



[REDACTED]

[REDACTED]

SAINT LOUIS
UNIVERSITY

[REDACTED]

[REDACTED] Parking and Card Services

[REDACTED] Public Safety & Emergency Preparedness

March 15, 2014

Re: Two Proposals Regarding Parking Near the Science Buildings on Frost Campus

Dear [REDACTED] and [REDACTED],

[REDACTED] Out of serious concern for the safety of our students, staff, and faculty, I write [REDACTED] to advocate two changes to the parking rules that govern the access road between Hermann Stadium and the science buildings on Koenig Plaza:

(i) Creation of Loading Zones During Business Hours

In the course of our work, it is often necessary for members of our department to transport heavy or delicate pieces of equipment in their vehicles. Under the current system—where the entire length of the access road is marked as a fire lane—our researchers must choose between risking an expensive parking ticket or making the long trek to Olive Street Garage, thereby putting their equipment, experiments, and personal safety in jeopardy. We find this burden unfortunate.

We propose that a select portion of the curb on the access road be marked as a 30-minute loading zone.¹ Those who leave their vehicles in these areas with their hazard lights activated would be immune from penalty from campus parking enforcement. This system would also (i) allow researchers responding to urgent safety concerns a rapid means to access their laboratories, and (ii) alleviate the clerical burden of departments' having to contact Parking and Card Services to arrange for special dispensation to use the access road for loading and unloading.²

We believe this proposed system will make a substantial improve to campus safety at no cost, since only a small portion of an otherwise vast fire lane would be dedicated to this purpose. Delivery trucks, SLU golf carts, DPS squad cars, and athletes using the stadium often park or stand on the curb during the daytime without creating undue congestion, and we expect allowing short-term loading in well-defined areas would be similarly inconsequential. Furthermore, if cars needed to be moved from the lane, the maximum response time for any car owner would be 30 minutes.

(ii) Authorization of After-Hours Parking (6 p.m. – 6 a.m.)

Out of concern for the safety, efficiency, and morale of our students and staff, who often need to work on their research at night, we strongly believe that the University should allow parking after 6 p.m. on the access road that runs between Hermann Stadium and the science buildings on Koenig Plaza.

One unavoidable facet of scientific research is that we do not always have control of the timing of our experiments. In the course of research, it is inevitable that scientists will occasionally have to stay late in lab because a chemical reaction must be monitored or an experiment runs longer than expected. We are concerned that in these situations, our graduate students must walk a long distance, at night and in the dark, to their cars parked in the Olive Street Garage. This section of campus appears quite frequently in the DPS crime log.^{3,4}

Allowing researchers to park on the access road would reduce a long journey across a deserted part of campus to as little as 30 seconds. The road is wide enough to support parallel parking on one side of the street while still allowing traffic to pass in two directions. As mentioned above, a variety of vehicles regularly park on the access road during the daytime without creating undue congestion, and we expect allowing parking at night would be similarly inconsequential. If parking is limited to the east side of the road, the entire west curb would still be completely open as a fire lane for emergency vehicles.

As it stands, the extra space on the access road is a wasted resource at night. Using it for short-term parking would make the lives of our hardworking students safer and easier. Other schools, such as the California Institute of Technology, let students and staff park in delivery zones (yellow curbs) after the close of business.⁵ The policy does wonders for improving safety and morale.

Being able to park right next to the lab lowers the barrier for students to return to campus to continue their work. A student who thinks she might have accidentally left an instrument on would be more likely to come in and verify it was shut down properly if she could park on the access road and pop inside rather than park in the garage and have to walk outdoors, at night, to the lab and back again. In our opinion, the fact that this change in policy would be free, create no new burden on any University stakeholders, and improve campus safety makes it an obvious, commonsense improvement that we have a responsibility to champion.

My colleagues and I greatly look forward to working together with Parking and Card Services and the Department of Public Safety to enact these changes in support of the educational and research mission of the University. Implementation of the parking program would seemingly be straightforward. Options include installing appropriate signage, painting the curbs, and/or issuing hangtags to researchers who would make use of the system. A policy could also easily include exceptions that would be necessary for events at the Billiken Sports Complex. We have attached a map of the section of campus in question. We look forward to discussing this matter in person.

With best regards,

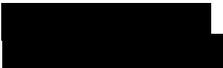
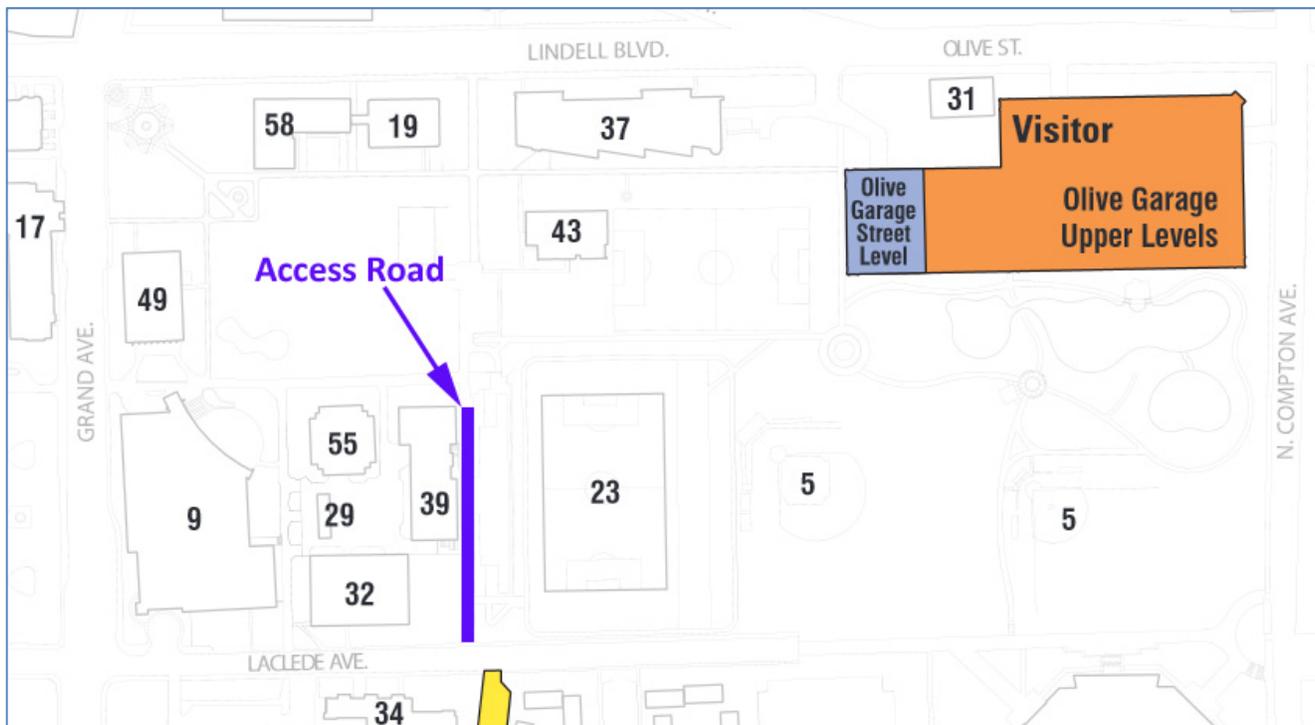
 Department of Chemistry

Diagram of the access road on the east side of Monsanto Hall (Building #39). Macelwane Hall (#32) and Shannon Hall (#55) also house laboratories.



¹ For reference, the California Institute of Technology allows 30-minute parking for loading and unloading. See: <http://parking.caltech.edu/Parking/Regulations>

² On the night of 28 January 2014, Monsanto Hall experienced a burst hot-water pipe and a serious flood. One of the affected professors returned to campus but delayed her response to the disaster to park in Olive Street Garage (for fear of getting ticketed if she had parked on the access road).

³ A quadruple shooting occurred on the night of 17 August 2013 at the BP gas station directly across the street from Olive Street Garage. Reference: <http://www.kmov.com/news/just-posted/Police-4-injured-in-gas-station-shooting-near-SLU-220097551.html>

⁴ A female student walking toward Olive Street Garage on the night of 19 January 2014 was the victim of an on-campus armed robbery. Reference: <http://www.ksdk.com/story/news/2014/01/19/slu-campus-robbery-cellphone-pine/4652777/>

⁵ Caltech allows unlimited parking in loading zones (yellow curbs) outside of the hours of 7 a.m. to 5 p.m. and all day on weekends and holidays. Reference: <http://parking.caltech.edu/Parking/Regulations>