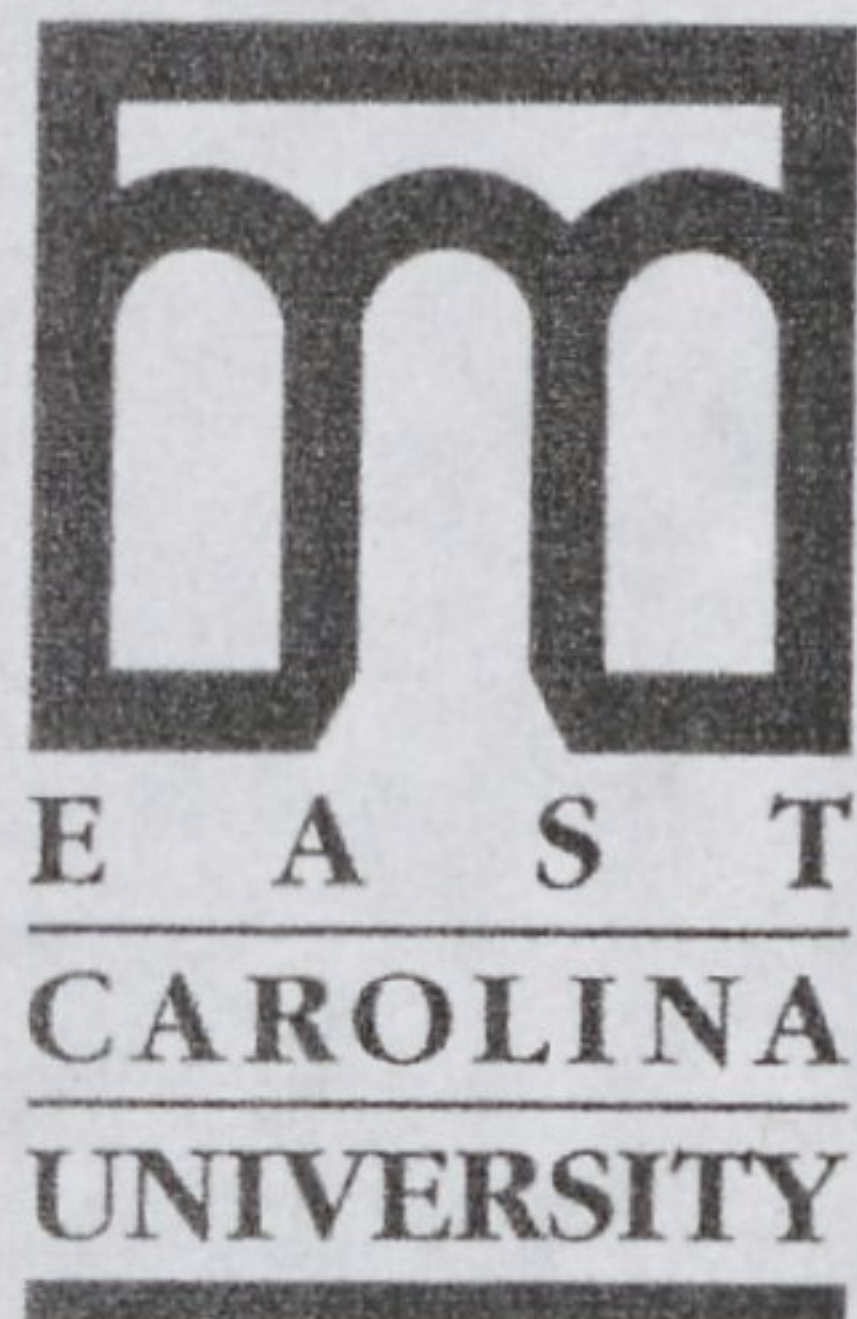


9-11-07

Student Safety Survey

Spring 2007



CENTER FOR

**OFF-CAMPUS &
COMMUNITY LIVING**

-----Original Message-----

From: Sheerer, Marilyn
Sent: Tuesday, August 14, 2007 5:56 AM
To: Lieberman, Michelle
Subject: RE: Student Safety Survey

1. Some students feel that upper level administration is not attending to their concerns about safety. Please be assured that there is a decided emphasis being placed on safety and security on the ECU campus. Numerous strategy meetings are being held; police visibility has been increased; text messaging is available; planning around emergency response is ongoing; and off-campus services are being increased.

2. We received both positive and negative comments about the ECU Police. Under new leadership, the Department is promoting more police visibility; more interaction between the police and students; and more police involvement in education and training.

3. The Director of Student Legal Services is in place and readily available to all students. Never was there the plan to remove this position from the staff in Student Affairs.

4. The students' criticism of not receiving updates on which offenders have been caught is absolutely valid. We are working to implement new approaches in this area and have already put one response system in place.

5. We have a strategy group working with the Dean of Students on the issue of students with severe mental health issues being considered for dismissal.

6. Our intent is to provide an update this fall to all students with respect to the outcomes of the safety survey and our responses.

Lieberman, Michelle

From: Harris, Janice
Sent: Thursday, August 23, 2007 9:25 AM
To: Sheerer, Marilyn
Cc: Lieberman, Michelle
Subject: Student Safety Survey

Dr. Sheerer,

I have reviewed the Student Safety Survey and the following is a summary of the responses as well as what steps the Police Department has taken to improve safety on campus.

According to the survey there were 127 responses and although I do not have the questions that were asked, it seems that some of the responses related to off campus activities. The Police Department has jurisdiction into neighborhoods surrounding the campus and this comes with a mutual aid agreement that was approved last year however this area is limited. Of the survey only 3% of those surveyed had negative comments about the police department and 97% were satisfied with services provided.

There are some responses that are complaints about officer visibility and the lack thereof. During our Command Staff and Department meeting, we have addressed ways that we can be more visible to the campus community. Some of the ways include, increased number of bicycle officers. Training for the additional officers is complete however, all the equipment/uniforms that will be needed has not been received. Officers plan to be in physical contact with the campus population and extending to those individuals and invitation to become involved with the police department by participating in the ride-along program. It is also the hope of the department that we will be able to organize a citizen's police academy where individuals can learn more about the operation of the police department. There have also been discussions of utilizing ghost vehicles in areas where there have been or could be problems.

There were responses in the survey that some individuals would like officers outside of building when they leave after class, the library and work on campus. There are approximately 10 officers per squad with two being supervisors. Two officers from that squad are assigned to Brody leaving 8 officers to patrol main campus along with adjoining properties. The officers on main campus are assigned to sectors and within those sectors are buildings that are checked during every shift along with calls for service. Although it is difficult to know where and when an individual is leaving buildings after dark, if the individual were to call and request an officer stand by, the department would fulfill the request if manpower is available to do so. There are some locations on campus that the cameras pick up and on occasion, we have told callers that we can observe them leaving certain buildings which have provided some sense of security.

The above practices also apply to officers assigned to Brody.

We welcome any suggestions that you may have. If you have any questions or concerns, feel free to contact me.

Janice E. Harris
Interim Chief of Police
East Carolina Police Department
609 E. 10th Street
Greenville, NC 27858
(252) 328-6617 (office)
(252) 328-1974 (fax)
harrisjan@ecu.edu

9/11/2007

1. Mutual Aid Agreement with Greenville Police Department

The Mutual Aid agreement for East Carolina University Police Department provides an agreement for Police Cooperation and a limited extension of jurisdiction. This mutual aid agreement was authorized in that the property of East Carolina University extends beyond the main campus. This agreement was also authorized in that Greenville Police and the university police have a close working relationship and from time to time need the assistance of the other agency in matters relating to law enforcement. Due to the size of the student population, the location of their residences, and the foot traffic in the surrounding areas of the campus, the Greenville Police Department and East Carolina University established this partnership in order to provide more service coverage and visible security. This Mutual Aid Agreement is in effect to provide temporary assistance and not utilized on a twenty four hour basis.

2. Increased Visibility in Classroom Buildings and Parking Lots

The East Carolina University Police Department collects statistical data and analyzes the data in order to use our manpower to concentrate on areas of concern. This data is derived from the types of calls for service, investigative reports, special request, communicating with the public and self initiated services by the officers. Officers are assigned classroom building as well as other building that they patrol during their tour of duty. The officers provide communications with the information of building checked so that it can be documented. During the patrol of the buildings, officers are directing their attention to individuals occupying the buildings and securing any property that is left unsecured.

Parking lots are patrolled frequently by the officers due to the high number of vehicles parked. The officers patrolling the lots are attentive to the security of the vehicles as well as individuals traveling to and from the parking lots. The police department also uses cameras to monitor the parking lots and other areas of the campus.

3. Ride-Along Program

The ride-along program is currently in effect. The purpose of the ride-along program is to increase understanding between officers and citizens. Officers can use this period of the ride-along to gain insight regarding how the community view the police and riders can gain increased awareness of law enforcement needs, problems and operations.

Interested citizens eighteen and older can make a request by completing the Ride-Along Program Application form and submitting it to the police department. The form should include the date and time they wish to ride. After receipt of the

application, the citizen will be provided with a release form which must be signed by the rider and notarized. The completed forms are forwarded to the Operations Bureau Commander who is responsible for authorization of all ride-along requests. The citizen will be notified when the form is approved.

4. Calls for Service

The East Carolina University Police Department considers the safety of all individuals on and or around campus is their first priority. Although the officers patrol their assigned building and sectors, they are still available for calls for service. If any member of the university feels uncomfortable leaving their location and going to their vehicle or dorm they can contact Safe Ride at 328-7433 or the police department at 328-6787 for an escort.

5. Safe Ride

Safe Ride is operated under the East Carolina Transit System. The Safe Ride service is available to students both on and off campus. Safe Ride vans provide a safe ride for students to their residence. Students can request Safe Ride services by calling 328-7433. Students need to present their one card prior to being transported. The Safe Ride operates 9 p.m.-3 a.m. Thursday – Saturday and 9pm-1am on Sunday.

Janice E. Harris
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CONCERNS ABOUT PARKING TICKETS

STUDENT SAFETY SURVEY

Spring 2007

The ECU Parking System

Parking operations within the UNC system are required by state law to be self-supporting. Therefore, all expenditures, including construction costs, must be covered by permit, meter and fine revenue in order to maintain a solvent and effective system. Several years ago a North Carolina court decided that parking fine revenues must be transferred to the local school system (Kindergarten through 12th grade) to comply with NC law. Prior to this lawsuit, fine revenue was a significant contributor to the ECU parking budget, amounting to about \$500,000 per year.

ECU and other UNC institutions have calculated that the administrative costs for enforcing parking and collecting the fine revenue often exceed the revenue collected. Obviously, it makes no sense from a purely financial standpoint to write parking tickets (citations), even when ECU was keeping all of the fine revenue. Now that this revenue must be transferred to the local school system, it makes even less sense. Despite what often amounts to a financial loss, ECU and other UNC institutions must enforce parking rules by writing parking citations to ensure parking spaces are available for those that follow the rules and pay for parking. Parking regulations are available on the Parking and Transportation Services' website and general instructions are available on the ECU parking map and on signs at each lot to help customers properly navigate the parking system.

Parking and Transportation Services (P&T) is listening to input from the safety survey and from meetings that they have conducted over the past six months with a variety of customer groups. Parking and Transportation Services is implementing changes to improve customer service and will continue to listen to its customers and work through the Parking and Transportation Advisory Committee to continue this improvement process. As an example, P&T representatives met with administrators in the School of Music and have developed and are now implementing a plan to better accommodate Eastern Youth Orchestra participants and other critical needs within the school

The University is in the initial stages of updating its campus master plan. The University's transit and parking operations are key components within this master plan process and these groups look forward to the continued opportunities this process will bring. Transit and parking are integral components to providing campus access. The transit and parking groups at ECU and PCMH have been meeting over the summer to develop plans for improving access to both campuses and are hopeful that improvements are on the way.

Parking Control Officers

Numerous survey respondents mentioned difficulty in differentiating between ECU Police Officers and Parking and Transportation Services' Parking Control Officers (PCOs). ECU Police Officers have not been involved in writing parking citations for well over a decade. Parking citations are written by the PCOs, which allows the ECU Police to focus their efforts on campus safety throughout campus, including parking lots. In fact, the ECU Police and Parking and Transportation Services units are completely separate departments that reside in different divisions within the university organizational structure. The confusion between ECU Police and Parking Control Officers appears to originate from the similarity of the uniforms the Parking Control Officers began wearing several years ago. Based on input from a variety of campus constituents, including the participants in this survey, Parking and Transportation Services is switching to a completely different style and color of uniform for its Parking Control Officers. Look for this change in the fall 2007 semester.

Though separate departments, Parking and Transportation Services has begun working more closely with the ECU Police to better support them during emergencies with traffic control and on a daily basis in serving as a component of the new "neighborhood watch" program the ECU Police are developing.

Lighting

Lighting throughout campus, including parking lots, is installed and maintained by Facilities Services with input from the various campus safety units. These safety units have participated in annual lighting evaluations with students and other campus community members for a number of years. Currently, the safety units are working with Facilities Services to review the lighting suggestions listed in the recent safety and lighting surveys while conducting a visual assessment of lighting and other security obstacles on campus, including university parking lots. Although the current lighting levels have been found to meet national standards, ECU will continue to evaluate campus lighting and other security measures on campus to help reduce risk to the campus community. New lighting techniques and technologies are being considered as part of this initiative.

Other Safety Concerns

Access to the core campus at night was identified as a common concern in the safety survey. There are 1120 parking spaces on the core campus (A1 zone) and well over 20,000 faculty, staff, students and visitors that would like to park in one of these spaces so clearly not all can be accommodated. Few, if any, new spaces can be provided on the core campus if the University is to preserve green space and the aesthetics of our campus. In fact, existing spaces continue to be removed from the parking inventory for construction that is necessary to continue the University's expansion. Despite these

challenges, Parking and Transportation Services is increasing parking flexibility and core campus access by opening the majority of parking lots to all permit holders at 3:00 PM on both campuses.

Currently, university parking lots open to all permit holders (A, B and C zone permits) at a variety of time periods – 3:30 PM, 4:00 PM, 5:00 PM and 7:00 PM. Prior to the fall 2007 semester, Parking and Transportation Services will be changing these times in many lots to 3:00 PM across campus. Some parking lots will remain closed to only A permit holders until 7:00 PM to retain the necessary flexibility for faculty in meeting their research, service and night teaching obligations as required by the current parking plan and the University strategic plan. All other parking lots will open to all permit holders at 3:00 PM, thus providing improved access to the core campus and closer proximity parking for night classes. Parking and Transportation Services believes this measure will improve safety, while minimizing the disruption to the overall campus mission. The effectiveness of this change will be assessed throughout the fall semester and modifications made as needed to further improve the system. This change will also improve consistency within the parking rules, making the system easier for everyone to understand and comply with so citations and subsequent fines can be avoided.

It is important to understand that risk can be managed, but very rarely can it be eliminated from any activity or program. Risk is being managed and decreased in our parking lots, especially those that are more remote to campus. For example, the freshman lot at Dickinson Avenue (D zone) can only be accessed through an ECU One Card and the lot contains video surveillance throughout. When safety problems were identified at the Reade Street lots several years ago, surveillance cameras were installed and the number of incidents decreased significantly. The ECU Police patrol parking lots regularly and are available to escort or assist anyone concerned about their safety.

Parking permits are available to off-campus residents. However, only C zone permits are available to students on the main campus, unless they are graduate teaching assistants who qualify for B zone permits based on their link to the teaching mission. There are simply not enough B zone spaces available to open these lots to other students, but we continuously study usage and will open lots to additional permit holders as space is available and based on the prioritization set by the P&T Committee. ECU Transit is a much more efficient option to main campus students who are on or near a Transit route. Using ECU Transit decreases traffic congestion and pollution in Greenville. With the switch to biodiesel and a new hybrid bus arriving this year, ECU Transit is the “green” solution if we really want to decrease the campus impact on global warming.

Parking Decks

Parking decks seem like the easy answer to improved access and safety until the risk and benefits are analyzed. Surface parking spaces cost about \$2000 to \$3000 per space to construct, while decks cost about \$20,000 to \$30,000 per space. Since parking must be self-supporting, the permit holders would have to bear the cost for a deck, increasing their

parking fees to \$400 to \$800 per year depending on the cost sharing model. Other UNC institutions with decks are typically charging \$800 to \$1200 per year for deck parking. More importantly, decks have their own safety concerns. Although a deck would provide closer access to core campus buildings, decks have limited lines of sight and many hiding places for criminals. The limited sight lines make police patrols in a parking deck more time consuming and difficult and video surveillance far more expensive and complex to design and operate. Police can often patrol a surface parking lot quickly and effectively from a simple perimeter pass in a patrol car. Video surveillance can be accomplished in even a large surface lot with just a few cameras. Fewer cameras make it easier for the ECU Police staff to properly monitor the surveillance screens. Parking experts recommend constructing decks only when surface parking is no longer available or when the facility has multiple uses that can help offset the cost. For example, a new performing arts center would be a good project to consider incorporating a deck into the design. Parking and Transportation Services will continue to review decks and other options with the University administration, parking consultants and the campus community.

Parking fees at ECU are some of the lowest in the entire UNC system and are considerably lower than the UNC institutions similar in size to ECU. In addition, permit fees have remained the same for the past five years despite rising fuel costs and other expenses related to managing the parking system. Keeping permit fees as low as possible while serving customer needs is a guiding principle of the ECU parking operation.

C Lot at Health Science Campus

The C lot was removed from service in July 2007 to improve safety on campus and to make way for construction of the new Family Practice Center. Several safety surveys, discussion group comments and documented fall injuries revealed a safety concern that would require significant investment to abate. With the lot being displaced by construction in spring 2008 and other parking available on campus, the investment in these remedies could not be justified so the lot was closed.

Although construction of the Family Practice Center is not scheduled to begin until sometime during the early spring semester, Parking and Transportation Services together with the Parking and Transportation Committee and the newly formed Health Sciences Parking Subcommittee decided to close the lot as of July 1 to coincide with the new permit cycle. Otherwise, customers would buy C permits for part of the year just to have them taken away in the middle of the semester, which would cause significant administrative expense and customer inconvenience and dissatisfaction. In addition, the P&T Committee, with input from the Health Science Campus Subcommittee, determined that the available lots at the HSC do not meet the definition of the "C zone" designation. The C zone lots are defined as lots that are located at a distance from key building destinations such that transit is necessary to get permit holders to the facility in a timely manner. The B zone lots are within a 10-15 minute walk to key building destinations. For example, the Minges lot is a C lot for the main campus. With the issues surrounding

this lot, it seemed like a logical time to correct this inconsistency. The \$144/year fee for a B permit is still much less than the cost of most other UNC campuses and it is much closer to the building than comparably priced permits. For instance, students at UNC-Charlotte and UNC-Greensboro pay \$265/year for less convenient parking. NC State and UNC-CH rates are even higher than this. When one considers that the permit fee for all permit holders prior to the change to the new zoned system was \$120 per year and five years later the cost for better access in the B zone is still only \$144 per year, the hope is that all will understand that this is not a significant change. Still, Parking and Transportation Services apologizes for any frustration this change has caused.

Medical student parking was shifted when all other parking in front of the Brody School of Medicine shifted due to construction of the PCMH Heart Center. Although the parking spaces were moved farther from the Brody Building to allow for sufficient patient parking, there was no decrease in the number of parking spaces available to medical students as a result of this change. Additional spaces are being planned for the Health Science Campus as part of the continued expansion of this campus. In addition, Parking and Transportation Services is working with ECU Transit and PCMH Buses and Grounds to improve access and safety on this campus. Expanded transit service together with the right location for a new lot would provide the opportunity for establishing a remote lot with transit service to the core of the Health Science Campus, resulting in C zone parking as a lower cost parking option. There are no formalized plans yet for C zone parking, but Parking and Transportation Services continues to search for opportunities to provide more flexible parking on this campus.

Lieberman, Michelle

From: Harrell, George
Sent: Tuesday, August 14, 2007 10:28 AM
To: Lieberman, Michelle
Cc: Seitz, Kevin; Sheerer, Marilyn; Kisida, Ken; Avin, Griffin; Koch, Bill; Bagnell, William Everett
Subject: Lighting

In response to your e-mail, here are the items that have been started, under construction or completed this summer by Facilities Services in regards to lighting safety:

1. Construction of College Hill pedestrian walkway (all new lighting to create a safe passage from Jones Dorm to College Hill Drive) – anticipated completion - Sept. 14.
2. Health Science "C" Lot taken offline. complete
3. Construction on the Wright Fountain area will begin in September(will increase light level readings in the center of campus)
4. Lighting improved in 14th Street parking lots CH10, 15 & 16 and Health Science Lot SM22. complete
5. Improved lighting on the South side of Jenkins Art Building – added fixtures in Kiln area. Net result – added lighting to entire South side of building. complete
6. Increased foot candles by adding fixture to existing pole in the parking lot on the south side of Mamie Jenkins. complete
7. Added addition light poles to the walkway on the north side of Fletcher Hall from 5th Street to Dowell Way. complete
8. Relocated fixtures west of Graham & east of Spilman – will increase light levels in area. complete

August 13, 2007

Dr. Marilyn Sheerer
Vice Chancellor
East Carolina University
Greenville, NC 27858

RE: Concerns about Greenville Police Department – Student Safety Survey Spring
2007

Dear Dr. Sheerer:

I have reviewed the raw data obtained in the student survey that pertains to the Greenville Police Department and would offer the following comments. The safety of all citizens and visitors to the City of Greenville is our utmost concern. Since my arrival in Greenville, we have taken great steps to address the safety issue and a few of those steps are cited in this writing.

In October 2006, the City of Greenville entered into a cooperative agreement to expand territorial jurisdiction and law enforcement powers of the East Carolina University Police Department within the cooperate Greenville city limits. Increasing the jurisdictional boundaries of the campus law enforcement has provided the opportunity for an increased presence of law enforcement officers in the immediate area surrounding the campus

During the fall semester, the Greenville Police Department completely changed its enforcement philosophy in the downtown area. The police department implemented its Downtown Deployment Plan to address many of the concerns outlined in the student survey. The plan focuses on those that may frequent the downtown area with the sole intent of preying on students or others who may visit our downtown. Feedback from merchants and visitors to include the Uptown Greenville Merchants' Association has been very positive. This success is evidenced by an overall decrease in crime of 13% in 2006 in contrast to the same period in 2005. Overall assaults were down by 36% and robberies were down by 11%. I am confident our response to the downtown area through our increased visibility and enforcement philosophy of "voluntary compliance" has made a positive impact to promote safety in the downtown area.

Two areas of major concern continue to be underage drinking and sexual assaults. The police department will continue to be an active player in the prevention of underage drinking. I currently serve on the City of Greenville/East Carolina University

Dr. Marilyn Sheerer
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August 13, 2007

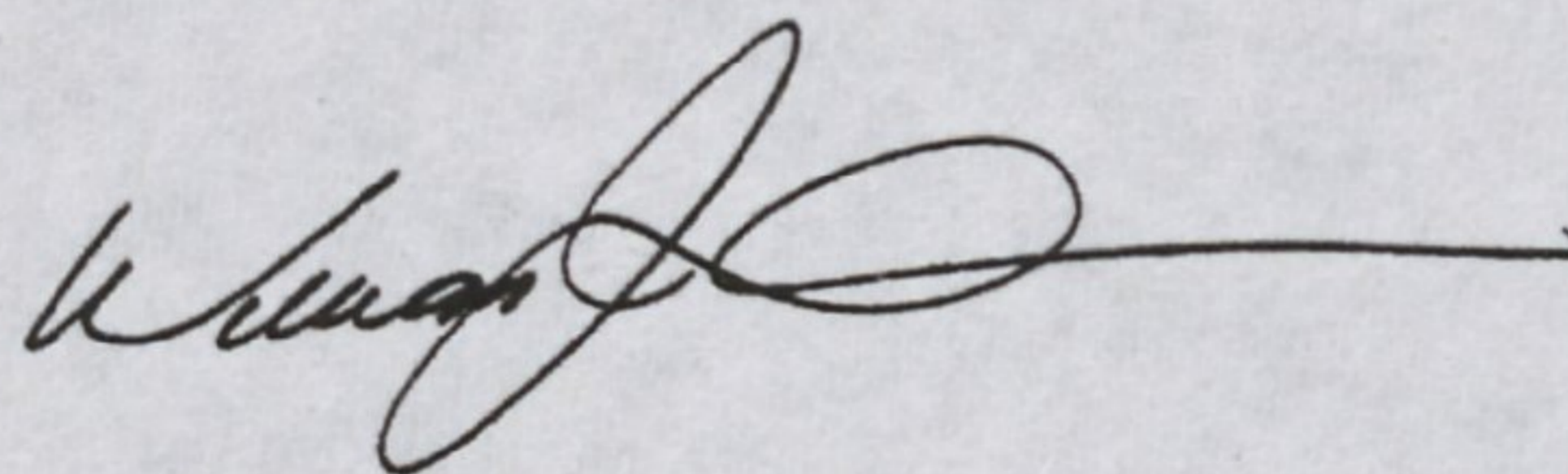
Task Force to Study Student Related Alcohol Issues. In addition, the Greenville Police Department and the ECU Police Department are currently collaborating to develop a joint enforcement action that will target underage drinking in and around the ECU campus.

The issue of sexual assaults is also a major concern, and I personally feel that downtown off-campus parties and alcohol have a direct correlation to this activity. In many cases, we are called upon to investigate a reported sexual assault involving students who have been downtown, met a stranger, went back to an apartment and later reports a sexual assault. In many cases the victim cannot remember the attack or her assailant and we suspect some type of "date rape" drug was used. This is an area we have discussed with ECU staff and we look forward to being involved in prevention programs that will better educate students on the dangers of this type of activity. The ECU student population is strongly encouraged to take personal responsibility to ensure their own safety and exercise sound judgment and caution at all times.

In closing, the Greenville Police Department recognizes the concerns of the students, administrators and staff of ECU in relation to off-campus and campus safety. We will continue to review our policies and procedures and make any necessary changes to improve the perception of safety around the university campus. In addition, we will continue to support the positive and cooperative working relationship between the Greenville Police Department and the ECU Police Department.

I hope this information is helpful, and I am looking forward to a very successful 2007 – 2008 school year. If I or any member of my staff may be of assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Anderson", with a long horizontal flourish extending to the right.

William J. Anderson
Chief of Police

Concerns about

Transit

Student Safety Survey

Spring 2007



CENTER FOR

**OFF-CAMPUS &
COMMUNITY LIVING**

1. Photo IDs, scanners with barcodes, something, anything, to prevent people who do not belong on the ECU buses
Riders must be able to produce an ECU ID if asked by a driver. As a general rule we do not check ID's because of the time factor in that process. Scanner or prox card readers are time prohibitive, causing everyone to board the bus at the front door and scan their ID and cost prohibitive at \$6,000 each. ECU buses are open to campus visitors who may not have an ECU ID.
2. there should be safe shelter areas at all bus stops; the bus system needs to be more easily accessible to students at odd times - there should be a phone at the bus stops that connects directly to the bussing system to call for pickups
Major bus stops are located near high traffic buildings on campus such as Mendenhall, Speight, Christenbury/Brewster and Joyner Library. Areas that have bus shelters include lights and blue light phones. ECUSTA does not provide dial-a-ride point to point transportation.
3. The commuter buses need to continue running until at least 8PM when late classes or club meetings end
Bus routes consolidate after 6:30pm due to low demand. The 850 Pirate Ride route provides drop-off service to the Minges and Curry Court lots until 10:00pm. Pick-up service from Minges & Curry Court ends at 6:30pm due to very low demand, night classes beginning at 6:00pm and core campus parking lots open to C permit holders in the evening hours.
4. My other concern is the night buses. What if an armed man got on one of the night buses? he would take the bus hostage and possibly hurt the passengers onboard.
That scenario could happen day or night. Most of the buses used during the evening hours are equipped with surveillance cameras and have a silent alarm feature that changes the exterior destination signs to read "CALL POLICE". Each bus is equipped with a communication link to the ECU Police department.
5. bus stops are not well lit
ECUSTA is evaluating the lighting at campus bus stops.
6. There should be a bus to ALL surrounding apartment complexes from campus until at least 12am. I've had to walk home in the dark a few times because the buses were no longer available.
It is not financially feasible to provide the service suggested. The drop-off routes to apartment complexes served during daytime hours operate until 10:00pm, after all night classes have concluded.
7. there are a TON of bushes along the sidewalks that predators could hide in if they wanted to
Grounds issue.

8. It's only at night time that I feel uncomfortable, which is always why I use the night drop off bus and try to stay in lighted areas so I can get to the bus. Seems to be the ideal practice.
9. Need to have a card or ID system in place to ride the ECU bus system. Cost prohibitive, \$6,000 per bus, and we are a fare free system that allows riders that may not have an ECU ID. Transportation systems should be easy to use and convenient to the rider.
10. Extend the bus routes to cover more of Greenville territory. It would be nice to have service from Minges to THE MAIN CAMPUS AFTER 6:30- especially when classes last from 6-9.
The Minges and Curry Court routes operate until 6:30pm which allows persons wishing to park in those areas to do so and ride over to main campus for night classes. The 850 Pirate Ride route will provide drop-off service from main campus to the Minges and Curry Court lots until 10:00pm.
11. More accessibility. There should definitely be an extension in bus service. Expanded bus service can be provided with increases in student fees.
12. I think it would be helpful for students that have classes at night to maybe overlap the Safe Ride/Bus Schedule, or at least have Safe Ride running once the buses are no longer picking up at certain locations especially when students have class. Buses are running during all class hours. All areas served by daytime bus routes are covered by drop-off routes until 10:00pm.
13. . But I would also like to comment on the fact that there is no bus stop for central campus. The buses are supposed to help students get around the town and campus so we don't have to walk around after dark. But if the bus only stops in the West End, I STILL have to walk half the campus to get back to my dorm. If there were a bus stop at, slay, Wright Circle, this would not be an issue.
In the evening hours the 850 Pirate Ride route does provide bus stops in the central campus area. This route serves as a campus circulator in the evening hours seven nights a week during the fall and spring semesters.
14. The bus system to the big apt complexes is a great tool...however, we need to loss the nickname "drunk bus".
The late night bus service, named Pirate Express, is provided as a safe means of transportation to and from the downtown area.
15. I feel unsafe in the minges lot at night, and i wish the buses ran later
As an alterative to the Minges lots, many parking lots on or near main campus open to C permit holders in the late afternoon and evening hours. Drop-off bus service is provided to Minges until 10:00pm.