



## Cal Maritime Campus Parking Improvement Plan

In January of 2016, the CMPD changed the philosophical approach to parking enforcement. The two-pronged approach included the following charges to our enforcement mission:

- *As a first priority, we (CMPD) will encourage people to purchase permits. This practice will be done in a way that provides our visitors with an excellent experience.*
- *Those who refuse to pay for permits or actively and/or overtly dodge the purchasing process, will be cited.*

The process and practice of vehicle parking at Cal Maritime has been evaluated in (4) critical areas:

- I. Infrastructure
- II. Alternate Transportation
- III. Process & Practice
- IV. Effectiveness of Enforcement

### **Infrastructure**

#### Truck/Car Parking

The campus of Cal Maritime can generally support parking for approximately 1,230 vehicles (excluding) 'non-permit' parking on Country Lane. Approximately 100 averaged sized vehicles can park on Country Lane. Thus, the total amount of car/truck type vehicles supported and monitored by the Cal Maritime Police Department and the parking program is approximately 1,400, during 'peak' parking situations. Parking Lot areas include: A-Lot through M-Lot and O-Lot. There are designated short-term parking spaces around the Police Building. First year Cadets are encouraged to park on Country Lane (Off-Campus). There are marked parking spaces on Maritime Academy Drive for use by patrons of the Carquinez Bridge walkway. There is limited unmarked parking in the area known as "Mini Park" (designed for temporary boat storage). There is 'Corp Yard' style parking near the Facilities Building,

which is used to store University work vehicles and employee parking. The remainder of the unmarked legal parking is located on Faculty Drive, within the residential area (residential driveway and curbside).

### **Alternative Transportation**

Cal Maritime appears to support and advocate Alternative Transportation (AT). AT would be a mode of travel other than a privately owned motor vehicle, (i.e. walking, cycling, skating, car-pooling, or mass transit). The campus of Cal Maritime currently has 13 areas throughout the campus that supports secure bicycle parking. These 13 areas provide a total of 187 individual racked bicycle spaces. For note, there are bicycles that are secured in bicycle racks at Cal Maritime that are motor powered (4 motorized bikes and 1 motorcycle). Additionally, CMPD has observed skate-boarding and hover-boarding on campus, utilizing Maritime Academy Drive. Sol Trans provides public bus transportation via the bus stop located in the area of Country Lane near Maritime Academy Drive. CMPD has noticed a significant increase in foot traffic on the pathway from the main campus to the P. E. Building (pool and gym usage). Uber and other like transportation services are utilized by the students to travel from the campus to off-site areas.

### **Process & Practice**

The general process for parking at Cal Maritime is not complex. A Parking Permit is required at all times. Faculty and Staff are required to purchase permits that allow them to park in designated parking areas. The purchases for faculty and staff members is mostly handled through the payroll deduction process. Students (with the exception of 1<sup>st</sup> Year Students) purchase permits annually, and are allowed to park in designated parking areas. Non-Students and others can park in designated parking areas, after purchasing a permit from a parking machine or through some other Cal Maritime sanctioned purchasing process. The best practice for those who park at Cal Maritime is to adhere to the parking rules as stated or posted. Signage information may reduce the chance of parking errors that would lead to law enforcement intervention.

### **Effectiveness of Enforcement**

In an effort to improve on customer oriented enforcement practices, the CMPD has transitioned from a process driven assignment to a service oriented mission.

General parking enforcement practices do include:

- Parking Patrols that minimize confusion for those who park on campus. This includes high visibility circuits that give customers the opportunity to make inquiries prior to illegally parking.
- Signage that offers clear and concise directions that can be reviewed and followed quickly by drivers.
- A parking philosophy that emphasizes penalization as a last resort, and encourages proper execution through positive reinforcement.

- Emphasis on Parking Officers not taking an adversarial approach with drivers and constantly evaluating ways to improve the paid parking experience at Cal Maritime.

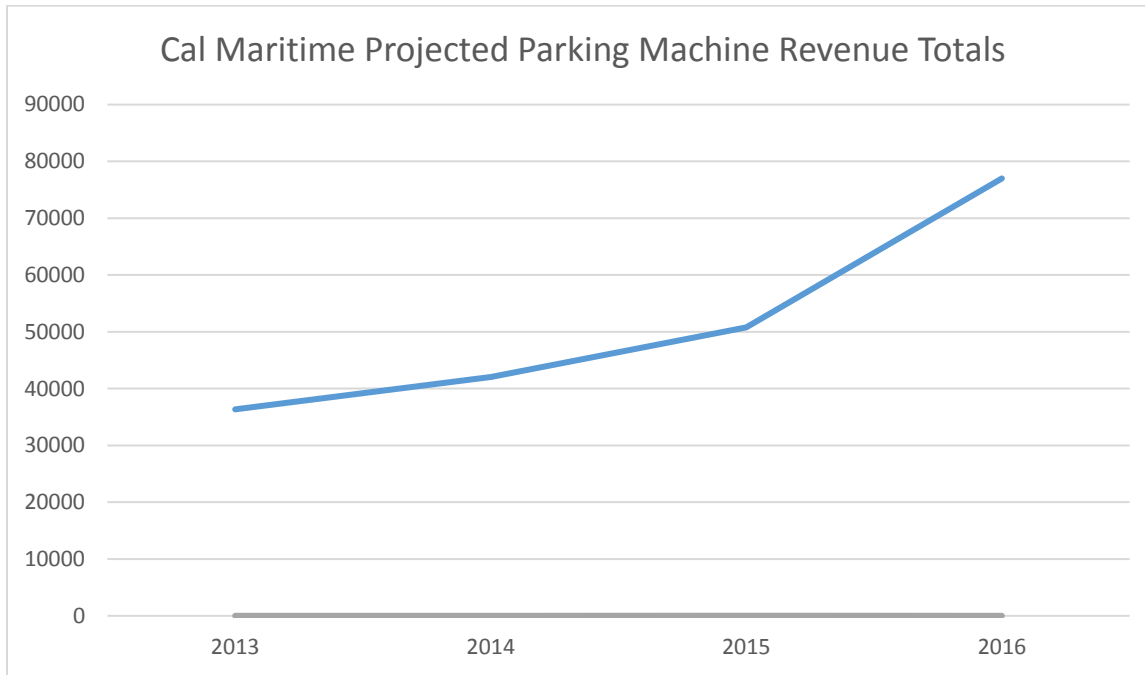
The CMPD Parking Enforcement program will attempt to create customer/user satisfaction by emphasizing patron friendly systems. This will involve expanding on our current technology and improving training for Officers in the field.

#### 4 Year Parking Data

##### Cal Maritime Parking Machine\* Revenue Totals

2013	2014	2015	2016
\$36,348	\$42,067	\$50,756	+ \$77,000 projected
	[+ \$5,719]	[+ \$8,689]	[+ \$26,244] projected

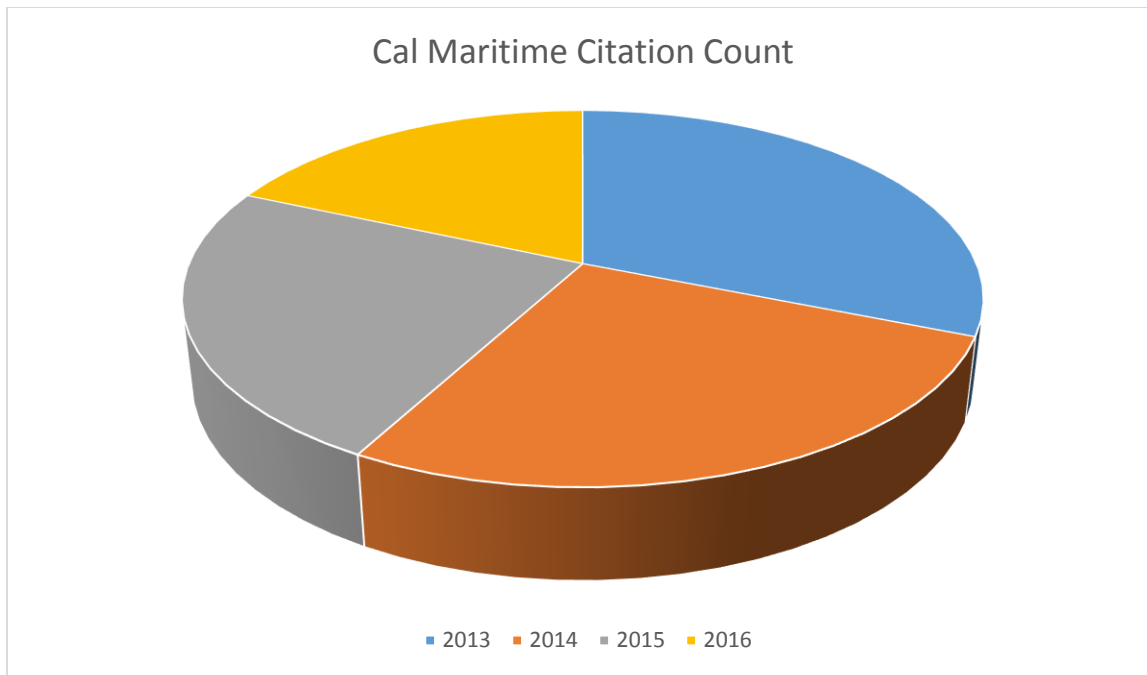
Note: \*These figures were obtained by auditing VenTek Parking Machine purchases and do not include payroll deducted parking or other event fee based parking.



##### Cal Maritime Parking Enforcement Annual Citation Count

2013	2014	2015	2016
1,577	1,360	1,200	*933

Note: *\*This figure does not include the months of October, November, or December of 2016.*



#### Cal Maritime Annual Paid Ticket Totals

2013	2014	2015	2016
\$44,174	\$43,600	\$42,119	*\$43,200 projected
	[- \$574]	[- \$1,481]	[+ \$1,081]

Note: *\*This projection does not include the months of October, November, or December of 2016 and have been computed with a 10% margin of error (based on monthly projected totals for the missing months).*

#### Analysis

The data collected appears to confirm that modifying the parking enforcement mission has produced business dividends, while promoting efficient and effective operations. In fact, the projected revenue totals and survey responses positively validate our customer-centric approach and appears to have improved our service model. Officers have stated that our parking customers are becoming more attentive to the practice of parking legally.

Parking Customers, at Cal Maritime, have inquired about the number of available spaces versus the number of users. This debate has generally focused on available parking in the lower-campus area

(closer to classrooms and laboratory facilities). The campus Master Plan appears to feature parking facilities that will increase the number of available spaces exponentially, in the coming years. Additionally, the parking experience could be improved by updating the current technology that is used for purchasing Parking Permits.

Future considerations should include increased parking locations that provide power for Electric Vehicles (EV). Additionally, parking and storage for alternative transportation methods may be needed (personal transportation vehicles, mass transit vehicles, etc.). Bicycle storage and Motorcycle parking appear to be increasing, over the last year (based on registration counts and field audits).

### **PARKING COMMITTEE RECOMMENDATIONS**

The Parking Committee convened on January 24, 2017 (all representatives present per Charter). The following recommendations were validated via quorum:

1. RECOMMENDATION: No increases in current Parking Fees for Faculty, Students, and Staff. The current fees should remain in place through the next calendar year (2017). This can be rescinded, as needed by the President of CSU Cal Maritime.

Approved \_\_\_\_\_ Unapproved \_\_\_\_\_ President Thomas A. Cropper \_\_\_\_\_

2. RECOMMENDATION: Lots E & F should be restricted to 'Student Parking Only', while school is in session. This will contribute to a net gain in parking spaces near lower campus for Students. Note: This will not apply to the aforementioned Parking Lots, when they are needed for Special Events or as the directed by of the Chief of Police.

Approved \_\_\_\_\_ Unapproved \_\_\_\_\_ President Thomas A. Cropper \_\_\_\_\_

3. RECOMMENDATION: Incentivized Special Endorsement Parking for student leadership would be reduced from the current number (17) to (5). Endorsements would be distributed as follows: ASCMA Leadership would be issued (4) endorsements to be used as needed by their executive working group. The sitting Corp Commander would be issued (1) endorsement. The ASCMA would be allowed to utilize Lot D. The Corp Commander would be allowed to utilize Lot A or Lot D.

Approved \_\_\_\_\_ Unapproved \_\_\_\_\_ President Thomas A. Cropper \_\_\_\_\_

4. RECOMMENDATION: Freshmen (1<sup>st</sup> Year Students) would be allowed to purchase Limited-Term Parking Permits, within the current fee structure, and park in Lot E & F while school is not in

session (dates to be determined). This would allow Freshman Students to move their vehicles into parking spaces on campus during breaks.

Approved \_\_\_\_\_ Unapproved \_\_\_\_\_ President Thomas A. Cropper \_\_\_\_\_

## **PARKING ADMINISTRATIVE ACTION ITEMS**

### **PARKING IMPROVEMENTS COMPLETED:**

- Lot B – Changed signs to read *“PAY STATION OF EVENT PERMIT REQUIRED M-F, 7 AM-5PM, ANY VALID CMA PERMIT ALL OTHER TIMES”*.
- Lot C – Changed signs to read *“EMPLOYEE OR CADET ON SECURE WATCH PARKING ONLY, CMA PERMIT REQUIRED”*.
- Lots L & M (Athletics) – Changed signs to read *“ANY VALID CMA PERMIT REQUIRED, PAY STATIONS IN LOTS B, D, J, L, M, O, NO PARKING 2:00AM – 6:00 AM”*.
- Lot L – One way.
- Police Building, Faculty Drive, Residence Hall Road, Maritime Academy Drive, Upper Service Road – Posted signs stating *“PARKING PERMITS REQUIRED AT ALL TIMES”*.
- Handicap Spaces – Additional signs added to read *“CMA PERMIT REQUIRED”*.
- Faculty Drive – Painted Red, sign posted in front of house across from old SPEL lot *“RESIDENTIAL PARKING ONLY BEYOND THIS POINT”*.
- Tech Building – Sign added *“NO PARKING ANY TIME”*; Waterfront- faded sign replaced *“NO PARKING ON ROADWAY”*; Student Service Building – Sign added *“NO parking fire lane”*.
- Pay Stations – (1) Signs added to Pay Stations that read *“PAY STATION, PURCHASE PARKING PERMIT HERE”*. (2) 2G modems in 2 of the Pay Stations had to be replaced due to AT&T discontinuing their 2G cellular services. (3) Updated machines because MasterCard released new bank identification numbers (first four to six numbers on their credit cards).

### **PARKING IMPROVEMENTS IN-PROGRESS:**

- Lot A – 2 stalls will be designated for Admission parking only – Signs will state *“ADMISSION PARKING ONLY, PARKING PERMIT REQUIRED”*.
- Lot D - Create stall for loading and deliveries. One of the handicap stalls located outside of the Student Center will change to a loading zone, sign will read *“LOADING AND DELIVERIES ONLY, 30 MINUTE PARKING”*. (Lot D has 95 parking spaces. ADA requires 4 handicap spaces for 76-100 stalls. We presently have 5 handicap spaces in Lot D).
- Lot A, K, M - Increase the number of stalls for motorcycle parking, approximately 22 – Lot A - Approved hash mark area. Lot D - Approved hash mark area in front of fire pit; convert parking stall presently for a car next to old air conditioner to motorcycle parking; and stripe parking stall

presently for a car in front of the brick wall in back of the Bistro. Lot K – Stripe for motorcycle parking next to first parking stall nearest Upper Service Road. Lot M (behind Athletics) – Stripe for motorcycle parking in 2 spaces. All other hash marked areas in remaining parking lots will be painted “No Parking”. Sign to be added in Lot L at entrance “Motorcycle parking in rear of building”.

- Lot I (SPEL) – Presently, only employees and SPEL students allowed 7AM -5PM, valid CMA permit required all other times. Sign will change to: “VALID EMPLOYEE OR EVENT PERMIT REQUIRED”
- (6 stalls along fence line); “ANY VALID CMA PERMIT REQUIRED, NO PARKING 2:00 AM – 6:00PM (18 stalls not along fence line).

This document was constructed and approved on behalf of the Cal Maritime Parking Committee by Chief Donny Gordon. The Cal Maritime Parking Committee represents a cross-section of staff, faculty, and student representatives. The listed suggested improvements are either administrative only, or require consensus for recommendations to President Cropper. All recommendations and administrative actions require the approval of President Cropper, or his designee.