



UIS Parking Options

“We understand the need for additional income and recognize that many years have passed since parking fees have been adjusted, however, when questions are asked as to why this particular parking fee model was deemed ideal and what other options were explored, answers seem to be vague or without any supporting data.”

Parking Fee Models Explored

1. One fee for all
2. Fee based on % of salary
3. Tiered fee based lot location (e.g. the closer you park the higher the fee)
 - **Option 3A** – increase fees for all parking lots
 - **Option 3B** – only increase fee for lots closer to center of campus, but not raise fees for “economy” lots

Assumptions

- 0% growth in employees purchasing hangtags
- 0% growth in students purchasing hangtags
- 3% annual escalation in construction costs & lot sustainment expenses
- Students attending classes on campus would only purchase either an Economy hang tag or Residential Lot hang tag (not both)
- The University will attempt to fund the construction of new parking lots through individual capital construction project and not with Parking Operations funding.
- The northern half to two-thirds of lot C-north will become gravel and be considered overflow parking for the next 10 years
- Reconfigure & reduce Lot B-east pavements area by 40%
- Lot J (Union) Metered Parking - 30% of the available spaces (30) are filled 4 hours/day, 5 days/week, @ \$1/hr.)
- Parking fees for students to park in a residential lot or an economy lot would not increase (\$88/yr) until 2023 then 5% every 2 years
- 10% of employees purchase PERKS (72 employees)
- 5% increase in economy and standard parking fees every two years
 - 2032 - based on the economy and escalation of construction costs and the university's decision to resurface Parking Lot I @ TRAC and/or two thirds of Lot C North back to pavement, parking fees would need to be reevaluated.
- Revenue needed from employee hangtag sales to sustain, repair and maintain Parking Operation = \$170,000

1. One Fee For All

An employee hangtag fee would increase to \$200 per year

2. Fee Based on a % of an Employee's Salary

Assumptions:

- 0% growth in employees purchasing hangtags
- 0% growth in students purchasing hangtags
- 3% annual escalation in construction costs & lot sustainment
- Students attending classes on campus would only purchase Economy Lot hang tag or Residential Lot hang tag (not both)
- The University will attempt to fund the construction of new lots through individual capital construction project and not with Parking Operations funding.
- The northern half to two-thirds of Lot I will be gravel and be considered overflow parking for the next 10 years
- Reconfigure & reduce Lot B-C by 40%
- Lot J (Union) Metered spaces (30) are filled 4 hours/day, 5 days/week, @ \$1/hr.)
- Parking fees for students in residential lot or an economy lot would not increase (\$88/yr) until 2023 then 5%/yr every 2 years
- ~~10% employees purchased PERKS (72 employees)~~
- 5% increase in economy and standard parking fees every two years
 - 2032 - based on the economy and escalation of construction costs and the university's decision to resurface Parking Lot I @ TRAC and/or two thirds of Lot C North back to pavement, parking fee would need to be reevaluated.
- Revenue needed from employee hangtag sales to sustain, repair and maintain Parking Operation = \$170,000

2. Fee Based on a % of an Employee's Salary

FACULTY & STAFF	SIU-C (flat fee based on salary range)	UIUC (.8%) \$745 cap*
Premium Annual (Salary \$75K)	\$270 (.36%)	\$600
Medium Annual (Salary \$50K)	\$225 (.45%)	\$400
Low Annual (Salary \$30K)	\$145 (.48%)	\$204*

**except satellite lot where there is a flat rate of \$160/yr (campus bus, walk, ride bike, etc.)*

2. Fee Based on a % of an Employee's Salary

Historical # Employees Purchase Hangtags	Average Salary at UIS (2019)	Total	Revenue needed from employee hangtag sales to Sustain, Repair and Maintain Parking Ops	Parking Fee
720	\$ 76,062.00	\$ 54,764,640.00	\$ 170,000	0.31%

NOTE 1: UIS has approximately 840 full-time employees.

NOTE 2: Parking revenue generation is based off salary increases which may or may not match escalation of construction, utilities, repairs, etc.

Salary	Hangtag fee with .3% assessment
> \$150,000	\$ 450
> \$140,000	\$ 420
> \$130,000	\$ 390
> \$120,000	\$ 360
> \$110,000	\$ 330
> \$100,000	\$ 300
> \$ 90,000	\$ 270
> \$ 80,000	\$ 240
> \$70,000	\$ 210
> \$60,000	\$ 180
> \$50,000	\$ 150
> \$40,000	\$ 120
> \$30,000	\$ 90
> \$25,000	\$ 75

40 employees > \$100K

99 employees < \$35K
pay \$105 or less for parking

Assumptions

- Parking fee stays as low as .3% for the next 20+ years
- 720 employees across the assumed salary ranges actually buy and continue to buy parking hangtags
- Individuals do not get a choice

Fair?

- same service & product
- How much it too much to pay?
- Do we set a maximum? \$400 ?
- Do we set a minimum?\$105 ?

-
- Absolute maximum revenue generation
 - If all 99 employees paid \$105 = max \$10,395
 - If all 40 employees paid \$400 = max \$16,000
 - \$143,600 comes from the middle

3. Tiered Fee Based on Lot Location (e.g. “Standard” & “Economy”)

Assumptions:

- 0% growth in employees purchasing hangtags
- 0% growth in students purchasing hangtags
- 3% annual escalation in construction costs & lot sustainment expenses
- Students attending classes on campus would only purchase either an Economy or Residential Lot hang tag (not both)
- The University will attempt to fund the construction of new parking lots as a regular annual capital construction project and not with Parking Operations funding.
- The northern half to two-thirds of lot C-north will become gravel and be provided overflow parking for the next 10 years
- Reconfigure & reduce Lot B-east pavements area by 40%
- Lot J (Union) Metered Parking - 30% of the available spaces are filled 4 hours/day, 5 days/week, @ \$1/hr.)
- Parking fees for students to park in a residential or economy lot would not increase (\$88/yr) until 2023 then 5%/yr every 2 years
- 10% employees purchased PERKS (Employee Hangtag)
- 5% increase in economy and residential lot parking fees every two years
 - 2032 - based on 5% annual escalation of construction costs and the university's decision to resurface Parking Lot I @ TRAC and/or two-thirds of lot C North back to pavement, parking fee would need to be reevaluated.
- Revenue needed from employee hangtag sales to Sustain, Repair and Maintain = \$170,000

Tiered Fee for Parking

Option 3A – Increase Fees for all Parking Lots

- **Economy = \$155**
(Assumption: 10% of employees & 90% students)
- **Standard = \$205**
(Assumption: 80% of employees and 10% students)

Option 3B – NO Increase in Fee for Economy / ONLY Increase Standard Fee

- **Economy = \$105**
(Assumption: 10% of employees & 90% of students)
- **Standard = \$225** (\$10 more a month than economy)
(Assumption: 80% of employees and 10% of students)

Note: 10% of employees and 0% students purchase PERKS

FACULTY & STAFF	SIU-E	EIU	UIC	UIS (3B)
Annual Economy	\$132 - \$148	\$100	-	\$105
Annual Standard	\$190	\$250	\$953	\$225
Annual Premium / Reserved			\$1542	\$360
		Students = \$200	Night + 50% day/50%night	

“The most communicated concern is the lack of equity the new Parking Operations Fee Structure provides.”

“.... are not asking to address the salary gap, but to consider the issue of equity in access to the same level of benefit.”

Parking Operations would welcome other viable solutions CSAC would like to bring to the table for consideration in future years

Parking Operations was very concerned about equity and being fair ... can't make everyone happy, but focus on:

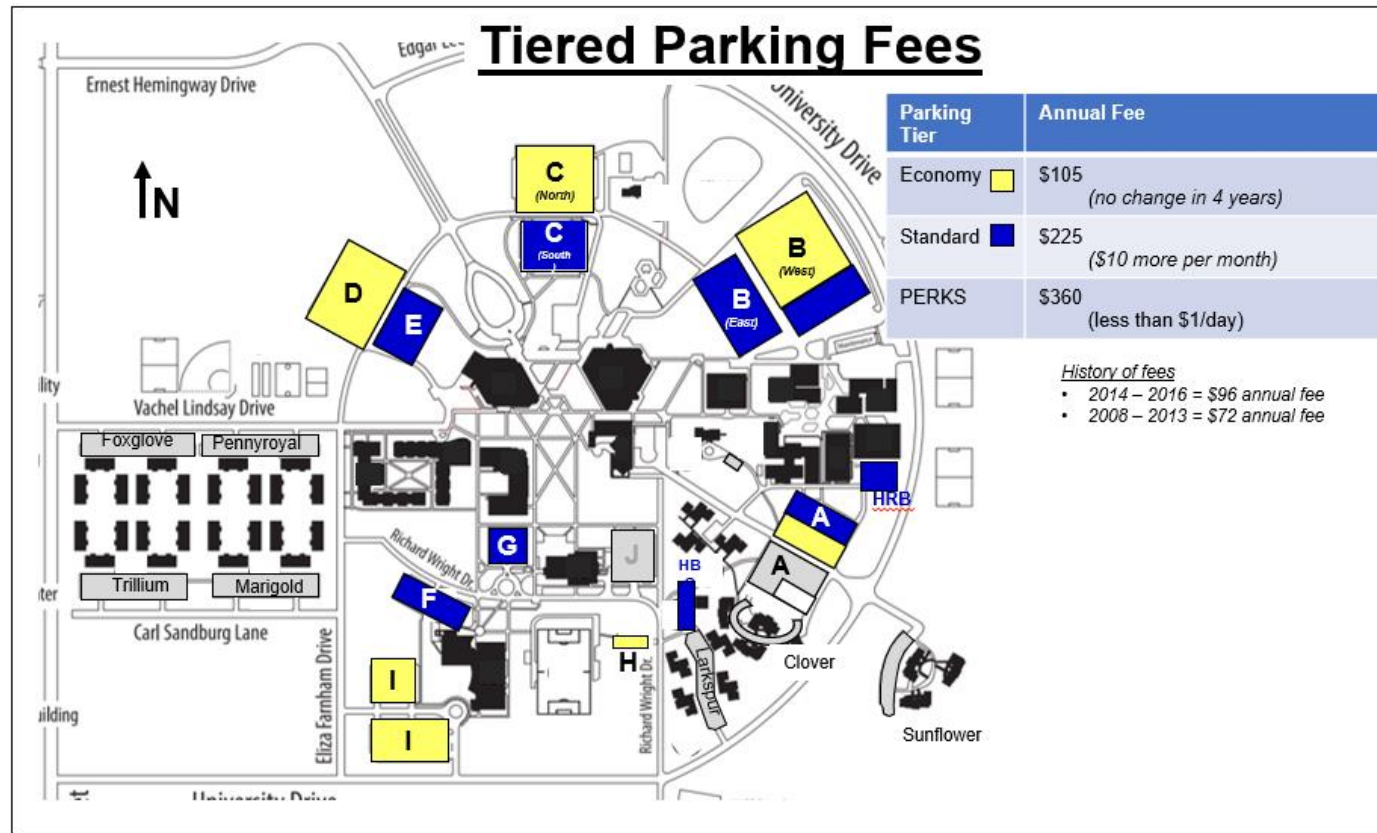
1. Minimizing the increase in parking fees
2. Giving everyone a choice (a personal choice) on what type of hangtag they wanted to purchase.
3. Making Parking Operations a successful self supporting operation
4. Improving the failing infrastructure.
5. Enhance safety
6. Make navigation & way-finding more intuitive
7. Improve the first impression & image of the University to prospective and current students, visitors, and employees - RECRUITING
8. Employ best practices in Higher Education

Parking Operations provides a service and product. It basically “leases” the opportunity to temporarily use real estate on campus to park personal vehicles.

Everyone has been given access and opportunity to purchase the service and product = not denying or prohibiting anyone from purchasing any of the different types of parking hangtags

It is each individual's personal decision on what type of lot they chose to pay to park in.

“.... concerns about the availability of each level of parking lot and the number of spaces. The new parking map identifies 10 standard parking lots and only 7 economy lots.”



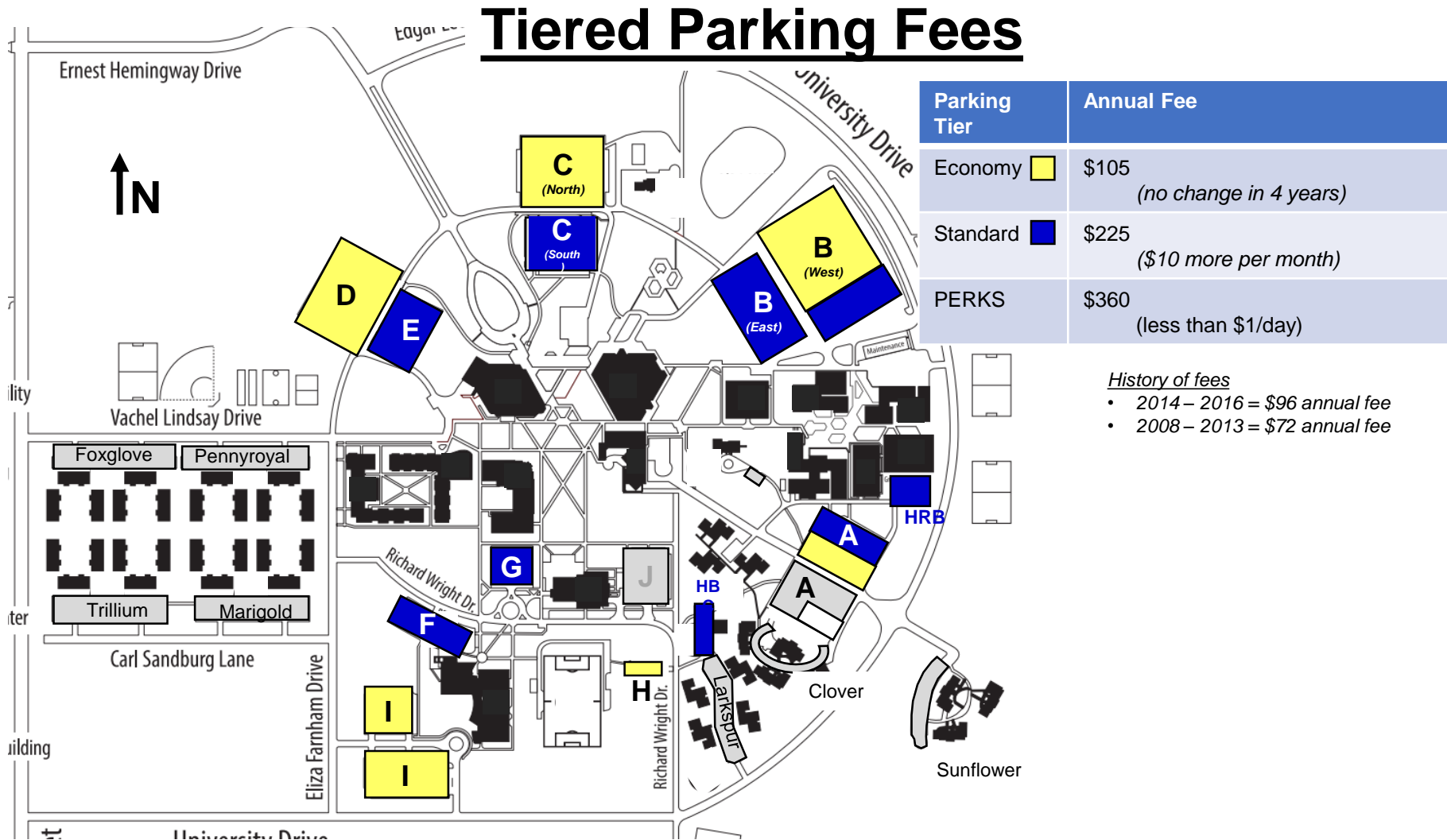
Lot →

	A North	HRB	CCC	HSB	B East	B West	C North	C South	D	E	F	G	H	I	HBC	TOTAL
Total # of Spaces (notADA)	197	19	5	5	747	162	333	119	337	131	90	66	26	294	22	
# of ADA spaces	6	2	1	4	0	25	0	8	0	3	4	6	1	7	1	
# Economy Spaces in lot	127			5	642		333		337				26	294		1764
# Standard Spaces in lot	70	19	5		105	162		119		131	90	66			22	789

Notes: UIS has approximately 720 staff and faculty who purchase hangtags

“... entirety of Lots G & F being Standard with PERKS”

- **Tiered system = assessing higher fees for closer lots**
- **Is it fair to charge \$10 more per month to park in Standard vs. Economy? ... individual choice**



“CSAC has also observed instances of parking spaces in Economy lots being removed seemingly to provide space for the installation of parking pay stations.”

1) Safety was the university’s #1 consideration

- Lining up the lot entrances and exits was an important factor
- The university needed to provide circulation for vehicles in the parking lot.

2) Providing a way for the Performing Arts Center to control traffic entering and leaving the lots was another objective

3) Visitors pay for parking

Bottom Line - more than enough spaces in lots for employees to park and the university did not take up parking spaces when installing pay stations



Illinois Lot D

UIS Parking Lot E

PAC

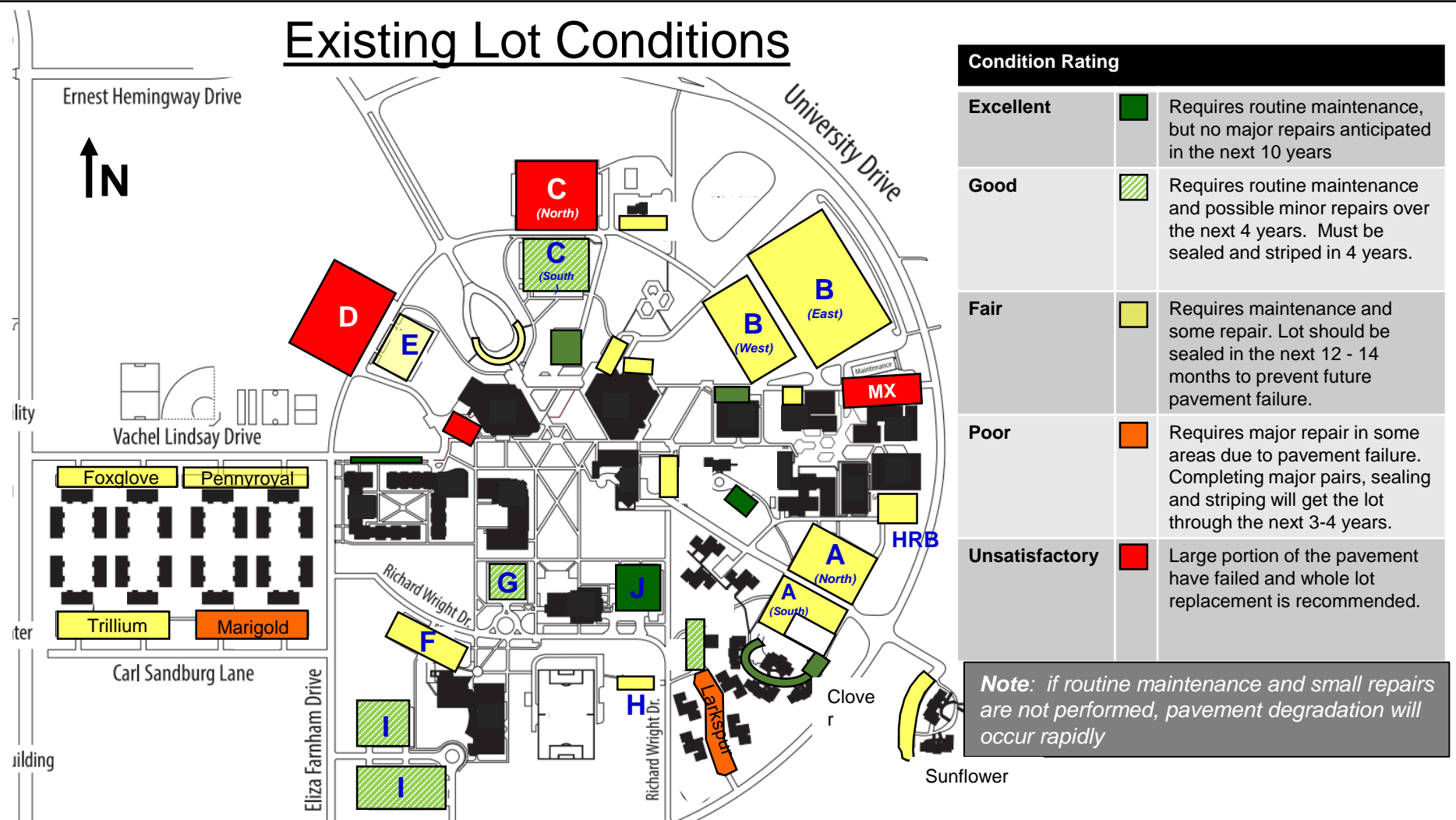
Univer
of Illin
Spring

UIS

“Understanding that paying more for parking could provide access to a parking lot closer to buildings on campus, it should not include providing access to parking lots in better condition.”

- I couldn't agree more! Lot D, C-North & the Maintenance lot are at the top of the list
- Tough decisions had to be made in the past based off lot usage
 - Given past funding, would it have been a wise investment to repair/replace D & C-North vs. investing on what had a higher impact on the populace?

Existing Lot Conditions

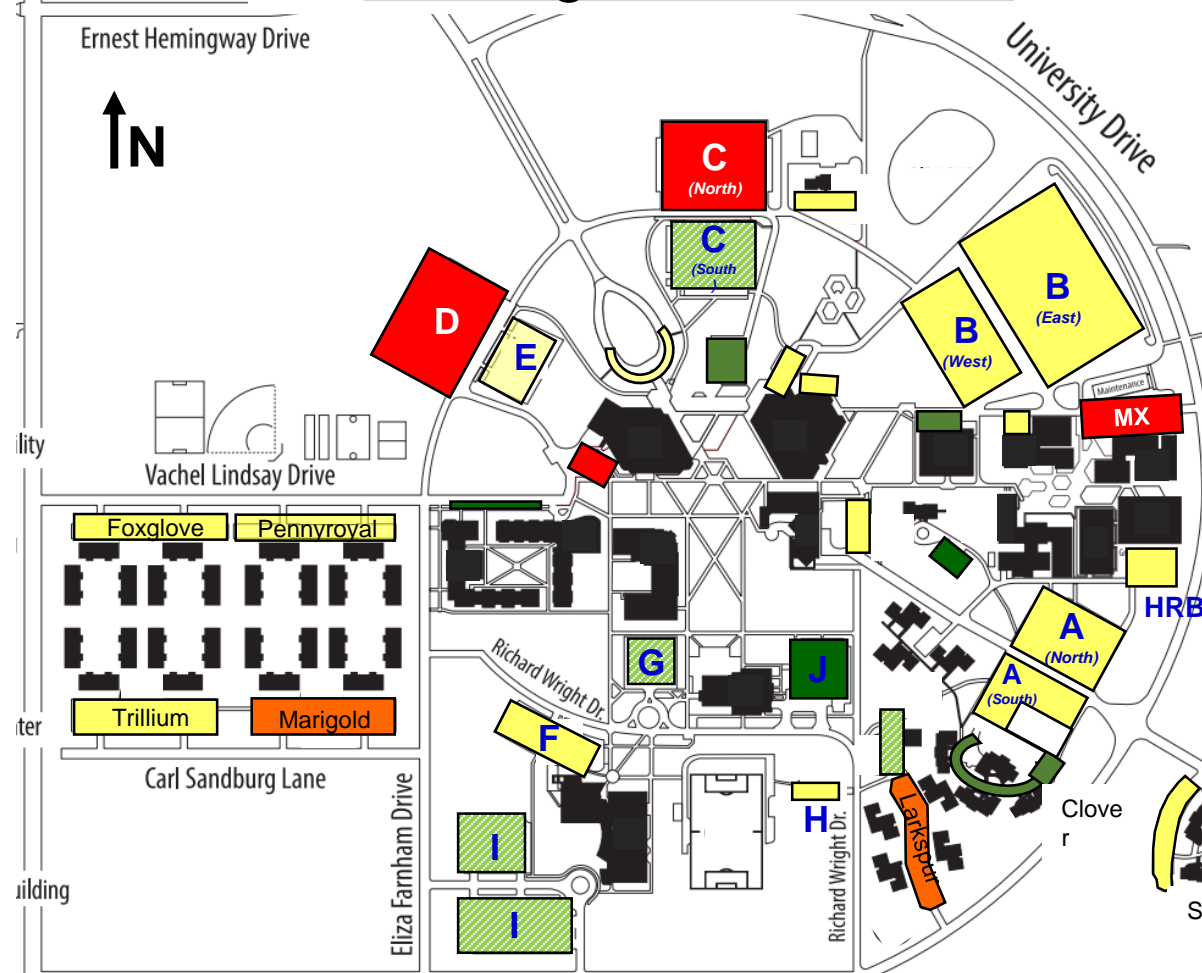


Planned to resurface half of Lot D in 2022 and the other half in 2023






Planned to resurface 1/3rd of Lot C North in 2023

....affect of pandemic?

Existing Lot Conditions



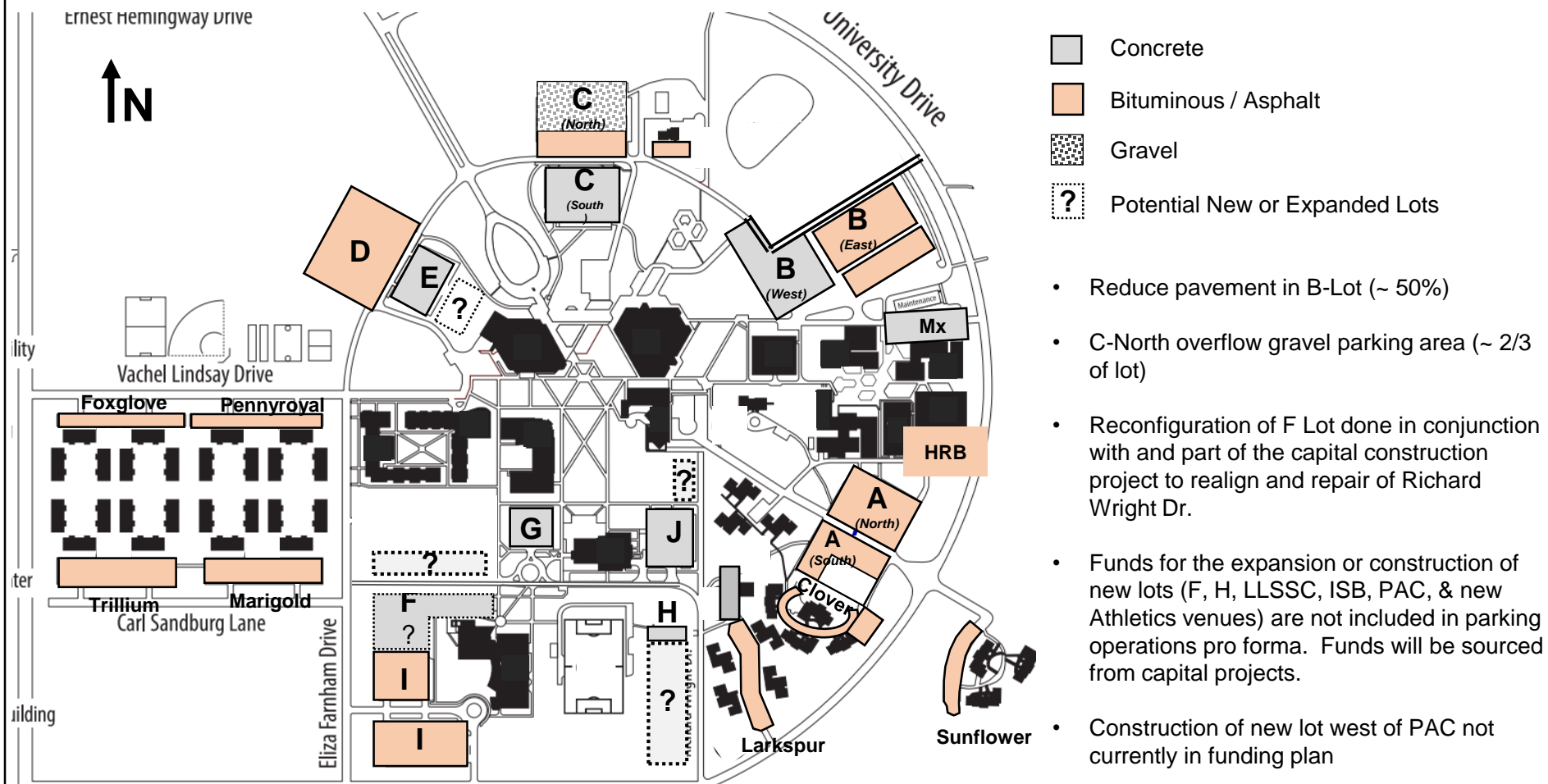
Condition Rating

Excellent		Requires routine maintenance, but no major repairs anticipated in the next 10 years
Good		Requires routine maintenance and possible minor repairs over the next 4 years. Must be sealed and striped in 4 years.
Fair		Requires maintenance and some repair. Lot should be sealed in the next 12 - 14 months to prevent future pavement failure.
Poor		Requires major repair in some areas due to pavement failure. Completing major pairs, sealing and striping will get the lot through the next 3-4 years.
Unsatisfactory		Large portion of the pavement have failed and whole lot replacement is recommended.

Note: if routine maintenance and small repairs are not performed, pavement degradation will occur rapidly

“...Economy Lot C North will be converted into a gravel parking lot. A gravel lot will not only provide opportunity for faster deterioration but also increases the chance for vehicle damage, further disadvantaging employees who do not have any other reasonable option for parking.”

Assumptions: End State Parking Lot Configuration in 2030

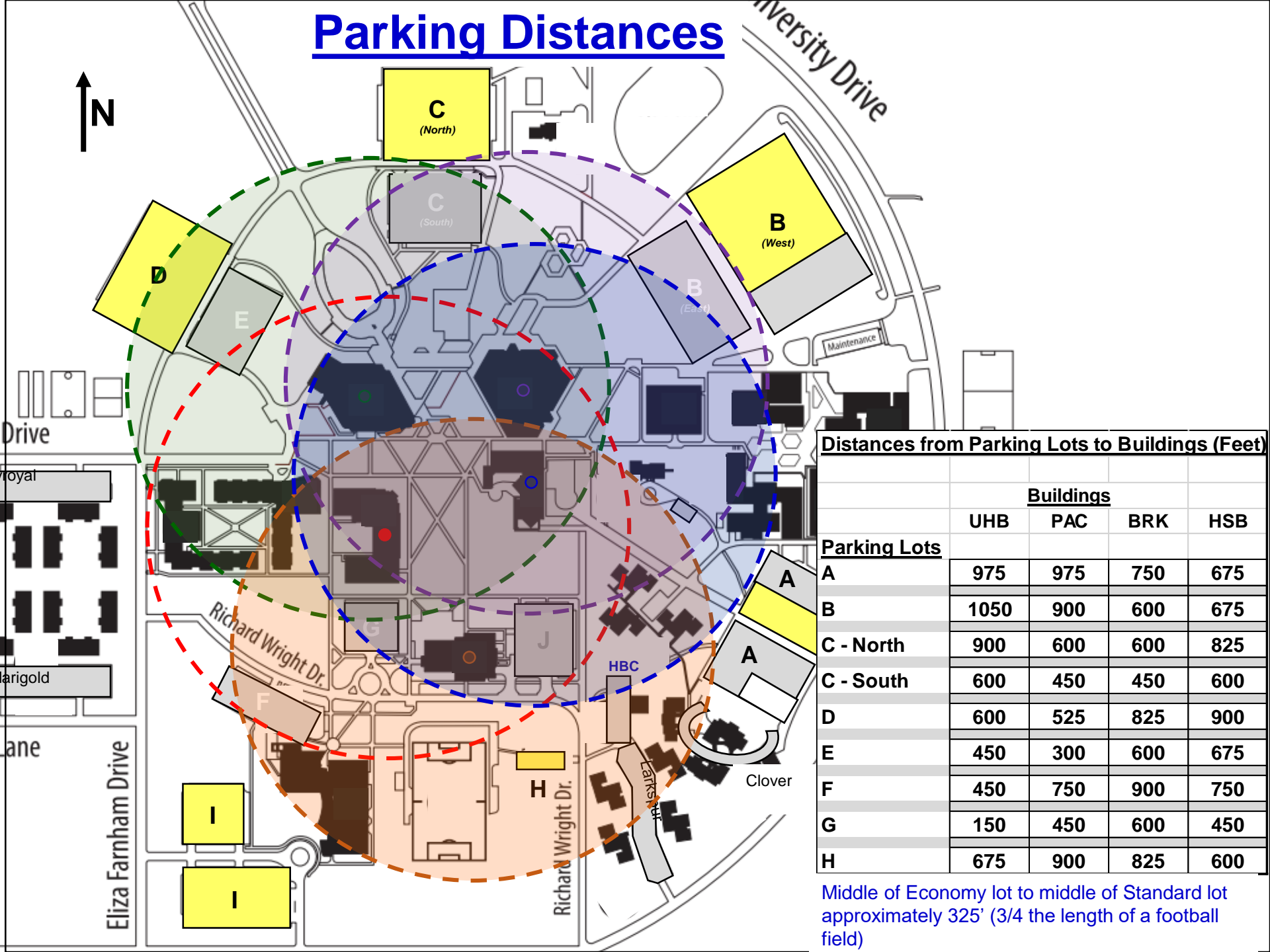


“One specific concern is the entirety of Lots G and F being earmarked as Standard and PERKS lots, creating a significant change for employees working in University Hall Building or the Student Union Building. The nearest Economy lots for these employees are now Lots D and I.”

Based on perspective, that could be one of the cons with tiered parking fee structure

~ see next slide ~

Parking Distances



Middle of Economy lot to middle of Standard lot approximately 325' (3/4 blue the length of a football field)

“Employees working late will be left with the option of feeling unsafe walking further away from the campus core or requesting a Police escort to their vehicle.”

For those who may feel unsafe or those in CSAC, what ideas or recommendations (beyond parking) do they have?

- 1) Evaluate and possibly adjust police patrols of economy lots during the week night evenings
- 2) Set up something similar to “ROTC escort service” – student employee(s) at a station (e.g. in lobby of building (typically studying), but available to walk people to cars, dorms, etc. from 6pm – 10 pm on week nights
 - F&S has access to golf cart to loan out (needs a tune up)
 - App like Uber only for UIS escort
 - System like Disney World – meet at “x” location and a student shuttles you out (< a minute)
- 3) UIS - Alert Emergency Notification System – “Guardian”
 - User with a smart phone to activate a “panic button” that will immediately alert police to a problem and open communications between the user and the Campus Police. The connection provides a GPS location (if active on phone) for the Campus Police to aid in locating the user.
 - Has a precautionary timer that acts as a digital alternative to a campus walking escort. A user will be able to set the estimated time needed to walk to a destination. If that time expires and the user has not canceled the timer, the Campus Police will call to ensure that the user is safe.

“... concerns regarding accommodations for those with physical limitations.”

“...We ask that UIS explore possible accommodations for our colleagues in these situations.”

The American Disability Act (ADA) the standard applied to parking operations.

Outside of ADA, Parking Operations recommends individuals work with their supervisors and Human Resources to try and find a reasonable accommodation.

Other thoughts:

- 1) In the past, the purchase of a UIS hangtag did not guarantee you a parking space in the lot of your choice. That is still true, but another impetus behind tiered parking is:
 - Less people in the standard lots as a certain population of students and employees will choose not to purchase a Standard lot hangtag
 - PERKS guarantees you a space and the program has been very successful

- 2) Creative alternates for parking
 - Car pool – from home or meet at a central location (Walmart parking lot?)
 - Standard hangtag split 2-ways: \$112.50
 - PERKS split 2-ways: \$180 each
 - 3-ways: \$120 each
 - 4-ways: \$90 each
 - Public transportation
 - If you drive your car to campus infrequently - pay the meter
 - Bicycle / walk (.... part of the way?)

In closing, we hope this helps others understand:

- The other options that were explored for restructuring parking operations
- Alleviate the concern of equity in access to the same level of benefit
- Shows the availability of each level of parking lot and the number of spaces
- Parking spaces in economy lots were not removed to provide space for the installation of parking pay stations
- The immediate plan to repair lots in poor condition
- Only ~ 2/3 of economy Lot C North will be converted into a gravel parking lot
- Distances lots are from buildings are fairly equitable
- There are options for the campus to consider for employees working late who may feel unsafe
- Accommodations for those with physical limitations are available through the ADA.