AGENDA

• Schedule & Overview
• Current Conditions
• Analysis
• Alternatives
**PHASE 1 | Discovery + Data Collection**
- Meet with Neighborhood Liaison Group
- Conduct site reconnaissance & review available data
- Meet with administrative staff
- Collect comprehensive occupancy data
- Meet with the Salem State University Neighborhood Advisory Committee

**PHASE 2 | Analysis**
- Develop projections of future parking need over a five-year period and a ten-year period
- Evaluate SSU’s parking impact on the surrounding neighborhood

**PHASE 3 | Plan Development**
- Meet with the Salem State University Neighborhood Advisory Committee
- SSU & Neighborhood Survey
- Develop alternative plans for parking development
- Meet with faculty & staff
- Review alternatives with Client Team
- Discuss TDM Options with NSTMA

**PHASE 4 | Plan Documentation**
- Review alternatives with President’s Executive Cabinet
- Present to the Internal & External Community
- Final report: data collection, analysis, findings and recommendations

**SCHEDULE**

<table>
<thead>
<tr>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet with faculty &amp; staff</td>
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<td>PHASE 1</td>
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</tr>
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</tr>
</tbody>
</table>
OVERVIEW

• SSU is a fragmented urban campus, sited in the midst of established residential neighborhoods. Parking policies and investments must address both the University’s needs and neighborhood concerns.

• The residential and the SSU communities are both auto-dependent, due to the land use mix and lack of transportation alternatives.

• The overlap of campus and neighborhood makes competition for parking inevitable. In designing a parking system that works well for faculty, staff, and students, SSU must also endeavor to keep their cars within campus bounds or in facilities under SSU control.
SSU lies among established residential neighborhoods. Its parking problems are different from those of other college campuses with similar size and enrollment.
SOLUTIONS must involve:

- Transportation Demand Management
- Assignment and Pricing of SSU Parking
- Parking Capacity Enhancement
- Enforcement by Both SSU and the City
- Strong Communication
CURRENT CONDITIONS

• What We Heard
  • Feedback from Stakeholder Meetings
  • Neighborhood and Campus Community Survey Results

• Information Gathering
  • Parking Policies
  • Parking inventory
  • Campus parking occupancy
  • On-street parking
WHAT WE HEARD SSU Community Feedback

Community Meeting Concerns

Concerns

• Parking permits are too expensive, so students are choosing to park on neighborhood streets
• Exact ratio of available parking permits for available parking spaces is unclear
• Resident students without permits stay parked on neighborhood streets from Monday to Friday
• Changed move-times for student parking resulted in more neighborhood parking
• Restrictions on overnight commuter student parking caused more students to park in neighborhood

Parking Ideas Given by Participants in Meetings on Campus

• Mobile App to track available parking managed by SSU
• Expansion of Free Bike Program
• Parking Brochure that summarizes parking information and discourages bringing cars to campus
• Quantify shuttle occupancy to determine utilization
• More commuter student parking on Central Campus
• Upper South Campus parking should be made available when current permit-holders are moved to North Campus
WHAT WE HEARD  Neighborhood Feedback

Concerns

• Commuter students, resident students, and staff without permits park on Loring Ave during the week
• Traffic is disrupted where pedestrians do not use crosswalks to get across Lafayette St and Loring Ave
• Neighborhood parking restrictions (at certain times of day) creates a domino effect of illegal parking practices, i.e. After using up the 4-hour limit on one neighborhood street, students drive to another
• The cost of resident parking passes has driven some students to find creative solutions to residence parking, placing more cars on neighborhood streets at night.

Parking Policy Suggestions Presented by the Neighborhood Group

• Sophomore resident students should have more restrictive parking policies, i.e. limiting the ability for residential sophomores to bring cars to campus
• 100 students on the permit waitlist, discourages others from signing up
WHAT WE HEARD Online Survey Results

We surveyed
• the neighborhood around SSU
• the SSU community: commuter students, resident students, and faculty & staff.

The two groups were asked questions targeting their specific parking experiences.
WHAT WE HEARD SSU Survey Results

STUDENTS:
How do you typically get to and from campus?

- Drive alone: 835 (73%)
- Ride with others: 92 (11%)
- Transit: 98 (10%)
- Bike: 26 (3%)
- Walk: 24 (3%)
- Other: 2 (2%)

Total Responses: 835

EMPLOYEES:
How do you typically get to and from campus?

- Drive alone: 447 (87%)
- Ride with others: 25 (3%)
- Transit: 6 (2%)
- Bike: 1 (2%)
- Walk: 4 (2%)
- Other: 2 (3%)

Total Responses: 447
WHAT WE HEARD  SSU Survey Results

STUDENTS:
What permit do you hold?

EMPLOYEES:
What permit do you hold?

F: Faculty, Administration & Staff
A, B, M, P: Resident Student
C: Commuter Student
WHAT WE HEARD  SSU Survey Results

STUDENTS:
1st choice parking

2nd choice parking
WHAT WE HEARD  SSU Survey Results

EMPLOYEES:
1st choice parking

2nd choice parking
WHAT WE HEARD  SSU Survey Results

STUDENTS:
Do you ever park somewhere besides where your permit allows?

- Yes: 53%
- No: 47%

Total Responses: 674

EMPLOYEES:
Do you ever park somewhere besides where your permit allows?

- Yes: 31%
- No: 69%

Total Responses: 406
WHAT WE HEARD  SSU Survey Results

STUDENTS: If so, where?

- In another SSU parking space: 175
- On the SSU campus, outside a designated parking space: 96
- On Loring Ave: 161
- On another public street: 121

EMPLOYEES: If so, where?

- In another SSU parking space: 54
- On the SSU campus, outside a designated parking space: 18
- On Loring Ave: 38
- On another public street: 71

Other public streets include:
- Lafayette St
- Broadway
- Jefferson Ave
- Moffat Rd
- Pickman Rd
WHAT WE HEARD SSU Survey Results

STUDENTS: Why do you park somewhere besides where your permit allows?

- No available spaces for which I am permitted: 270
- I need to park before or after the time for which I am permitted: 70
- No permit available: 83
- Can't afford a permit / Don't want to pay: 133
- Other reason: 121

Other reasons included:
- "The traffic getting outside the garage is ridiculous"
- "There's never parking around Marsh Dining Hall"
- "Class is too far from my residence hall to walk in the winter"
- "Limited handicapped spaces,"

During what times do you park somewhere besides where your permit allows?

- Daytime (7AM-7PM): 339
- Evening (7PM-10PM): 212
- Nighttime (10PM-12AM): 135
WHAT WE HEARD  SSU Survey Results

EMPLOYEES:
Why do you park somewhere besides where your permit allows?

During what times do you park somewhere besides where your permit allows?

- No available spaces for which I am permitted: 129
- I need to park before or after the time for which I am permitted: 6
- No permit available: 3
- Other reason: 56

- Daytime (7AM-7PM): 191
- Evening (7PM-10PM): 30
- Nighttime (10PM-12AM): 6
WHAT WE HEARD  SSU Survey Results

Do you use your vehicle as transportation between campuses? If so, why?

YES

• Poor weather conditions
• Traveling between class, work, and clubs on a tight timeline
• Physical limitations, impairments or other medical needs
• Carrying many, or heavy materials
• Perceived lack of safety at night
• Unreliable or limited-route shuttles
• To specific buildings far from central campus: e.g. Harrington, Social Work Building, Cat’s Cove

NO

• Compact campus
• Shuttle bus
• Time wasted hunting for parking
• Fear of losing initial parking spot

SSU Resident Student
60 Yes 50 No

SSU Commuter Student
133 Yes 154 No

SSU Employee
131 Yes 154 No
WHAT WE HEARD SSU Survey Results

Please write any observations, concerns or comments on SSU’s parking operations and impacts

SSU Conditions
- Lack of university police parking enforcement
- Substantial traffic to and from College Drive Lot
- Lack of accessible parking, especially aggravated in inclement weather

SSU Recommendations
- Better enforcement of parking regulations
- More paved sidewalks and streetlights in and along parking lots
- Extend commuter student passes overnight
- Increase student parking options in Central campus
- Decrease permit cost/increase permit options to entice more regulated on-campus parking
- Closer parking for the Social Work building

“There is not enough student parking allotted for the resident students on this campus. As a student who is also a full time employee, it becomes difficult to travel to and from work along with anywhere else that I need to go when I have to struggle to park on the public street and fight other students and even the residents of the homes for parking spaces.”
WHAT WE HEARD Neighborhood Survey Results

Is there a resident parking restriction on your street?

- 42% NO
- 58% YES

144 Total Responses

Do you experience a change in your ability to park when the university is in session?

- 45% NO
- 55% YES

146 Total Responses
WHAT WE HEARD  Neighborhood Survey Results

If so, how often?

- Every day: 96 responses (31%)
- Most days: 36 responses (28%)
- Occasionally: 36 responses (41%)

Total Responses: 96

For how long?

- 2 hours or less: 9 responses
- 2-4 hours: 7 responses
- 4-8 hours: 17 responses
- All day: 26 responses
- Overnight: 8 responses
- All day and overnight: 26 responses
WHAT WE HEARD Neighborhood Survey Results

Have you observed what you consider to be unsafe parking options on your street when the university is in session?

Neighborhood Conditions

- Traffic backs up to Vinnin Square, starting at 3pm
- Neighborhood streets used as shortcuts between campus and baseball field
- Limited parking available for visitors
- Cars on narrower streets limit access for emergency vehicles
- Cars limit street and curb visibility
- Limited crosswalks
- Limited street lighting

Bad Parking & Driving Habits

- Cars block fire hydrants, driveways, street corners
- Cars parked on the wrong side of the street
- Cars not parked within lines
- Cars illegally parked in one spot for days at a time
- Illegal turns and speeding
WHAT WE HEARD Neighborhood Survey Results

Please write any other observations, concerns or comments on parking changes or impacts in your neighborhood when the university is in session

Neighborhood Conditions
• Traffic increase, particularly during baseball season
• Littering & loud noises increase
• More out-of-state cars on the weekends
• Elementary school staff cars, in addition to SSU community, occupying parking spaces

Neighborhood Recommendations
• Better enforce parking regulations
• Increase crosswalks
• Plow streets and sidewalks during winter to prevent cars from blocking too much of the street
• Decrease permit cost to entice more on-campus parking

“If you provide more parking, more students will drive. You need to provide better walking [conditions], discourage neighborhood parking, and increase public transportation.”
Policies

- All students and employees must have permits to park on-campus
- Parking fines $35 - $50

Annual Permits

- Commuter $150
- Resident A $500
- Resident B $450
- Resident M $400
- Resident P $500
- Employee $5
Overall parking inventory as of October 2017

- O'Keefe Main: 740
- Garage: 725
- Bates & CIE: 346
- Atlantic: 205
- College or Main Employee: 182
- Canal St/Weir: 176
- Stanley Building: 127
- Enterprise Center: 75
- Garage Surface: 74
- Alumni House: 64
- Harrington: 49
- Horace Mann & Admin: 33
- Harrison: 32
- ECC Building: 26
- O'Keefe Back: 10
Overall parking inventory as of October 2017
Overall parking inventory as of October 2017

- Commuter Student
- Resident Student
- Employee
- Other
PARKING INVENTORY by Permit Type

- Commuter Student
- Resident Student
- Employee
- Other
PARKING OCCUPANCY 26 September 2017

Tuesday 7-8 AM

A O’Keefe Main
B O’Keefe Back
C Stanley Building
D Canal Street / Weir
E Horace Mann & Admin
F ECC Building
G College Drive Main
H Garage Surface
I Garage
J Enterprise & Atlantic
P Bates
Q Harrison
R Alumni House
S Harrington
PARKING OCCUPANCY 26 September 2017

Tuesday 12-1 PM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  EGC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic

P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING OCCUPANCY 26 September 2017
Tuesday 1-2 PM
PARKING OCCUPANCY 26 September 2017

Tuesday 3-4 PM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  EGC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic
P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING USAGE & NEED  Peak Hour Occupancy

11:00am-12:00pm, Tuesday September 26, 2017

Peak Hour Occupancy

Commuter Student
Resident Student
Employee
Other
Effective Capacity (90%)
PARKING OCCUPANCY Tuesday vs Wednesday
ON-STREET PARKING

Loring Avenue

Counts taken 7:00 AM – 7:00 PM Tuesday and Wednesday
ON-STREET PARKING Loring Avenue

Tuesday September 26, 2017
ON-STREET PARKING **Loring Avenue**

Wednesday September 27, 2017

![Parking Chart](chart.png)

<table>
<thead>
<tr>
<th>Time</th>
<th>Loring Avenue 1</th>
<th>Loring Avenue 2</th>
<th>Loring Avenue 3</th>
<th>Loring Avenue 4</th>
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<td>25</td>
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<td>19:00-20:00</td>
<td>70</td>
<td>140</td>
<td>70</td>
<td>60</td>
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Counts taken by Polly Wilbert
2:15 PM, Wednesday Oct. 4 2017

ON-STREET PARKING

Loring Avenue

<table>
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<tr>
<th></th>
<th>East Side</th>
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<tr>
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<td>15</td>
</tr>
<tr>
<td>6</td>
<td>14</td>
<td>3</td>
</tr>
</tbody>
</table>

96
ANALYSIS

- Parking Usage & Need
- Neighborhood Impacts
- Future Conditions
- Influences
PARKING USAGE & NEED

• Current Supply is adequate to meet current Demand: 74% occupancy
• Nonetheless, up to 6% of campus parking demand is met on Loring Ave. and neighborhood streets
• North campus employee parking lots and designated spaces are oversubscribed
• No C spaces in Central Campus lots: Atlantic, Enterprise Center
In the peak hour of the peak day, total parking occupancy at South, Central, North and North-of-Loring was 74% (2,153/2,924)

Taking estimated on-street parking into account, total occupancy could be up to 80%

Total occupancy does not exceed campus capacity
PARKING USAGE & NEED North-of-Loring

- North-of-Loring holds more spaces than North Campus
- Occupancy in the North-of-Loring lots peaks at 11:00 AM, at 72% of capacity
- Students identified walking conditions and distance as a deterrent to using
- Loring itself is a barrier
**PARKING USAGE & NEED**  

**North Campus**

- North Campus employee parking is at or over capacity for most of the day.
- Garage occupancy peaks 11:00 – 1:00, but is lower before and after.
- Dedication of the garage to commuter students (per terms of construction bond) leads to unused capacity on the garage during off-peak times.

**Hourly occupancy by permit**

- **Student Capacity:** 725
- **Employee Capacity:** 314
- **Student Effective Capacity:** 616
- **Employee Effective Capacity:** 266
PARKING USAGE & NEED  Central Campus

- High-turnover spaces around Enterprise Center serve Admissions visitors, Bookstore, Res Life staff, HP, EV charging
- Atlantic lot is underutilized during the day
PARKING USAGE & NEED  South Campus

- Pending move of all academic to North Campus greatly reduces parking need
- Could serve as remote parking, e.g. for resident students, if reliable shuttle or Transportation Network Company (‘rideshare’) services can be guaranteed
NEIGHBORHOOD IMPACTS

• Parking on neighborhood streets is a real, persistent and potential growing problem
• Off-campus parking may be up to 150-200 spaces
• Near-campus residents need help keeping their cars off neighborhood streets
• Late night/overnight violators tend to be first-year & unpermitted students
• Cases of resident students buying C permits on ‘black market’ have increased
Enrollment is projected to increase 2% per year
• Moving Criminal Justice & Nursing from South Campus will add to parking demand on the other campuses

• Peak occupancy:

<table>
<thead>
<tr>
<th>Location</th>
<th>F</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harrison</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>Bates/CIE</td>
<td>2</td>
<td>173</td>
</tr>
<tr>
<td>Harrington</td>
<td>8</td>
<td>50</td>
</tr>
<tr>
<td>Alumni</td>
<td>18</td>
<td>280</td>
</tr>
</tbody>
</table>

• If this parking demand is added to North, Central and North-of-Loring, current peak occupancy there increases from 78% to 88%.
# FUTURE CONDITIONS

## Future Parking Need

### ALL SSU CAMPUSES

**Impact of Enrollment Growth**

<table>
<thead>
<tr>
<th>Year</th>
<th>Base Parking Need</th>
<th>+15% Cushion</th>
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<tbody>
<tr>
<td>2017</td>
<td>2,342</td>
<td>2,693</td>
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<tr>
<td>2018</td>
<td>2,389</td>
<td>2,747</td>
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<td>2019</td>
<td>2,437</td>
<td>2,802</td>
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<tr>
<td>2020</td>
<td>2,485</td>
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<td>2,535</td>
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<td>2,744</td>
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<td>2026</td>
<td>2,799</td>
<td>3,219</td>
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<td>2027</td>
<td>2,855</td>
<td>3,283</td>
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### CAMPUS CORE (NORTH, CENTRAL AND NORTH-OF-LORING):

**Impact Of Criminal Justice & Nursing Move**

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<thead>
<tr>
<th>Year</th>
<th>Base Parking Need</th>
<th>+15% Cushion</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>2,069</td>
<td>2,379</td>
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<tr>
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<td>2,110</td>
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<td>2026</td>
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<td>2,843</td>
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<tr>
<td>2027</td>
<td>2,522</td>
<td>2,900</td>
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</tbody>
</table>

**+ 280 when schools move vs. 2,408 Existing**

Assuming 2% annual parking growth based on anticipated enrollment

Base parking needs include 189 for parking currently taking place off-campus
FUTURE CONDITIONS  Future Parking Need

- Current total Supply is adequate to meet current Demand; however
- Shifts in parking patterns are necessary to prevent over-subscription of particular facilities and to bring off-campus parking onto campus
- Criminal Justice, Nursing & Alumni Affairs: Absent other measures, moves would increase parking need on North, Central and North-of-Loring by up to 280 spaces, beyond existing practical capacity (occupancy + 15%)
- 5-year horizon: at 2% per year growth, but without taking Criminal Justice and Nursing move into account, SSU parking capacity is sufficient until 2022
- 10-year horizon: at 2% per year growth, campus-wide demand exceeds practical capacity by over 400 spaces
INFLUENCES Walking Conditions

- Convenience issues reflect the discontinuity of the campus
- Walking distances are appropriate for a university
- Walking paths to available parking can be improved
- Also Loring & Canal crosswalks
INFLUENCES  Walking Conditions

• O’Keefe, Canal/Weir and Stanley lots are perceived as too far away, but are a few minutes’ walk from the cores of both North and Central campuses

• Conditions that increase the perceived distance include:
  o Crossing Loring Ave.
  o Lighting
  o Pavement conditions on Linden/Atlantic Sts.
  o Traffic on Canal St.
  o Grade change
  o Winter weather
  o Leaving the campus
Campus-wide parking occupancy
Tuesday 26 September 2017

Classrooms – Room Hour Utilization on Tuesdays and Thursdays

- Parking occupancy closely tracks classroom use
Parking occupancy determined by parking counts conducted on Wednesday 27 September 2017

Classrooms – Room Hour Utilization on Wednesdays

- Parking occupancy closely tracks classroom use
INFLUENCES  Scheduling

Monday

Wednesday

Tuesday/Thursday

Friday

Classrooms – Room Hour Utilization
INFLUENCES  Transportation Alternatives

• Transit
• Bicycling
• Ridesharing and TNC’s
• Regional cooperation
ALTERNATIVES

- Permits and Space Allocations
- Parking facilities
- Parking Access
- Demand Management
- Enforcement & Administration
Principles

• Park once
• More lot-specific permits
• Use pricing as a demand management tool
• Encourage and facilitate use of Canal/Weir, Stanley & O’Keefe
• Consider limiting permit eligibility for resident sophomores
• Parking regulations must be enforced both within SSU and the neighborhood
Potential Measures

• Increase M spaces in O’Keefe
• Reassign spaces in Stanley from F to M
• Reassign some Atlantic from A to C; share spaces, OR
• Increase oversell at Atlantic
• Sophomore parking restrictions/Need-based issuance
• Require lottery winners to purchase permits – put on tuition bill
• Designate Motorcycle spaces – would yield 2-3 per auto space
ALTERNATIVES  Parking Facilities

Options to Explore

1. Garage on buildable portion of O’Keefe lot
2. Garage on Canal/Weir lot
3. Garage on Stanley lot
4. Garage on Atlantic lot
5. New Atlantic Hall lot
# ALTERNATIVES

## Parking Facilities

<table>
<thead>
<tr>
<th>Candidate</th>
<th>Spaces/Level (approx.)</th>
<th>Levels</th>
<th>Net Spaces</th>
<th>Cost*</th>
<th>Pro</th>
<th>Con</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garage on Canal/Weir lot</td>
<td>80</td>
<td>4</td>
<td>240</td>
<td>$11.2 M</td>
<td>Well located for Central Campus access</td>
<td>Triangular site is not ideal. Site may have a better use.</td>
</tr>
<tr>
<td>Garage on Stanley lot</td>
<td>80</td>
<td>4</td>
<td>240</td>
<td>$11.2 M</td>
<td>Works with redevelopment of Stanley building</td>
<td>Site is barely 120' wide; might require reconfiguration of drainage swale.</td>
</tr>
<tr>
<td>Garage on Atlantic lot</td>
<td>120</td>
<td>4</td>
<td>360</td>
<td>$16.8 M</td>
<td>Maximizes parking utility</td>
<td>Traffic impacts.</td>
</tr>
<tr>
<td>New Atlantic Hall lot</td>
<td>160</td>
<td>1</td>
<td>160</td>
<td>$1.1 M</td>
<td>Doesn't displace existing parking. Could be constructed quickly, if no regulatory hurdles</td>
<td>Wetlands impacts. Traffic impacts.</td>
</tr>
</tbody>
</table>

*Cost assumptions:
- Garage space: $35,000
- Surface space: $7,000*
Walkability is Key

- Winter Conditions
- Defined pedestrian routes
- Lighting
- Loring Ave.
- Cooperation between SSU and the City of Salem
- Sidewalk at garage lot
ALTERNATIVES Paths to Parking Lots

- Existing streets
- Proposed paths

21 mile
4 minutes

.25 mile
5 minutes

.21 mile
4 minutes
PATHS TO PARKING

Loring Ave. crosswalk
PATHS TO PARKING Canal St. at O’Keefe lot
ALTERNATIVES Potential Improvements

- Improvements to existing streets
- Additional paths
- Additional lights & signage
ALTERNATIVES Loring Ave.

- Pedestrian signal for major Loring Ave. crossing at Linden St.
- Upgrade crosswalks for pedestrian and driver visibility
ALTERNATIVES  Linden/Atlantic St.

- Mirror for increased visibility around tight curves
- Traffic-regulation signage at Linden/Atlantic/Day St. intersection
- More effective pavement markings for pedestrian and driver visibility
ALTERNATIVES O’Keefe Lot Improvements

Lighting in O’Keefe Lot to enhance perception of safety
ALTERNATIVES  Paths to O’Keefe

Create path from O’Keefe Lot to Canal St.

Better lighting enhances perception of safety

Maintain pedestrian-friendly route from O’Keefe to SSU along Canal Street
ALTERNATIVES  Paths to O’Keefe

Open path along edge of football field, to Canal St.

Better lighting
ALTERNATIVES  Potential Improvements
Stanley & Canal St./Weir

- Improvements to existing streets
- Additional greenery
- Additional lights & signage
ALTERNATIVES Stanley Lot

Enhanced pavement to improve accessibility

Additional signage, lighting, & entryway to guide & protect pedestrians
**ALTERNATIVES Canal St./Weir Lot**

- Entrance signage, to direct drivers to parking and pedestrians to campus
- Additional permit signage to better direct SSU drivers to their correct parking locations
- Enhanced & additional directional arrows to guide traffic
- Additional lighting
- Crosswalks to slow traffic and enhance pedestrian safety
ALTERNATIVES Canal St./Weir & Stanley

Additional signage to guide visitors and SSU newcomers between lots and campuses

Highlight connection between Stanley & Canal St./Weir Lots
ALTERNATIVES Canal St./Weir & Stanley Access

- Additional signage to guide drivers and pedestrians
- Upgrade crosswalks for pedestrian and driver visibility
- Renovate sidewalks

Canal St./Weir & Stanley Access
ALTERNATIVES Canal St. Streetscape

- Enhanced sidewalks to improve accessibility
- Add trees to shelter walk from Central Campus to Weir & Stanley Lots
ALTERNATIVES Pavement Guide Precedents
ALTERNATIVES Streetlamp Precedents
ALTERNATIVES  Demand Management

- Principles and Expectations
- Services
- Incentives
- Flextime
- Telecommuting
- Bicycling – bikeshare & facilities (City streets)
- NSTMA
- Messaging & communication

- Transit – South Salem station (long-term)
  - South campus shuttle
ALTERNATIVES Enforcement & Administration

• Strict enforcement by both SSU and City police
• Coordinate enforcement and public improvements
• Ongoing parking need evaluation
NEXT STEPS

• Respond to comments & guidance from SSU and NLC
• Revise alternatives accordingly
• Present recommendations to the SSU community and the neighborhood
• Document data collection, analysis, findings and recommendations
• Submit final report
PARKING OCCUPANCY 27 September 2017

Wednesday 9-10 AM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  ECC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic
P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING OCCUPANCY 27 September 2017

Wednesday 12-1 PM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  EGC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic
P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING OCCUPANCY 27 September 2017

Wednesday 1-2 PM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  EGC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic
P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING OCCUPANCY 27 September 2017

Wednesday 2-3 PM
PARKING OCCUPANCY 27 September 2017

Wednesday 4-5 PM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  ECC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic
P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING OCCUPANCY 27 September 2017

Wednesday 5-6 PM

A O'Keefe Main
B O'Keefe Back
C Stanley Building
D Canal Street / Weir
E Horace Mann & Admin
F EGC Building
G College Drive Main
H Garage Surface
I Garage
J Enterprise & Atlantic

P Bates
Q Harrison
R Alumni House
S Harrington
PARKING OCCUPANCY 27 September 2017

Wednesday 7-8 PM

A  O’Keefe Main
B  O’Keefe Back
C  Stanley Building
D  Canal Street / Weir
E  Horace Mann & Admin
F  EGC Building
G  College Drive Main
H  Garage Surface
I  Garage
J  Enterprise & Atlantic
P  Bates
Q  Harrison
R  Alumni House
S  Harrington
PARKING OCCUPANCY O’Keefe Main

Commuter Student Capacity: 568
Resident Student Capacity: 100
Employee Capacity: 65
Other Capacity: 7

Hourly occupancy by permit

Tuesday September 26, 2017
PARKING OCCUPANCY O’Keefe Back

Employee Capacity: 10

Hourly occupancy by permit

Employee Other

Tuesday September 26, 2017
PARKING OCCUPANCY  Stanley Building

Employee Capacity: 127

Hourly occupancy by permit
PARKING OCCUPANCY Canal St/Weir

Commuter Student Capacity: 86
Employee Capacity: 74
Other Capacity: 16

Hourly occupancy by permit: Tuesday September 26, 2017
PARKING OCCUPANCY Horace Mann & Admin

Employee Capacity: 32

Hourly occupancy by permit

Employee

Tuesday September 26, 2017
PARKING OCCUPANCY  ECC Building

Employee Capacity: 26

Other Capacity: 1

Hourly occupancy by permit

Tuesday September 26, 2017
Employee Capacity: 182

Hourly occupancy by permit

Tuesday September 26, 2017

Employee
PARKING OCCUPANCY Garage Surface

Employee Capacity: 74

Hourly occupancy by permit

- 7:00-8:00
- 8:00-9:00
- 9:00-10:00
- 10:00-11:00
- 11:00-12:00
- 12:00-13:00
- 13:00-14:00
- 14:00-15:00
- 15:00-16:00
- 16:00-17:00
- 17:00-18:00
- 18:00-19:00
- 19:00-20:00
PARKING OCCUPANCY  Garage

Student Capacity: 725

Hourly occupancy by permit

Tuesday September 26, 2017
Employee Capacity: 50
Other Capacity: 25

PARKING OCCUPANCY Enterprise Center

Tuesday September 26, 2017
PARKING OCCUPANCY Harrison

Employee Capacity: 33

Hourly occupancy by permit:

- 7:00-8:00: 5
- 8:00-9:00: 3
- 9:00-10:00: 2
- 10:00-11:00: 9
- 11:00-12:00: 15
- 12:00-13:00: 25
- 13:00-14:00: 30
- 14:00-15:00: 35
- 15:00-16:00: 20
- 16:00-17:00: 10
- 17:00-18:00: 5
- 18:00-19:00: 5
- 19:00-20:00: 5

Tuesday September 26, 2017
PARKING OCCUPANCY Bates & CIE

Commuter Student Capacity: 223
Resident Student Capacity: 111
Employee Capacity: 12

Hourly occupancy by permit:
- Commuter Student
- Resident Student
- Employee
PARKING OCCUPANCY Harrington

Commuter Student Capacity: 40
Resident Student Capacity: 24
Employee Capacity: 9

Hourly occupancy by permit:
- Commuter & Resident Student
- Employee

Tuesday September 26, 2017
PARKING OCCUPANCY  Alumni House

Employee Capacity: 36
Other Capacity: 28

Hourly occupancy by permit

- Employee
- Other