



MEMORANDUM

TO: Faculty, Staff, and Students

FROM: Robert A. Altenkirch, President

DATE: June 23, 2017

SUBJECT: Parking for 2017-18 Academic Year and Campus-Wide Informational Meetings

There are a number of important changes being made to campus parking that are designed to accommodate the increased number of students, improve vehicular circulation and pedestrian safety in, by design, an increasingly pedestrian, and bicycle, oriented environment (see Campus Master Plan Update 2016: <http://www.uah.edu/facilities-and-operations/architect>). To introduce the changes, some of which are detailed below, campus-wide informational meetings regarding parking for the 2017-18 academic year will be held in Charger Union Theater on the following dates, all at 3:00 pm:

June 29
July 5
July 12
July 25
July 26

In the way of some background, recall that last fall through February of this year, Skipper Consulting, Inc. of Birmingham was engaged by UAH to study parking and transportation patterns on campus and to make recommendations as to how parking management and traffic flow on campus could be improved. Their report was posted on myUAH for review on March 5, 2017 (http://www.uah.edu/images/administrative/president/memos/Parking_Study.pdf).

Major recommendations from their report are to move from open parking that we now have to a “zone parking” system and to implement a transit system on campus. It would appear, with possibly minor exception, that we are the only public university in Alabama that does not have zone parking in place.

Meetings were held with the Faculty Senate, Staff Senate, and Student Government Association to solicit feedback on the consultant’s recommendations. Additionally, an email address, parkingzones@uah.edu, was set up to provide opportunity to members of the UAH community to provide feedback. A committee consisting of, in addition to me, Christine Curtis, Provost and Executive Vice President for Academic Affairs; Kader

Frendi, Faculty Senate and Professor, Mechanical and Aerospace Engineering; Larrell Hughes, Campus Architect; Kristi Motter, Vice President for Student Affairs; Mike Snellgrove, Assistant Vice President for Public Safety and Chief of Police; Jim Swain, Faculty Senate and Professor, Industrial and Systems Engineering and Engineering Management reviewed the consultant's report and feedback received and worked this past spring and this summer to develop an implementation plan for parking management and traffic flow for this fall.

Based on the number of people who would want to park on campus, faculty, staff, students, visitors, and others, e.g., NASA personnel in Cramer Hall, our ratio of people to parking spots is comparable to other universities and from some direct comparisons that can be made somewhat smaller. So, while we have sufficient parking, and will be adding more for the fall, it has not been utilized efficiently. For example, the consultant found that at peak utilization the occupancy of a number of campus parking lots was less than 50%, with one at 16% peak occupancy, while others had occupancy rates of 95% or more creating issues for those anticipating being able to park in the high occupancy lots. Managing parking by zones, as recommended by the consultant and concluded by the committee, will result in more efficient utilization of the parking inventory, alleviate much of the "hunting" for parking in the lots that are essentially full at peak utilization, and minimize driving from building to building.

Beginning this fall, based on the consultant's recommendations, feedback received, and the work of the committee, parking and traffic will be managed as per the following:

- Parking will be by designated zones;
- Zones for various lots will be identified by signs posted at and within the lots;
- Zone-specific parking permits will be displayed as a hangtag, hung from the rearview mirror, which can be moved from vehicle to vehicle;
- Motorcycle and moped permits will be displayed as an adhesive decal;
- Bicycle permits will be displayed as an adhesive decal. Bicycles must be registered and park according to the Campus Bicycle Use Policy #06.07.06 (<http://www.uah.edu/policies>);
- The "loop" around campus will be made two-way in its entirety;
- The entrance to the parking lot in front of the University Fitness Center will be moved further to the south to reduce pedestrian/vehicular conflicts in the area around the University Fitness Center and the Intermodal Facility;

- The entrance to the Early Learning Center (ELC) from campus, now one way, will be converted to two way, and the exit from the ELC to University Drive will be one way. Currently, because a left turn back to campus cannot be made, vehicles exiting the ELC must exit the campus to external surface streets and then reenter the campus; and
- The consultant's recommendation for a transportation (bus) system will not be implemented. The conclusion is that zone parking should be implemented first to determine if a transportation system is needed and the additional cost can be justified.

Thanks,

Bob