T&P Committee Meeting – 2/10/23

Present – Bria Friestad, Kendall Howell, Becca White, Mary Jane Erskin (Student Representative), Stuart Foster, Scott Barker, William Palmer, Jess Wenger, Mark Stanis, Trish Palmer

Read Ahead:

Brandon Housing Construction – Completion Summer 2024

P&Ts Funding model – Powerpoint.

P&T’s objective to move 1900+ employees to and from work, accommodate student and faculty parking throughout the semester as well as absorb sporting events across grounds, with a limited inventory of parking.

Not abnormal for a large university, however growth of programs, building and housing is not being matched with a growth of parking options. Internal transit, strong sports programs and a hospital occupying same space as university grounds are abnormal.

Impact of work from home opportunities disproportionate due to the parking lots being affected being less convenient and not easily serviced by transit. Lots of the smaller empty lots have already been converted to hourly, transient parking options.

Installing Electric charging options on grounds – Developing the infrastructure, upfront costs. Range is no longer a concern for commuters. More concerned with intermittent visitors and students. An option for revenue, but delayed.

Leasing space to shopping centers etc – already in action.

Changing pricing options to try to gain revenue – Selling by hour or day is more cost effective than annually.

Many permits are being held by individuals who work from home, but wont give up the parking permit, leaving that space empty and not resellable. Creating gaps in efficiency.

Possibility for a waitlist bookmark – relinquish a parking permit, due to changing work environment, but able to hop back into the line where you left if you need it again.

Teleworker situation on uneven footing – many parkers anxious about their status as teleworker, thus holding onto permits that they don’t use.

Parking Garages have a 50-100 year life span.

Surface Parking lots are assumed as temporary from day 1 – tend to be taken as building sites.

Capital Parking Policy was attempt at off setting that life span, but inconsistently enforced and often actively avoided.

Need defining of teleworkers – to transfer and utilize parking options they’re taking up while in limbo.

Student perspective: Main issue from second years, inconvenience with transit system to student parking lots. Quality of life improvement are ensuring the bus system functions on a timely basis.

Direct bus service from Brandon ave, student housing, to large parking inventories, North Grounds.

Changing Permit pricing – prices haven’t increased in years. Increase prices, institute department fee for parking options. High occupancy parking ideas.

Constant push for cheap/free parking for employees.

Follow up: Are there any ideas or data points concerning P&T funding that hasn’t been discussed. Feedback, ideas welcome.

Brainstorm document.