

# **Monterey Peninsula College**

**2006-2007**

**Parking and Transportation Report**

**March 16, 2007**

Administrative Services

# *Monterey Peninsula College –Parking and Transportation Study*

## **Introduction**

In fall of 2006, an ad hoc committee consisting of representatives from various departments within the campus met to assess and discuss the campus's parking congestion. The group was asked to review other districts' transportation and parking plans and related studies and together with information gathered from MPC, work to propose long and short term solutions for consideration. This committee consisted of members from Campus Security (Steve Brownlie, the Public Information Office (Rich Montori, Jeanette Haxton), Administration of Justice/Public Safety Training (A.J. Farrar), Creative Arts (Gary Quinonez and Dan Beck), Institutional Research (Rosaleen Ryan), Associated Students of MPC (Rene Infelice) and Administrative Services (Joe Bissell, Suzanne Ammons) and held a total of five meetings between September and December.

## **Items of Discussion:**

The committee learned that the campus's parking difficulties are multi faceted and attributable to several sources tied closely to the overall transportation congestion shared with its many peninsula school and business neighbors. This study consists of the following components and their related findings:

- **Available campus parking,**
- **Parking garage construction and/or reconfiguring parking lots and spaces**
- **Survey to Employees (Faculty and Staff)**
- **Survey to Students**
- **Explore relations with city for construction of Parking Garage**
- **Incentives available to students and staff**
- **Grants (Cal Trans and TAMC-Transportation Agency of Monterey County)**
- **Park & Ride lots in strategic area locations**
- **Class Scheduling**
- **Bus Passes as alternate transportation**

## **Available Campus Parking**

The campus has **1,632** designated parking spaces. The seating capacity for all classrooms is **6,425** (lecture totals **1,650**, lab totals **1,560** and assembly totals **1,043**). A typical

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campus ratio of 4:1 (students to parking spaces) means that MPC would require **1,600** spaces in order to be adequate. Since approximately only 12% of the MPC students are full-time while serving nearly 8,000 students, this would indicate the need for approximately 2,000 parking spaces. Compounding the limited parking is the current distribution of the parking spaces. The majority of the campus's parking is in the easterly portion (C Lot), further walking distance to the inner campus where most of the classroom instruction takes place. Conversely, the easterly portion of the campus (Costanoan- Staff Lot) fills up quickly especially during peak parking demands, while available parking can still be found in the C Lot. The Master Plan developed for the campus offers a redesign of the campus's walkways that allows clearer visibility and connections to main buildings along with greater distinction given to the campus's entrance and available parking. The Plan places basically all student parking on the east side of campus; and faculty/staff, Child Development Center and handicap parking on the west side.

### **Parking Garage, reconfiguring parking lots and spaces:**

Because of the topography of the campus, the only way to add an additional 400 spaces would be by building a multi-level parking structure. Parking garages must be constructed for seismic and fire safety considerations costing 19,500 to \$25,000 or more per parking stall. Reconfiguring parking for compact size cars would only produce one additional space per row in the A Lot and is believed to invite other complications. Parking lot reconfiguration to one way traffic and compact sizes could be evaluated for other lots.

Recently, an additional 35 spaces were constructed in the northeasterly portion of Lot A. A reconfiguration of lot A is being evaluated that could add 60 spaces. Space between the Life Science and Physical Science buildings is also being evaluated for 25 possible additional spaces. The use of space behind the Adapted P.E. building could be made available for special use parking, free parking and/or shuttled parking. All of these additions could make available another 170 to 200 spaces.

### **Survey to Employees (Faculty and Staff):**

During fall 2006, a survey was developed to gather input from employees relative to their mode of transportation, parking preferences and possible incentives for using alternate forms of transportation. The survey also included questions pertaining to their work schedule and residential locations. The survey was distributed primarily via e-mail and a total of 173

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were returned. The responses collected indicate that 62% were from full time employees and 38 % were from part time employees in which 92% indicated their schedules did not vary throughout the semester. Within the total responses, 28% reported that parking problems impacted them on a daily basis, with 22% affected rarely. The responses indicated that 93% of these employees drive alone in a car on most days, 3% biked or walked, 2% carpooled, another 2% used other transportation and none rode the bus. Within the responses 31% commuted from within Monterey, 15% from Pacific Grove, 12% from Marina, 11% from Salinas, 8% from Seaside, 6% from Carmel, 4% from Carmel Valley with the balance (13%) from other locations. Nearly 60% of the respondents indicated they would be willing to park off campus and participate in a shuttle for the first two weeks of the semester. (*See Exhibit A for information and comparisons with students.*)

### **Survey to Students:**

During fall 2006 a parking survey was developed to gather information to address campus parking needs and concerns from students. Because parking availability is directly related to the scheduling of classes, the survey also included a number of questions related to current students' scheduling needs and concerns similar to those asked within the employee survey. We asked 20 instructors to administer over 600 surveys to students in selected on-campus courses. The courses that were selected represent a variety of disciplines, are offered at a variety of days and times, and represent a cross section of the MPC on-campus student body. Over 79% of the respondents indicated that they drove alone in a car on most days, 12% carpooled, 4% rode the bus, and 1% either walked or bicycled. Approximately 54% said they would park off campus and participate in a free shuttle during the first two weeks of the semester. (*See Exhibit A for information and comparisons with students.*)

### **Explore relations with City of Monterey for construction of a Parking Garage**

For similar reasons to those of the college's, a parking garage was also perceived as cost prohibitive by the City even if the expenses and use of the garage were shared.

### **Incentives available to Students and Staff**

In comparing MPC's parking circumstances with that of other businesses, it became apparent that unlike most businesses, MPC's parking problems are primarily during the onset

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of the semester. Most university parking incentives have the advantage of being able to provide dormitories or are located in towns that encompass many other options for transportation such as walking or bicycling. Some incentives such as carpooling provide solutions yet introduce other problems such as carpool parking spaces which would require policing and may become underused during those periods when parking is not a problem.

Unlike some businesses, a park and ride or seasonal shuttle program cannot be mandated and therefore participation is strictly voluntary. Some of the incentives that could be considered to offer to faculty/staff and students include the following:

### **Faculty**

1. Emergency driver service (for those who commute other than alone in their car).
2. Lunchtime shuttle service to active downtown areas.
3. Campus bicycle plan, bike paths allowed in certain areas of campus, bike lockers or bike racks, electrical bicycle recharging stations.
4. Rewards such as drawings, prizes, or discounts for using alternate transportation.
5. Educate staff on existing bus availability (invite MST to make a presentation).

### **Students:**

1. Free MST pass for 1<sup>st</sup> two weeks of the semester.
2. Designated free parking behind Lot C (near the Adapted PE building).
3. For carpool participants, offer preferred parking or free or reduced parking fees (during peak demand periods).
4. Ride share matching services.
5. Rewards (as listed above).
6. Campus Bicycle Plan (as listed above).
7. Increase parking fees to create an incentive to carpool.

### **Grants – Cal Trans and TAMC (Transportation Agency of Monterey County):**

The Transportation Agency received renewed funding from the Monterey Bay Unified Air Pollution Control District. This allowed TAMC to further extend its Bicycle Protection Program available to business, public agencies and non-profit organizations throughout Monterey County. The program is intended to encourage bicycle use, reduce air pollution and traffic congestion by providing free bicycle racks and lockers. MPC has applied for the grant

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and is currently awaiting the potential award of 25 Inverted U – Bicycle racks which can accommodate 50 bicycles. MPC will be responsible for the installation and monitoring the use of the racks. Some tentative locations on campus have been identified for their placement. We anticipate learning of the award by the end of February. Representatives from Monterey Salinas Transit have toured MPC's sites on the former Fort Ord and it is anticipated they will support the expansion of transit services to those areas. MST also volunteered to do outreach programs at the beginning of every semester to educate and encourage students and staff to become knowledgeable and use existing park and ride and transit services.

### **Park & Ride lots in strategic area locations:**

Areas identified as possible Park & Ride locations include the MST station in Marina and the Park & Ride area on the corner of Los Laureles Grade and Highway 68. Additional potential areas which have not been investigated include various vacant parking lots such as that adjacent to the courthouse on Aguajito Drive and church parking lots (including the Methodist Church - Sunset Drive, Unitarian Church - Carmel Hill and San Carlos Cathedral in downtown Monterey). The Del Monte Shopping Center was identified, contacted and agreed to make available up to 50 spaces for our use during the 1<sup>st</sup> three weeks of the semester as a park and ride location. This arrangement was in exchange for a discounted rental fee for their use of MPC's lot for their employee shuttle held during the peak holiday shopping season.

### **Class Scheduling:**

For the fall of 2006, an examination of the number of regular course offerings was tracked for Monday through Friday. A count of available parking spaces and their location was also maintained. The results pointed to a direct correlation between the limited available spaces and peak class scheduling periods. For example, the number of regular course offerings, excluding DHR (hours by arrangement) scheduled for the hours of 9 a.m. to 1 p.m. (inclusive) equaled 50% of the total regular class offerings. The number of regular course offerings scheduled before 9 a.m. equal 13% of the total regular class offerings, while the number of regular course offerings scheduled from 2 p.m. to 5 p.m. (inclusive) equaled only 6% of the total regular class offerings. Because lack of parking adversely affects enrollments, in the short term, special efforts need to be made to improve scheduling of classes so that available parking is adequate to meet the demand.

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### **Bus passes as alternate transportation:**

Monterey Salinas Transit bus passes are purchased in bulk by ASMPC at a discount, and distributed to students. While this process is likely to be of interest to students, and could be broadened to include employees, given the employee survey results indicated only 7% of the respondents were interested in discounted bus passes, this may not be worthwhile pursuing.

### **Parking and Transportation Committee's actions taken:**

#### **Park & Ride Shuttle from Del Monte Shopping Center:**

An employee park and ride shuttle from the Del Monte Shopping Center's garage implemented for the beginning of the spring semester (January 29, 2007). This was in response to the employee survey submitted in November and December which asked several questions including whether employees would be willing to participate in a park and ride shuttle to the campus. Approximately 60% (104) of the 173 respondents in the survey indicated willingness to park nearby and participate in a shuttle to the campus for the 1<sup>st</sup> two weeks of school. Invitations were sent electronically to employees in December and January suggesting that any interested parties submit their preferences for shuttle times. In total 8 persons responded to the invitation with 6 of those individuals participating in the 1<sup>st</sup> three days of the shuttle. The shuttle was discontinued after the 1<sup>st</sup> three days due to low participation, however, it was learned that an additional 3-4 people either walked to campus or found alternate transportation during this week.

#### **TAMC- Bicycle Protection Plan – Grant:**

The grant application was submitted in December and a follow up meeting was held with the TAMC representative in January. We have very recently learned that we have been awarded the grant and may expect delivery of the of 25 Inverted U- Bicycle Racks. We have learned thaare anticipating this information by the end of February.

### **Parking and Transportation committee's future options to explore:**

- **Continue maximizing available parking space on campus.**
- **Continue promoting rideshares/carpools/bike week and alternate transportation.**

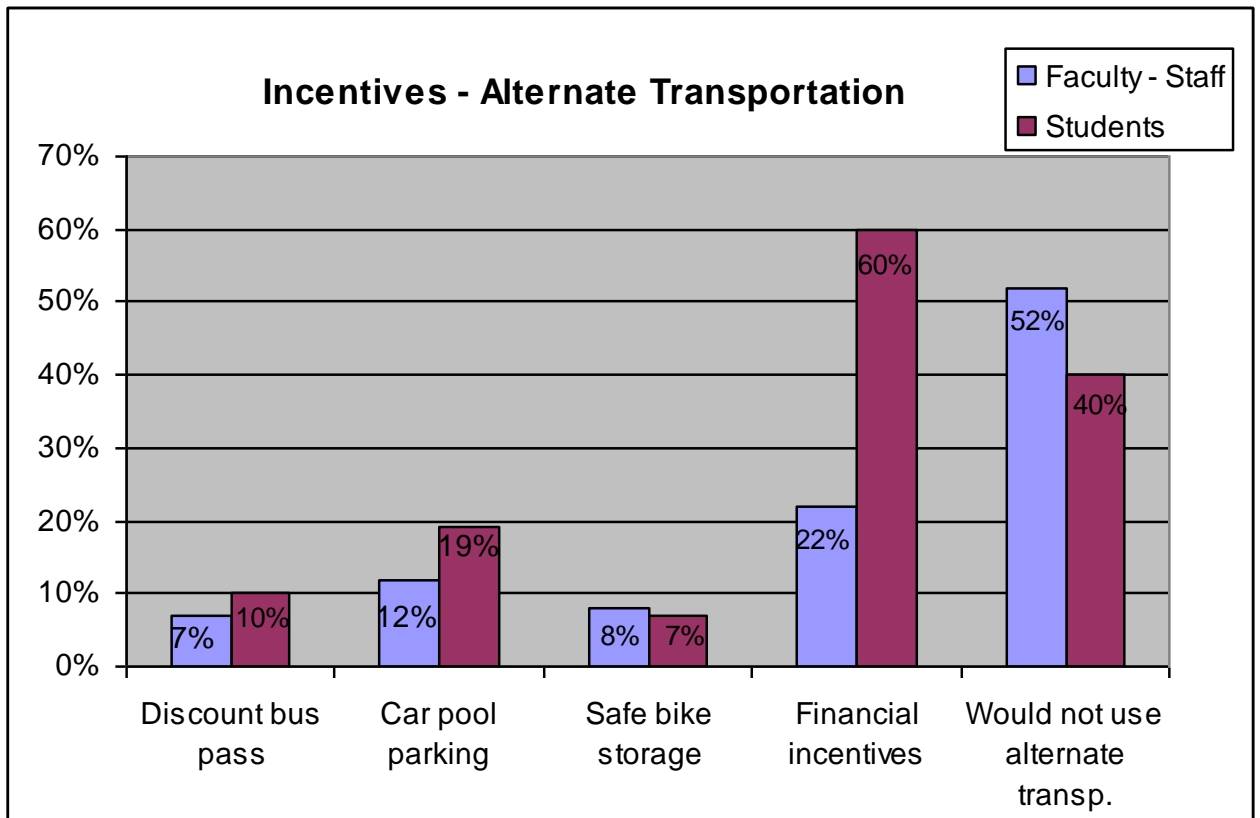
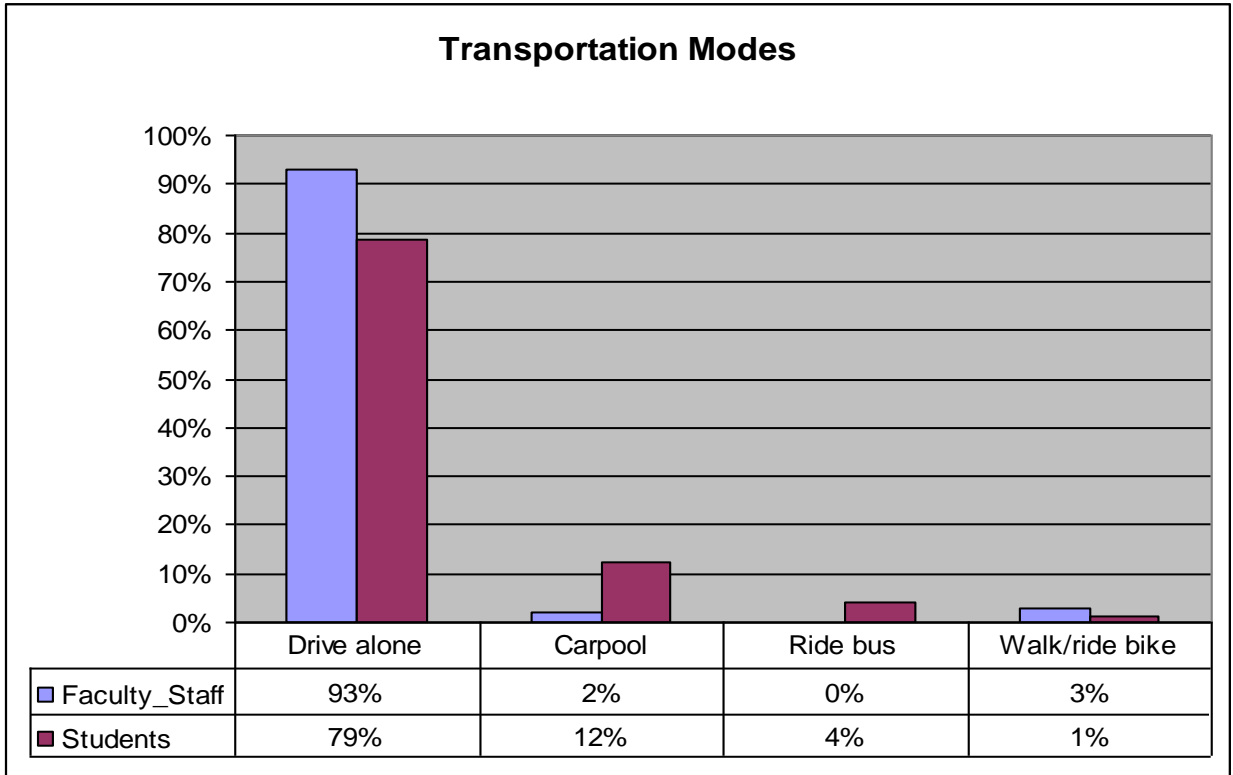
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- **Develop Ride-Match to help carpooling efforts.**
- **Offer regular incentive programs for those using alternate forms of transportation or carpooling.**
- **Further investigate, evaluate current class scheduling patterns to determine if enrollments could be enhanced by varying schedules for class offerings according to current survey responses.**
- **Continue with the campus’s Master Plan- Re-design efforts that offer clearer connections and visibility to campus parking and main buildings.**



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## Attachment A (Staff-Faculty and Student Comparisons)



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