 3.

TO: Chairman of the Faculty Senate

FROM: The University President

1. Forwarded from the Chairman of the Board of Regents.

_____/s/
(date) President

Original received and forwarded to the Secretary of the Senate and Registrar for filing in the Archives of the University.

_____/s/
(date) Chairman of the Faculty Senate

That the Senate finds the Report on Peripheral Parking leaves many serious questions unanswered and raises difficulties in the questions it attempts to answer and that, therefore, the administration be asked to postpone any implementation of peripheral parking until a Senate committee can explore alternatives to or modifications of peripheral parking.

Office of the President

February 15, 1972

MEMORANDUM

To: Regents and Commissioner
Chairman, Faculty Senate
President, Student Senate
President, Graduate Student Association
President, Administrative Staff Association
President, R.I. Public Employees Council 70
President, AAUP

From: Werner A. Baum, President

Attached is the report I have received from the ad hoc Committee to Investigate the feasibility of instituting a Peripheral Parking System on Campus.

You will note that the committee recommends the banning of cars from the central campus, the initiation of a shuttle bus service, and the institution of automobile registration and parking fees.

I would appreciate any comments you might care to submit on the report by the end of March, at which time I hope to formulate a recommendation for consideration by the Regents. Please transmit your comments to Vice President O'Connell, who will collate them.

Certain appendices referred to in the report are not attached. If you feel you need a copy, please request one from Mrs. Coombs in my office.

Werner A. Baum

hgo

cc: Vice Presidents; Director of Public Affairs; Professor Foster;
Chairman, Campus Environment Committee; Chairman, Traffic
and Parking Committee

Attachment

Feb. 7, 1972 FEB 7 1972

TO: President Werner A. Baum

FROM: *Howard H. Foster, Jr.*
Howard H. Foster, Jr.

OFFICE OF THE PRESIDENT

SUBJECT: Peripheral Parking System

I am pleased to submit herewith the recommendations of the Ad Hoc Committee to Investigate the Feasibility of Instituting a Peripheral Parking System on Campus. In the course of our deliberations we have been assisted by Mr. David Norton, Mr. Martin Nelson, Chief Ryan and Mr. John Evans of the University of Connecticut. However, the attached report has been neither reviewed nor commented upon by these people. Rather, the committee decided to make its recommendations directly to you, in order that you and members of your administration could decide the degree, timing and format of public participation concerning this issue by members of the University community. In the appendix you will find a list of those groups and individuals who we feel would have an interest in our recommendations.

For the committee I would like to express the hope that we have been of some service to the University in developing this report.

It should be noted that Mr. Buono never appointed a graduate student to this committee in spite of both written and verbal communications from me.

President Werner A. Baum

Report of the Ad Hoc Committee to Investigate the
Feasibility of Instituting a Peripheral Parking
System on Campus.

Submitted by:

Professor Howard H. Foster, Jr.	Community Planning (Chairman)
Professor Robinson J. Hindle	Plant and Soil Science
Mr. Eugene A. Mailloux	Personnel
Mr. Richard Percival	Undergraduate
Professor Brinton C. Piez	Physical Education for Men

January 1972

Recommendation

The committee finds that a peripheral parking system is feasible at the University of Rhode Island. In accordance with this finding we present herewith our recommendation for the implementation of such a system that includes the banning of cars from the central campus, the initiation of a shuttle bus service, and the institution of automobile registration and parking fees. Recommendations as to phasing-in the system and estimates of costs and revenues are included in this report.

I. Objectives and Justification

The existing traffic and parking conditions at the University of Rhode Island have been documented by Matthew A. Fouratt in a masters thesis completed in 1970 titled "Campus Circulation Problems: A Study of Motor Vehicle Congestion at the University of Rhode Island". This study used traffic congestion, inconvenience to motorists, danger to pedestrians, utilization of land near the center of the campus, and aesthetics of the campus physical environment as criteria to evaluate alternative traffic and parking proposals.

The Committee accepts these concerns and took as its charge the study of one specific recommendation; that of the pedestrian campus with parking and circulation of automobiles limited to the periphery. The basic objectives in recommending the peripheral parking system were to illustrate its feasibility, possible design of the system and the manner in which it could be implemented.

The Committee believes that the parking system outlined in this report will reduce inconvenience to motorists who desire to park on the campus by providing adequate and easily accessible parking space on the periphery of the campus coupled with rapid all-weather connections to any part of the main campus by frequently scheduled buses. In addition, the elimination of automobile travel through the center of the campus will reduce the present conflicts between pedestrian and vehicular movement and reduce the possibility of inconvenience or injury to members of the university community and visitors. Furthermore the land now devoted to parking areas at the center of the campus will become available for other uses particularly for

construction of new buildings, additions to existing buildings, pedestrian areas, and bicycle racks. And finally the committee believes that the peripheral parking system will improve the natural and man made beauty and aesthetic value of the University of Rhode Island campus by reducing the traffic and parking of automobiles near the center of the campus.

An assumption that should be recognized in connection with the peripheral parking system is that future physical development will take place in a compact fashion around the quadrangle rather than sprawling across the landscape at low density. The new social science building is one example of this assumption. If further construction is authorized by Rhode Island voters in the future its location should be carefully considered in relation to the peripheral parking and circulation system.

II. The Peripheral Parking System¹

A. Elimination of lots. The following parking areas are recommended for abandonment and conversion to other uses:

East (Lot No. 2), Bliss (Lot No. 3), Engineering (Lot No. 4), Tyler (Lot No. 5), Woodward (Lot No. 6), Library (Lot No. 7), Rodman (Lot No. 9), Memorial Union-Baird Hill (Lot No. 10), Ranger-Green (Lot No. 11), Fogarty (Lot No. 13), Morrill (Lot No. 14), Administration (Lot No. 16), Union (Lot No. 17), Dining Halls (Lot No. 18), Police (Lot No. 21).

The abandonment of these fifteen lots would eliminate 869 parking spaces in and around the center of the campus. These spaces are replaced by peripheral lots that also provide for a net increase in the total number of spaces provided.

1. This section is derived from "Campus Circulation Problems: A Study of Motor Vehicle Congestion at the University of Rhode Island" by Matthew A. Fouratt, Masters Thesis, University of Rhode Island 1970, pp. 78-91.

Those lots that are to be closed can be utilized in a variety of ways. In one case the lot could be returned to its original use as tennis courts. Several of the smaller lots could be used for bicycle parking while others such as the Library (Lot No. 16) would be used for expansion of existing buildings. The parking areas between the administration building and Butterfield Road could be used for pedestrian walkways and small plazas. Some parking areas will have to be preserved to provide access and turn around space for deliveries to buildings and for the vehicles of physically handicapped persons who are unable to utilize the bus system.

B. Closing of Roads. It is recommended that the following roads be closed to all but emergency and authorized service vehicles:

Upper College Road from the entrance of parking area 1 to its northern terminus, Alumni Avenue, Butterfield Road, Lower College Road from Campus Avenue to Ranger Road, and Ranger Road.

C. Construction of new parking spaces. Two parking areas are to be enlarged and designated as terminal points for the shuttle bus system. One of these is the Fine Arts Lot (No. 15) which would be increased from its present capacity of 1000 to 2500. The second lot would be an expansion of the Dairy Barn Lot (No. A20) from its present capacity of 197 to approximately 1697 vehicles. This would provide a net addition of 1760 spaces.² Given a total of 4451 spaces as determined by David Norton in 1972,³ the construction of new spaces represents a 25% increase yielding a total of 5583 spaces not including curb parking either on the campus or outside. From the 7654 motor vehicles

2. Including 285 spaces in fraternity areas.

3. Memo to Brinton Piez dated Jan. 11, 1972.

registered in 1971 we derived a demand of 6765 parking spaces.⁴ Our recommendation for the first three years of the system will not quite meet this demand but in view of the slight drop in enrollment in September 1971 we feel that we should not plan for excess capacity at this time.⁵ We feel that the 68% growth rate previously provided by the Office of Program Analysis for the period 1970 to 1980 which would mean a demand for 8000 spaces by 1980 should be discounted until further data becomes available. It will be possible to expand the existing terminal lots in the future as necessary and a third lot North of the Social Science Center may be constructed if needed. Our recommendation is to try to meet current demand in conjunction with the development of the peripheral bus system.

Members of the committee discussed the possibility of limiting the registration of student cars by permitting only juniors, seniors and graduate students to register cars. While this might reduce the demand for on campus parking there would probably be increased pressure for the provision of private parking spaces in and around Kingston. In addition the concept of restricting one particular user group is not in keeping with the basic philosophy of equal opportunity espoused by the committee.

Although bus service will initially be provided only during the hours of 9:00-5:00 the core campus should remain closed to vehicular traffic at all times. Lot No. 1 should be sufficient to serve Edwards

4. Registration according to Memo from Chief Ryan to Mr. Mailloux dated January 13, 1972. Demand figure of 91% derived by Fouratt op. cit., p. 70.
5. In addition the imposition of a fee for registration will reduce the number of cars registered per family. Therefore we consider the 7654 current registrations to be inflated by multiple registrations and that total registrations would drop after adoption of the fee structure.

or Independence Auditoriums during the evening and the Keaney Lot can continue to serve the Gymnasium. The library will be served by both the Dairy Barn Lot and the Fine Arts Lot.

D. Bus Routing. Three buses would be employed on a schedule with intervals of approximately 10 minutes from 7:00 a.m. to 5:00 p.m. weekdays. The buses would travel a route from the Fine Arts Center lot south along Upper College Road, then west on Ranger Road to Lower College Rd., south on Lower College Road to Butterfield Road proceeding west then north to Plains Road and the Dairy Barn Lot. From the Dairy Barn Lot buses would proceed east on Alumni Avenue to the Fine Arts Lot.

E. Visitor Parking. No special visitor lots are recommended because of the difficulty of reserving space for visitors only and because of the basic philosophy that all members and guests of the University should have approximately equal parking privileges. Therefore visitors will be permitted to park in the peripheral lots and ride on shuttle buses if they wish.

F. Materials Handling. One important additional component of the peripheral parking system is the opportunity to reduce the trucking of materials on and off the central campus. The committee recommends that a central receiving system be investigated such as proposed by the Mr. Messenger Company to Martin Nelson in a report dated August 20, 1971. Under this plan all campus deliveries and pickups would be made by special vehicles from a central receiving warehouse.

III. Cost Estimates

The cost of instituting the peripheral parking system have been investigated to determine the financial feasibility of the system.

This was measured in terms of a self liquidating model where direct costs would be met by registration and parking fees. Since estimates depend on several variables which will vary depending on time of implementation, specific type of vehicles used, prevailing wage rates, fuel costs, etc., it is expected that adjustments will have to be made both in methods of operation and financing after the system begins to function. We have tried to give a basic estimate of a reasonable cost-revenue structure.

Parking Space Construction

Addition of 3000 spaces on level terrain with black top paving and lighting @ \$400 (Landscaping and storm drains extra) ⁶	\$1,200,000
---	-------------

Bus Service

Provision of service is recommended by Mr. Messenger, Inc., using three buses. (Short turn type buses)	\$39,200 per yr.
V.P. Business Affairs estimate cited in the Fouratt thesis. ⁷	\$100,000 per yr.
Univ. of Connecticut System approximate cost. ⁸	\$40,500 per yr.

Total Yearly Cost

\$1,200,000 plus 6% interest over 20 years (\$2,092,320)	\$104,616 per yr.
Average cost of bus service (Mr. Messenger and U. Conn.)	39,850 per yr.
	<u>\$144,466 per yr.</u>

IV. Fee Structure

The Committee recommends that a uniform fee be charged all those who register vehicles for use on the campus. The payment of this fee

6. Estimate by Director of Physical Plant.

7. Fouratt, op. cit., p. 89.

8. Using six year depreciation of buses with cost of \$25,000 per unit (33 pass. GM Diesel). Interview with John Evans, V.P. Financial Affairs - Univ. of Connecticut.

will entitle the registrant to ride shuttle buses and park in the peripheral lots. Additional bus passes may be purchased for use of non-registrants. A \$20 fee is recommended for registration and \$5 for non-registrant bus pass. Given the 7654 motor vehicles registered in 1971 this would yield \$153,080 plus the income from the passes which might be assumed at $\frac{1}{4}$ of vehicle registrations or \$9565. Because Keaney (900 spaces) and Child Development (30 spaces) would not be served by the shuttle bus system those wishing to park in these two lots would pay only a \$15.00 registration fee. Subtracting then \$4650 from the total for registrations and bus passes leaves a grand total estimated revenue of \$157,995. The total expected minimum revenue then would be \$157,995 as against an expenditure of \$144,466 per year.⁹ Of course an increase in the fee schedule or a longer parking lot amortization period could change the relation of cost to revenue but our intention here is to show that reasonable assumptions can be made in terms of financial feasibility.

V. Phasing Plan

PHASE ONE: Fiscal 1972-1973; Construct 1000 parking spaces at the Dairy Barn site in July 1972 to be in use by September 1972.

Impose a \$5 registration fee in September 1972.

Construct an additional 1000 spaces at the Fine Arts lot for use by September 1973.

Purchase three shuttle buses for use starting in September, 1973, or purchase such service from a contractor.

9. It should be kept in mind that construction and wage costs are increasing monthly and that there may well be a drop in cars registered after the fee is introduced. For these reasons we consider our fee proposal to be a minimum one for the objectives to be obtained.

VI. Suggestions for Traffic and Parking Administration

The committee believes that implementation of a peripheral parking system would be substantially aided by the centralization of authority and responsibility for traffic and parking on the campus of the University of Rhode Island. At the University of Connecticut the security system permits the control of traffic and parking by employees with special police authority to issue parking tickets answerable to the district court. Of equal importance, the Director of Security has a professional assistant for traffic and parking control. This administrative arrangement permits the enforcement of parking regulations allowing all vehicle operators to utilize the system on an equal basis. We recommend that serious consideration be given to the creation of a campus security service under the direction of the Vice President for Financial Affairs with the authority to issue summons to parking violators that are answerable in district court.

Students may be used to control entrances and exits of parking lots and to check for proper parking permits. Peripheral parking lots should be paved, lighted and policed to provide security for vehicles and their occupants.

PHASE TWO: Fiscal 1973-1974; Raise registration fee to \$20 for September 1973 except \$15 for parking at Keaney and Child Development Center.

Make bus passes available to non registrants at a \$5 fee.

Eliminate parking in all core parking lots as recommended in section II A.

Eliminate traffic on core area roads as recommended in Section II B.

Construct 500 additional spaces at Dairy Barn and 500 at Fine Arts Lot for completion by September 1974.

PHASE THREE: Fiscal 1974-1975; Construct 1000 space lot north west of the campus to increase capacity above recommended 5583.

Implementation Phase

Action	Phase One		Phase Two		Phase Three	
	Fiscal Sept. 72-73	1972	Fiscal Sept. 73-74	1973	Fiscal Sept. 74-75	1974
1000 Spaces at Dairy Barn	x	x				
Effect \$5 Registration Fee		x				
1000 Spaces at Fine Arts	x		x			
Effect \$20 Registration Fee				x		
Purchase 3 Shuttle Buses	x		x			
Effect \$5 Bus Pass				x		
Vacate Core Lots			x			
Vacate Core Streets			x			
500 Spaces Each at Dairy Barn and Fine Arts			x		x	
1000 Spaces Northwest of Campus					x	