Cheney Campus Parking Recommendations

EASTERN
WASHINGTON UNIVERSITY

This study is a cooperative undertaking between Eastern Washington University and the City of Cheney. The purpose of this study is to develop a balanced approach to parking which will accommodate the needs of EWU students while respecting the desires of nearby Cheney residents to maintain the livability of their neighborhood.

Walker • Macy
ACKNOWLEDGEMENTS

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A. Reason for this Study

The number of students at Eastern Washington University's Cheney campus has increased significantly over the past few years. In 2000 the number of full time equivalent students (FTES) stood at approximately 6,200. At that time, the official growth estimate projected a total of 7,500 FTES by the year 2010. As it turned out, this projection was low, as the number of students on campus nearly reached 7,500 FTES in the fall of 2003. The official growth estimate for 2010 has now been increased to 9,000 FTES.

This recent influx of students, of course, resulted in more vehicles parked in University parking lots and on City streets in the vicinity of the campus. The City staff indicated that these additional vehicles were being parked farther into residential neighborhoods and were generating some complaints from area residents.

To address this issue, the University and City staffs agreed to work together to find a balanced solution that would not require excessive construction of parking lots and would somewhat reduce impacts (perceived and real) on the part of area residents. This study is the result of a joint effort between the City and Eastern Washington University (EWU) staffs.

B. Issues Identified

The basic issues identified by participants in this study are:

- Parking on neighborhood streets has increased significantly over the past three to five years.
- The two largest University lots (the "free lot" [P-12] and the "Red Barn lot" [P-18]) are underutilized, leaving 300 or so parking stalls vacant each day.
- Student population is expected to increase by approximately 1,500 FTES by 2010 (which will likely result in an additional 750 vehicles parked on and near the campus by 2010).

C. Goals of the Parking Program

The goals identified by participants in this undertaking are:

- Accommodate sufficient, but not excessive, parking for campus residents and commuting students, staff, and faculty.
- Encourage students, staff, and faculty to use alternative transportation (e.g., public transit, bicycles, walking, car-pooling, and van-pooling).
- Encourage students, staff, and faculty to park in University and private parking lots on and near the campus.
- Reduce negative impacts on nearby residents caused by EWU-related parking.
D. Cooperation Between EWU and City staffs

During the course of this undertaking, the staffs of both EWU and the City met on numerous occasions to discuss issues and develop the recommendations made in this report. The full cooperation of both the City and EWU is necessary to achieve the identified parking program. EWU will provide on and near campus parking, and can encourage the use of alternative transportation. The City regulates on-street parking and can enforce these regulations through the issuance of parking citations and, when necessary, towing of illegally parked vehicles.

Neither organization, by itself, can manage all aspects of the proposed parking program. Continued cooperation is essential to the successful execution of the recommendations contained within this report.
A. Off-Street Parking Supply

Eastern Washington University owns and manages a total of 15 off-street parking lots on campus. These lots range in size from 25 spaces (lot P-2) to 625 spaces (lot P-12). With the exception of lot P-12, a permit is required to park in these lots. Lot P-12, the largest lot on campus, is located to the west of the stadium and is available for free parking. The following table indicates the total number of parking spaces available at each lot:

<table>
<thead>
<tr>
<th>Lot Number</th>
<th>Total Parking Stalls</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-1</td>
<td>85</td>
<td>No overnight parking</td>
</tr>
<tr>
<td>P-2</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>P-3</td>
<td>224</td>
<td></td>
</tr>
<tr>
<td>P-4</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>P-5</td>
<td>69</td>
<td>Some metered parking</td>
</tr>
<tr>
<td>P-6</td>
<td>55</td>
<td>Some metered parking</td>
</tr>
<tr>
<td>P-7</td>
<td>77</td>
<td>Some metered parking</td>
</tr>
<tr>
<td>P-9</td>
<td>155</td>
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</tr>
<tr>
<td>P-10</td>
<td>85</td>
<td>Some metered parking</td>
</tr>
<tr>
<td>P-12</td>
<td>625</td>
<td>Free lot</td>
</tr>
<tr>
<td>P-13</td>
<td>399</td>
<td>Dorm residents only</td>
</tr>
<tr>
<td>P-15</td>
<td>106</td>
<td>Some metered parking</td>
</tr>
<tr>
<td>P-16</td>
<td>331</td>
<td>Dorm residents only</td>
</tr>
<tr>
<td>P-17</td>
<td>123</td>
<td></td>
</tr>
<tr>
<td>P-18</td>
<td>185</td>
<td>Red Barn lot</td>
</tr>
<tr>
<td>Total available stalls</td>
<td>2616</td>
<td></td>
</tr>
</tbody>
</table>

Parking permits are available through the EWU parking office in the Red Barn. Dorm residents are issued an "RH" permit, which allows holders to park in any lot designated RH (Lots P-13, and P-16). Commuters purchase a parking permit for a specific lot, and holders may only park in their assigned campus parking lot.

Permits can be purchased for an individual term or can be purchased for the entire school year. Current prices range from $41.00 for one term (lots P-3, P-5, P-6, P-7, P-9, and P-17) to $135.00 for an annual permit in the "core lots" (P-1, P-2, P-10 and P-15). The free lot (P-12) is available for students, staff, and faculty who either cannot afford pay parking or choose not to pay for parking.

In addition, a private parking operator has a pay lot located at Elm and 9th Streets which contains approximately 163 parking spaces. Parking is available either for a daily fee or on a monthly permit basis.
**Existing Conditions**

![Current EWU Parking Lots](image)

**B. On-Street Parking Supply**

In theory, on-street parking is unlimited — provided the driver and other passengers are willing to walk long distances. (Note: In larger cities, drivers are used to walking 1,000 feet or more between their parking space and their destination. In smaller communities, drivers object if they have to walk more than 100 to 200 feet). In Cheney, most people destined for EWU are not willing to walk more than three or four blocks to reach the campus perimeter. As would be expected, close-in parking spaces are much preferred over spaces located three or four blocks away from the campus. These preferred locations fill to capacity early in the morning, while locations at a greater distance fill slightly later in the morning and often do not fill to capacity.

Based on parking accumulation studies conducted in November 2002 and again in February 2003, there are some 1,900 on-street parking spaces within the surrounding neighborhood that appear attractive to people destined to the EWU campus.
C. Parking Accumulation

Parking accumulation studies were undertaken in November 2002 and February 2003 to evaluate "typical" overnight conditions, the rate of accumulation during early morning hours, the time of peak accumulation, the number of vehicles parked at peak accumulation, and the rate and timing of departure during the afternoon.

To ensure that accumulation studies represent realistic conditions, studies were scheduled mid-week (Tuesday, Wednesday, Thursday), when "regular" classes were in session (i.e., not during testing periods or when special events were scheduled). These studies also avoided the first two to three weeks of the term to allow students time to establish "normal" or "preferred" parking patterns.

The first study was conducted during the fall term, which usually has the highest student head count of the academic year. The November 2002 study was scheduled before Washington Street was converted from unrestricted parking to meter controlled parking to provide a baseline condition. The second study was conducted in February 2003 as a check on the November study to ensure that it truly represented "typical" or
"average" conditions. It also allowed an early assessment of parking pattern changes related to activation of parking meters along Washington Street. (Note: While a number of students and EWU staff members shifted from Washington Street to the free lot, it is too early to tell if this is a permanent or temporary change. This observed shift should be re-evaluated in October 2003 by which time it is likely that a "normal" parking pattern will have developed).

The two studies showed remarkably similar results both in terms of total number of vehicles parked, and on-street parking patterns. The fact that the results of the two studies were very similar lends support to the hypothesis that the studies represent "typical" conditions and can be relied upon as a basis for estimating future parking patterns and numbers.

From these studies the following can be deduced:

- Ratio of vehicles parked to FTES:
  
  \[
  \frac{3600}{7500} = 0.48 \text{ /FTE student}
  
  (Note: This ratio includes students, staff, and faculty and can be used for projecting future parking demand)

- Start of significant morning accumulation - 7:30 to 8:00 AM.
- Time of peak accumulation - 11:00 A.M. (approximately).
- Start of reduction in accumulated parking - 11:30 A.M. to noon.
- Time when most commuter students have departed - 3:30 P.M.
  (approximately)
- Number of EWU associated vehicles parked overnight - 1,200
  (approximately).

The following maps illustrate parking patterns at the time of maximum accumulation for the November 2002 and February 2003 studies. The following tables indicate parking accumulation observed between 7:00 A.M. and 5:30 P.M. on the two study days.
## Existing Conditions

### November 2002 – Parking Counts

<table>
<thead>
<tr>
<th>Lot</th>
<th>7:00 a.m.</th>
<th>8:00 a.m.</th>
<th>9:00 a.m.</th>
<th>10:00 a.m.</th>
<th>11:00 a.m.</th>
<th>12:00 p.m.</th>
<th>1:00 p.m.</th>
<th>2:00 p.m.</th>
<th>3:00 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 1</td>
<td>83</td>
<td>15</td>
<td>56</td>
<td>73</td>
<td>69</td>
<td>54</td>
<td>66</td>
<td>69</td>
<td>59</td>
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<tr>
<td>Lot 2</td>
<td>25</td>
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<td>15</td>
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<td>17</td>
<td>14</td>
<td>13</td>
<td>12</td>
<td>7</td>
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<tr>
<td>Lot 3</td>
<td>224</td>
<td>8</td>
<td>69</td>
<td>121</td>
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<td>67</td>
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<td>Lot 9</td>
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<td>Lot 13</td>
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<td>308</td>
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<tr>
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<td>8</td>
<td>20</td>
<td>39</td>
<td>63</td>
<td>70</td>
<td>62</td>
<td>58</td>
<td>36</td>
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<tr>
<td>Totals</td>
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<td>1871</td>
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<td>1387</td>
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<td>392</td>
<td>1141</td>
<td>1229</td>
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<td>1471</td>
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<td>Total Cars</td>
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<td>2669</td>
<td>2034</td>
</tr>
</tbody>
</table>

Note: Lot 4 and Lot 9 was not counted on 21 November 2002. Counts shown were taken in February 2003.

### February 2003 – Parking Counts

<table>
<thead>
<tr>
<th>Lot</th>
<th>7:00 a.m.</th>
<th>8:00 a.m.</th>
<th>9:00 a.m.</th>
<th>10:00 a.m.</th>
<th>11:00 a.m.</th>
<th>12:00 p.m.</th>
<th>1:00 p.m.</th>
<th>2:00 p.m.</th>
<th>3:00 p.m.</th>
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<tbody>
<tr>
<td>Lot 1</td>
<td>85</td>
<td>15</td>
<td>46</td>
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<td>72</td>
<td>79</td>
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<tr>
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<td>367</td>
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<td>361</td>
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<td>296</td>
</tr>
<tr>
<td>Lot 14</td>
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<td>50</td>
<td>61</td>
<td>69</td>
<td>52</td>
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<td>20</td>
</tr>
<tr>
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<td>1337</td>
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<td>1993</td>
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<td>1232</td>
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<tr>
<td>On-Street</td>
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<td>2809</td>
<td>3348</td>
<td>3546</td>
<td>3275</td>
<td>2071</td>
<td>2042</td>
</tr>
</tbody>
</table>

Eastern Washington University

Parking Counts: February 2003
D. Open House Comments

Two open house events were held to obtain comments from nearby residents, students, and EWU staff members. The first event was held in January 2003 and was structured to elicit general comments from attendees as well as suggestions for possible actions that might be taken to reduce parking conflicts. The second event was held in February 2003 and illustrated ideas generated at the first open house. Attendees were requested to provide additional comments and to help refine the ideas presented.

In general, nearby residents accept that they live near a large University and that on-street student parking will occur. However, they requested that the University staff develop an on-going program to reduce (but not eliminate) on-street parking. They also asked that the City staff improve parking enforcement activities - including towing vehicles when necessary. Most residents were adamant that they do not want the City to institute a neighborhood parking permit program or install parking meters along residential streets.

Following are reformatted versions of key comments made by attendees at one or both of the Open House events. A more extensive list of actual comments is included in the Appendix.

Key Comments

- Use a variety of methods to encourage students and staff to park in University parking lots.
- Encourage the use of alternative transportation to reduce the number of vehicles on campus.
Existing Conditions

- Construct additional parking, as necessary, to accommodate the projected increase in the number of students accommodated on campus.
- Extend class hours and class offerings through the afternoon to spread the parking demand more evenly and reduce the peak accumulation of parked vehicles.
- Consider making parking at the Red Barn free to encourage greater use of this underutilized facility.
- Increase parking enforcement activities to keep driveways clear and maintain "clear view" areas at intersections. (This includes increased fines and speedy towing when necessary).
- Consider implementing a "No Parking 2 A.M. - 5 A.M." zone near residence halls to discourage residents from leaving their vehicles on public streets for long periods of time.
- Do not institute a "Neighborhood Parking Permit" program that places a burden (financial or otherwise) on area residents.
- Do not install parking meters on residential streets.
A. EWU Actions

1. Physical Improvements

- Improve pedestrian connections between the free lot (P-12) and the campus core.

There is a perception that the free lot is "too far from campus". In reality, the walking time from the center of the lot to the PUB or JFK Library is only about seven to eight minutes. This walking time is very similar to the walk time experienced by students who now park on city streets. Enhancing pedestrian routes around both the north and south sides of the stadium will encourage more students to use the free lot.

These proposed pedestrian routes should meet accessibility standards, be well lighted and landscaped, and be wide enough to accommodate snow plowing. "Beacons" or "markers" should be constructed in the parking lot at the beginning of the pedestrian routes to help parkers identify the pedestrian routes as they move from their vehicles to the walking routes.
- Develop an indoor bus waiting area at the PUB.

An indoor waiting area should be provided to encourage students, staff and faculty to use public transit and to ensure that students have a comfortable and convenient place to socialize while waiting for the next bus. Perhaps this waiting area can be a part of Baldy’s to allow students to obtain drinks and food while waiting. It will be best if the bus loading area is visible from the indoor waiting area. This will allow students to immediately determine when a bus is available for boarding and will reduce potential anxiety about missing a bus. A countdown clock showing time to the next departure would also be useful so students know how much time they have before needing to board the bus.

- Add additional parking north of the steam plant.

There is some vacant private land north of the steam plant that could be developed for dorm resident parking. This location is convenient to campus housing and would further encourage dorm residents not to park on city streets. If the owner is willing to sell this land at a reasonable price, the land should be acquired and developed for parking.

- Add additional parking at the future Visitor’s Center

The campus master plan recommends a future Visitor’s Center at the corner of F Street and Sixth Street. This is currently the location of a new parking lot. To build the Visitor’s Center, it is recommended that EWU purchase the remaining land between F Street and G Street and put a new parking area at the corner of G Street and Sixth Street (expanding the existing lot), and eventually build the Visitor’s Center upon what is currently the existing lot.

- Develop an additional 500 parking spaces when student demand increases.

At present, there are sufficient campus parking spaces to serve the needs of the campus population. However, between 2003 and 2010, student population is projected to increase by 1,500 FTES (which will generate up to approximately 750 additional vehicles). Depending on the success of the EWU staff to encourage the use of alternative forms of transportation, additional parking may, or may not, be needed by 2010.

It will be prudent to identify and preserve a location (or locations) to accommodate approximately 500 vehicles. Three possible parking sites have been identified as follows:

- Expansion of the free lot (P-12). There is sufficient land area nearby, but the terrain is hilly which will require substantial grading and site preparation. If this location is selected, a second egress point will be
needed, linking the new parking area to Washington Street north of the EWU maintenance area.

- Acquisition and development of the government housing site near 8th and Cedar. This site may be declared surplus in the near future; if it does becomes surplus, the site could be acquired and developed for parking.

- Redevelopment of the existing tennis courts and athletic fields west of Washington Street. This site is currently used for student recreation and athletic activities. However, the Campus Master Plan Update calls for major expansion of EWU’s sports fields to the west of the PHASE buildings. When this expansion occurs, it should be possible to relocate the tennis courts and athletic fields to free up a five-acre site for parking. This potential site has good access from Washington Street, is within a six minute walk of the center of campus, would provide convenient extra parking for athletic events, and will free up an existing parking area (P-3) on the east side of Washington Street for conversion to academic use.

The following figure illustrates the locations of identified potential parking lot locations.
2. Operational Changes

- Consider converting the Red Barn facility (P-18) to free parking.

This parking area is a 10 minute walk from the center of campus and is significantly underutilized. At present, 70 permits have been issued for this parking lot which has space to park 185 vehicles.

As a free lot, it might attract additional students and staff, which would reduce the number of on-street parkers who park southeast of the campus.

Some of the EWU staff members who work at night or show up for very early morning duties have expressed safety concerns related to long walks in the dark to their appointed work stations. Perhaps free parking in the Red Barn lot, coupled with shuttle service provided by EWU security personnel operating out of the Red Barn, could respond to these concerns.

- Encourage block scheduling.

Block scheduling is planned to go into effect in September 2004. With this change, students may be on campus fewer days per week. Instead of classes scheduled Monday through Friday, classes will meet either Monday, Wednesday, and Friday, or Tuesday and Thursday. Whether this change will significantly reduce the number of vehicles on campus on any given day is not known. If students take both Monday, Wednesday, and Friday classes and Tuesday and Thursday classes, the number of vehicles per day will likely not change much. If students try to schedule all their classes either on Monday, Wednesday, and Friday, or Tuesday and Thursday, there may be a significant drop in vehicles parked on and near campus. At any rate, this change has the potential to reduce vehicle numbers and is encouraged.

- Extend class hours later into the afternoon.

Most classes are scheduled in the morning and early afternoon hours, generally between 8:00 A.M. and 1:00 or 2:00 P.M. This causes parking to peak around 11:00 A.M. with students seeking parking spaces on neighborhood streets as far as four blocks from campus boundaries. If afternoon classes are scheduled, the student body will be on-campus for a longer period each day - - but each individual student will have more choices as to when to be on campus. The net result will likely be to reduce the number of vehicles parked on neighborhood streets during the late morning hours.

Extending class hours from 8:00 A.M. to 5:00 P.M. is likely to have the following beneficial effects:
- Fewer students will park on neighborhood streets at any given time, which will reduce the zone of parking impact around the campus. (i.e., fewer neighbors will be impacted by EWU-related parking).

- The existing EWU parking lots will be used more efficiently, and there may not be a need to construct additional parking lots in the next ten years.

- Utilization of existing classrooms and labs will increase, and faculty may have more flexibility in selecting an available classroom.

There are two potentially negative impacts that need to be considered related to this proposal. First, while the zone of parking impact will be reduced, those neighbors living within a few blocks of the campus will see EWU-related vehicles parked for longer periods of time each day. Second, faculty members tend to prefer to hold classes in the morning and generally prefer not to teach in the afternoon. It is likely to take a significant effort to convince faculty members to teach afternoon classes.

- Evaluate time limits and hourly costs for existing parking meters.

The installation of parking meters along Washington Street has forced a large number of students, staff and faculty to re-evaluate their parking preferences. While some drivers have elected to use the meters, others have relocated their vehicles to campus lots or to other nearby, but un-metered, streets. As of February 2003, the meters at the extreme north and south ends of the metered zone were mostly unused, while the centrally located meters were well used.

In the fall of 2003, a new group of freshmen and transfer students will arrive on campus. As far as they will know, the meters "may have been in place forever". It is recommended that the use of the Washington Street meters be reevaluated in October 2003, after the new students have a chance to develop preferred parking patterns. At that time, it may be appropriate to change the hourly rates and/or time limits on underutilized meters, or it may be appropriate to relocate some of the meters.

- Consider automatic monthly paycheck deductions for staff and faculty parking permits.

At present, staff and faculty must pay for parking in advance, either for a term or for the year. As an encouragement to use campus lots, staff and faculty should be offered the opportunity to pay monthly through a payroll deduction plan.

- Work with the City staff to quickly identify the owner of an illegally parked vehicle.
Under Washington State law, Cheney police must make a reasonable effort to locate the owner of an illegally parked vehicle before it can be towed (there are exceptions in emergency situations). Neighbors have expressed frustration at how long it takes to have a vehicle towed when a private driveway is blocked. The EWU staff may be able to assist the City in speeding up the process of locating the owner or driver of a vehicle when that person is associated with EWU. Once police determine the owner of a vehicle (through license plate registration information), EWU staff can use the University's database to determine if an owner or driver is likely to be on campus - and then attempt to reach that person.

It is recommended that the EWU staff meet with the Cheney police to develop an approach and set up a communications protocol to assist with locating and notifying owners of illegally parked vehicles. While this will not eliminate illegal parking, it offers the potential of reducing the level of frustration of neighborhood residents who can't get out of their driveway.

3. Transit Enhancement

- Institute a Spokane Transit Authority (STA) bus pass program.

Making free or low cost bus passes available to the University community (students, staff, faculty), will encourage more drivers to shift to transit use. Even if only 10 to 15 percent of drivers shift to transit, the number of vehicles parked on and near the campus will decline by approximately 350 to 500. This reduction will decrease on-street parking in surrounding residential areas and may delay the need for constructing a new campus parking lot until sometime after 2010.

The EWU staff is working with STA and the EWU Students Association (? correct title) to develop a one-year test of a free pass program. Under the proposed approach, an EWU community member would merely need to show an EWU identification card when boarding a STA bus. A one-year test period should be sufficient to introduce students, staff, and faculty to the program, provide time for users to become comfortable with the program, and to determine how many additional users are attracted to public transit.

If the STA pass program proves to be successful, it should be refined as necessary and continued into the future.

- Improve the transit link between the Cheney and Spokane (Riverpoint) campuses.

At present, bus riders must change buses at the downtown Spokane transit center when traveling between the two campuses. This adds time to the trip and acts as a discouragement to the use of transit.
STA should be strongly encouraged to adjust routes so that riders will be able to move between the two campuses without changing buses.

- Improve the frequency of service between the Cheney and Spokane (Riverpoint) campuses.

There is a direct correlation between the level of transit use and frequency of service. More people will use transit if they perceive that service is frequent enough that they do not need to bother with schedules. In general, if a bus comes along every 10 minutes or so, riders are content to await the next bus without concern about the bus schedule.

On the other hand, transit providers cannot afford frequent service unless ridership is high enough to justify the number of buses and drivers needed to maintain frequent service. Given economic realities, it is unlikely that STA will be able to increase the frequency of service very much in the near future.

If the STA pass program proves to be successful, the transit agency may be able to increase the frequency of service, at least during the most popular hours. The EWU staff should continue to encourage the STA staff to increase the frequency of service as feasible.

- Improve notification of transit users as to the departure time of the next bus.

Even if the frequency of bus service cannot be increased, user comfort can be increased by using video monitors or electronic reader boards at key transit stops to advise users of the current time and the time of departure of the next bus. The EWU staff should work with the STA staff to develop an effective means of communicating real time information to transit riders.

- Investigate locations for additional park and ride lots.

At present, STA provides a free park and ride location under the freeway west of downtown Spokane. While this location works well for some transit users, it has limited value for people who live in areas not convenient to this location. The EWU staff should work with the STA staff to determine if a few additional park and ride lots would help boost transit ridership. For example, a location east of Spokane might better serve Valley residents, and a location near Four Lakes might better serve the area west of Spokane.

- Develop a carpool / vanpool incentive program.

While EWU supports carpools through reduced price parking permits, the University does not provide other assistance and
incentives which might increase the number of riders and drivers in the carpool/vanpool program. Additional assistance could be provided through Parking Services by providing driver-rider matching services, providing information to all parking permit holders about the carpool program, by reserving close-in parking locations for carpool parking, and by potentially providing free parking for carpools of three or more people.

4. Education and encouragement.

- Provide a transit and parking information package to incoming students and new staff and faculty.

An information package should be prepared and provided to all new members of the campus community stressing the use of transit, encouraging drivers to avoid parking on neighborhood streets, identifying the location of free parking lots, encouraging the use of carpools, and explaining the parking permit program. Inclusion of a map showing walking distances from the center of campus would also be useful to show that the free lot (P-12) is within an eight minute walk.

Walking Distances from Campus Core

- Encourage the owner of the private pay lot at Elm and 9th Streets to expand to a full block.

The private lot, operated by Ampco, already covers approximately 70 percent of the block bounded by Elm, 9th, 8th, and Cedar Streets. Expansion to a full block would provide additional off-street parking in a location convenient to the center of campus. While EWU should not become financially involved in this private sector project, staff
can indicate that expansion of parking at this location will be helpful
and is compatible with the Campus Master Plan.

B. City of Cheney Actions

1. Physical Improvements
   - Improve and identify "clear-view triangles" at street intersections.

   Several residents of neighborhoods near the campus expressed
   concern about vehicles being parked so close to street intersections
   that they could not see oncoming vehicles. The City staff has
   indicated that existing clear-view triangles vary in size and
   sometimes are not well marked.

   It is recommended that the City staff determine an appropriate size
   for clear vision triangles, taking into account the size of vehicles
   being parked near campus, expected vehicle speeds, and the
   demographics of the neighborhood. Once appropriate sizes are
   determined, existing clear-view triangles should be evaluated,
   enlarged as necessary, and clearly marked. Signage should be used,
   as opposed to painted curbs, to ensure that drivers know where
   parking is allowed even when there is snow on the ground.

   - As appropriate, mark private driveways that are difficult to identify.

   A number of neighborhood residents indicated that blocking of
   private driveways is a concern. In many cases, the driveways are
   well constructed and visually identifiable and drivers should have no
   problem with determining whether there is sufficient space on the
   street to park legally. In some locations, driveways are poorly
   identified (e.g., gravel driveways with indistinct edges) and drivers
   may not be able to easily discern where to park legally.

   It is recommended that the City staff contact residents with indistinct
   driveways to determine if they are having problems with driveway
   blocking. If they are, the City should offer to install signs to identify
   where parking is legal.

2. Operational / Enforcement Changes
   - Increase fines for blocking driveways and intruding into a clear
     vision triangle.

   The current $10.00 fine is insufficient to act as a deterrent, and
   probably does not cover costs incurred by the City in issuing a ticket
   and collecting these fines. It is recommended that the amount of
   these fines be increased significantly.
PROPOSED PARKING PROGRAM

- Expand parking enforcement activities

Parking enforcement has a very low priority with the City and is complaint driven. This leads to abuses on the part of drivers (e.g., parking too close to intersections, intruding partially into driveways) and frustration on the part of area residents. To encourage drivers associated with EWU to park responsibly, and to reduce problems identified by area residents, it is recommended that the City establish a parking enforcement program.

The enforcement program should be managed through the Police Department, but should not use trained police personnel to handle ticketing and towing. To begin, perhaps one City employee could be employed half-time (8:00 A.M. to noon, Monday through Friday) to randomly patrol the neighborhood. As most parking infractions are likely to occur when students are late for class and try to "squeeze in" to a too-small space, a morning-only enforcement effort is likely to be sufficient. Funding for this enforcement effort could come from the City's portion of Washington Street parking meter revenues and from collection of parking fines.

- Develop procedures to minimize the time and effort required to tow illegally parked vehicles.

Washington State law requires that an attempt be made to locate the owner of an illegally parked vehicle before towing can take place (with exceptions for emergency situations). It is recommended that the Police Department work with the EWU staff to develop procedures to quickly locate and notify drivers of illegally parked vehicles who may be on campus. This will reduce, as much as possible, the length of time needed to authorize towing.

There may also be times when an emergency situation can be declared, which will allow towing without the need to attempt to find the owner or driver. It is recommended that the City research this question to determine under what circumstances immediate towing can be ordered.

- Implement a "No Parking 2 A.M.-5 A.M." zone near residence halls.

It is estimated that two-thirds of dorm residents who have vehicles on campus obtain parking permits. It is not known where the other one-third park, but it can be assumed they are either parked in the free lot or parked on nearby city streets. Before the Washington Street parking meters were installed, a number of dorm residents parked overnight on Washington Street.

Several neighbors suggested that the City institute a "No Overnight Parking" policy on nearby residential streets. Such a policy will be beneficial in a number of ways. First, it will free up on-street spaces
in the evening for the use of neighborhood residents and their guests. Second, it will encourage dorm residents to either park in the free lot or purchase a parking permit and use campus-provided parking lots. Finally, it will free up on-street spaces for use by commuters and visitors during morning and early afternoon hours.

To accommodate overnight on-street parking by area residents and their visitors, a system will need to be established to ensure they do not receive a parking citation. Residents could be issued window decals or cards to hang on rearview mirrors. They could also be issued one or two additional cards for use by their visitors.

To ensure compliance, the police will need to conduct random checks during early morning hours. Since there will be relatively few vehicles parked on-street between 2:00 A.M. and 5:00 A.M., this should not require much time on the part of police officers.

C. Improvement Timeframe

The recommended EWU actions discussed in the previous sections will need to be implemented over time as funding and staffing become available. Some of the actions are more time critical and should be
instituted early. Others can be deferred until a later date. The following table indicates the proposed action date for each of the recommendations.

<table>
<thead>
<tr>
<th>Recommended Action</th>
<th>Action Date</th>
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<tbody>
<tr>
<td>1. Institute automatic payroll deduction for staff and faculty</td>
<td>September 2003</td>
</tr>
<tr>
<td>2. Institute a STA bus pass program (one year test)</td>
<td>September 2003</td>
</tr>
<tr>
<td>3. Provide a transit and parking information package to incoming students</td>
<td>September 2003</td>
</tr>
<tr>
<td>4. Evaluate time limits and hourly costs for Washington Street parking meters</td>
<td>October 2003</td>
</tr>
<tr>
<td>5. Work with the City to quickly identify and locate drivers of illegally parked vehicles</td>
<td>Winter 2003-2004</td>
</tr>
<tr>
<td>6. Improve pedestrian connections between the free lot and the campus</td>
<td>September 2004</td>
</tr>
<tr>
<td>7. Develop an indoor bus waiting area at the PUB</td>
<td>September 2004</td>
</tr>
<tr>
<td>8. Encourage block scheduling</td>
<td>September 2004</td>
</tr>
<tr>
<td>9. Provide real-time bus departure information</td>
<td>September 2004</td>
</tr>
<tr>
<td>10. Develop a carpool incentive program</td>
<td>September 2004</td>
</tr>
<tr>
<td>11. Convert the Red Barn parking to a free lot</td>
<td>2005</td>
</tr>
<tr>
<td>12. Extend class hours later into the afternoon</td>
<td>2005-2006</td>
</tr>
<tr>
<td>13. Develop additional parking north of the steam plant (if the owner is willing to sell)</td>
<td>2005-2007</td>
</tr>
<tr>
<td>14. Develop 500 additional parking spaces</td>
<td>2007-2010*</td>
</tr>
</tbody>
</table>

* May be able to defer until after 2010 if the recommended actions reduce the number of single occupancy vehicles associated with EWU.
A. Other Ideas Considered

During the two open houses, a number of alternative ideas were presented by participants. These ideas were explored, a number of them made their way into the final report. However, five of these ideas were not included in the final recommendations due to a number of reasons. The ideas presented, but not used, were as follows:

1. Continuation of Existing Patterns
2. Prohibit Parking Within 2 Blocks of the Academic Core
3. Charge a Fee for Student Parking Within 2 Blocks of the Academic Core
4. Add an EWU Campus Shuttle System
5. Build an EWU Parking Garage

- Continuation of Existing Patterns

This idea was considered a negative approach to the parking issues. Neighbors, students, staff and faculty all felt that there is a definite parking problem that will get progressively worse with the increase in students on campus. It was felt that there is a parking problem, and to do nothing will not serve as a solution.

- Prohibit Parking Within 2 Blocks of the Academic Core

Enforcing a "No Parking" zone within 2 blocks of the academic core would prohibit all vehicles related to EWU from parking on the city streets immediately adjacent to the University campus. A parking permit system would need to be put in place to provide residents with street parking passes as well as guest passes for visitors. The city would need to increase enforcement of parking in the "No Parking" zone.

Most likely, this approach would help to get more people to park within the underutilized university lots, however, it is projected that it will also push commuters to park on streets just outside of the "No Parking" zone. The majority of neighbors were also against the idea of a parking permit system within the neighborhoods.

- Charge a Fee for Student Parking Within 2 Blocks of the Academic Core

This solution designates residential streets within 2 blocks of the university campus as permit only parking. Students, faculty, and staff would have the opportunity to purchase residential parking permits through the EWU parking program. Permits for the residential streets would be at a discount from the lowest priced lots on campus. Neighbors would obtain parking passes for free or at a nominal cost to allow them to park on the residential streets, and they would also be given guest parking passes for visitors. The city
would increase enforcement in the neighborhoods to ticket violators of the parking permit system.

Similar to the idea of a no parking zone, this system would most likely result in an increase in use of the underutilized university lots. There would also be a number of commuters that would choose to purchase residential street permits. However, there would most likely be a number of people who will choose to park just outside of the permit zone, resulting in an increase in street parking congestion farther out in the neighborhood streets. Once again, the majority of neighbors were against the idea of a parking permit system within the neighborhood streets.

* Add an EWU Campus Shuttle System

To encourage students, faculty, and staff to park in designated areas and remote lots, a campus shuttle system may be a solution. A bus would circulate in a loop around the campus stopping at key points (i.e., The PUB, Office of Admissions, etc.). The shuttle would most likely be owned and run by the university.

Many people were in favor of this idea. However, at closer examination it was determined to be economically unrealistic at this time. Due to the class scheduling at EWU, most students arrive at the university between approximately 7:45 a.m. and 9 a.m. The parking analysis showed at peak parking around 11 a.m. and then a sharp decline in vehicles until 3:30 p.m. This shows most people are arriving and departing from the university at generally the same times. Most students will most likely arrive at the university within 10 or 15 minutes of their class start time. If a shuttle system were installed, it is assumed that it would most likely be able to accommodate the large volume of students at peak arrival and departure times, and would then run virtually empty for the rest of the day making the shuttle highly inefficient. Inability to get on shuttles at the times needed would be seen as an inconvenience, and commuters will most likely choose to park on the residential streets and walk to campus.

* Build an EWU Parking Garage

A parking garage would provide many new parking spaces within a reduced area. However, this idea is not economically feasible for Cheney or EWU. A parking garage will cost in excess of $10,000 per parking space for construction. Because of the low cost of parking in other areas around the campus, students, faculty and staff will not pay the high parking fees that will be required to build, maintain, and pay debt service on a parking structure on this campus.
B. Parking Accumulation Patterns

During this study, existing parking patterns were observed on two different days. The first parking pattern analysis occurred in November 2002, before the installation of the Washington Street meters. This serves as a baseline. The second study occurred in February 2003, after the Washington Street meters were installed. Due to the similarities between the total number of cars and their dispersal on and around the campus, the second analysis confirms the first analysis as an appropriate baseline, and also gives preliminary information regarding parking distribution changes as a result of the Washington Street meters.

In both studies, parking counts were made in university lots from approximately 6a.m. until 5p.m. Parking counts were also made along residential streets within an area estimated as being affected by EWU staff, faculty, and student parking.

In both cases, the analysis shows an overnight condition around 6a.m. to 7a.m. There is a steep increase in vehicles on or near campus around 8a.m. This accumulation continues to increase until it hits a peak around 11a.m. In the afternoon, beginning around noon, there is a sharp decrease in the number of vehicles on or near the campus. The number of vehicles continues to taper with the majority of cars being gone by about 3:30 p.m., and almost back to overnight conditions by 5:00p.m. See the attached diagrams for the parking dispersal.

In the November 2002 study, there were still approximately 400 unused parking spaces in the University lots. In the February 2003 study, this number dropped to approximately 300 vehicles. This is most likely the result of students and staff avoiding the parking meters along Washington way. Many people who used to park overnight along Washington Way have chosen to move their cars to other lots, as they can no longer park overnight on Washington Way. The attached graphs compare the number of cars in each lot at varying times throughout the day.
Notes:
1. Parking analysis was conducted on Thursday 21, November, 2002 when classes were in session.
2. Parking shown in color represents the percentage of available space (curb length or parking stalls) occupied. The colors do not represent exactly where cars were parked along each block face or within each lot.

Eastern Washington University
(2002 Parking Patterns)
APPENDIX

Notes:
1. Parking analysis was conducted on Thursday, 21, November, 2002 when classes were in session.
2. Parking shown in color represents the percentage of available space (curb length of parking stalls) occupied. The colors do not represent exactly where cars were parked along each block face or within each lot.
Notes:
1. Parking analysis was conducted on Thursday, 31, November, 2002 when classes were in session.
2. Parking shown in color represents the percentage of available space (curb length or parking stalls) occupied. The colors do not represent exactly where cars were parked along each block face or within each lot.
3. Lot counts were not done at this time. The lot coverage shown is an estimate based on the parking trend seen at earlier times.
Notes:
1. Parking analysis was conducted on February 12, November, 2003 when classes were in session.
2. Parking shown in color represents the percentage of available space (curb length or parking stalls) occupied. The colors do not represent exactly where cars were parked along each block face or within each lot.
C. Open House Summary Comments

1. Open House Number One

The first Open House occurred on January 30, 2003. Two sessions were held during the day from 11a.m.-3p.m. and from 6:30p.m.-8:30p.m. Students, faculty, staff, and neighbors were all encouraged to attend through postings on the EWU web site, press coverage in the local paper, and with flyers passed out prior to the event.

The intention of the first open house was to present information gathered on the current parking patterns, estimates pertaining to the growth of the student population at EWU, and a series of possible solutions for people to comment on.

The possible solutions included:
1. A Continuation of Existing Patterns
2. Extend Class Hours into the Afternoon
3. Encourage Alternate Transportation
4. Prohibit Student Parking Within 2 Blocks of the Academic Core
5. Charge a Fee for Student Parking Within 2 Blocks of the Academic Core

Attendees of the Open House were encouraged to provide comments and opinions on the ideas presented, as well as additional ideas that may not have been represented during this Open House.

The analysis of the comment sheets showed and overwhelming majority wished to pursue the ideas of extending class hours into the afternoon and encouraging alternate forms of transportation. They were against the ideas of a continuation of existing patterns, prohibiting student parking within two blocks of the academic core, and charging fees for student parking within two blocks of the academic core.

Other comments were gathered at the Open House to help collect ideas for other solutions and to establish a better understanding of how people felt about current parking conditions. Key comments given by attendees during this exercise are listed:

- There is a problem with people parking in front of driveways with no easy recourse to have vehicles removed.
- Do not install meters on residential streets.
- Do not institute a permit system in residential areas
- Increase safety and aesthetics of lot P-12 (free lot)
- Add more remote lots.
- The streets need better "Clear View" areas at intersections
- Extending class hours may cause more conflict with residents coming home in the evenings.
- Promote a student bus pass program with STA.
- Develop more STA park and ride lots.
• Provide carpool incentives for staff and faculty.
• Instituting no parking or permit zones on residential streets is not a student friendly solution.
• Create a campus shuttle program.
• Build a parking garage.

2. Open House Number Two

After the completion and analysis of the first open house, the favored solutions were refined, and new recommendations were created based upon comments gathered at the first open house, and through discussions with the EWU staff and representatives from the City of Cheney staff. Only solutions that would be feasible for the university and the city were considered for the second open house presentation.

The second parking study open house was held February 26, 2003. Two sessions were held during the day from 11a.m.-3p.m. and from 6:30p.m.-8:30p.m. Students, faculty, staff, and neighbors were all encouraged to attend through postings on the EWU web site, press coverage in the local paper, and with flyers passed out prior to the event.

The solutions presented at this open house were intended to be combined as appropriate to develop a wholistic approach to a parking solution. The solutions presented included:

1. Ideas to accommodate Alternate Transportation
2. Ideas to Accommodate Sufficient Parking
3. Ideas to Encourage Use of Existing Parking Lots
4. Suggested City Improvements

The vast majority of people participating in the second open house, were encouraged by the overall approach. It was understood that the various ideas would be developed into one overall plan to be implemented over time.

Comments from attendees included:

• Add an express bus from the Valley area to EWU.
• Add a park and ride lot near Four Lakes.
• Publish a copy of the walking map and periodically pass it out to students in order to change perceptions regarding distances to the remote lots on campus.
• Encourage staff and administrators to purchase parking permits
• Paint parking stalls on streets
• Increase View Triangles and increase fines for parking in View Triangles.
• Increase fines for blocking driveways.