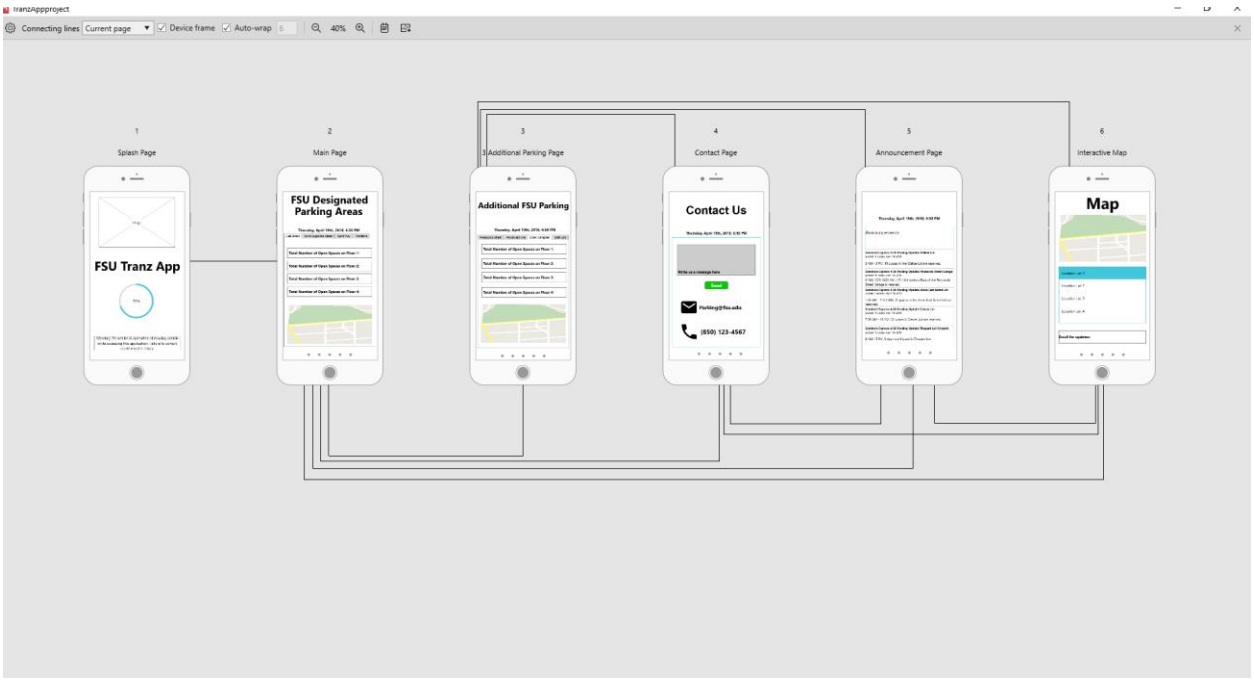
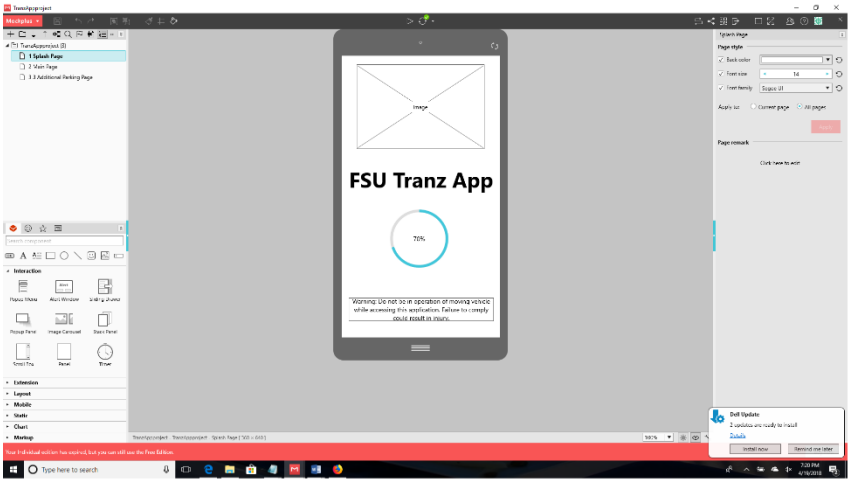
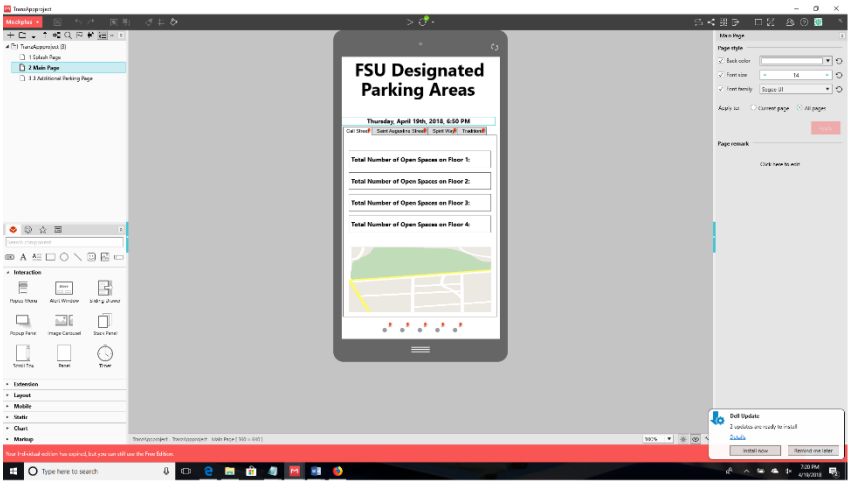
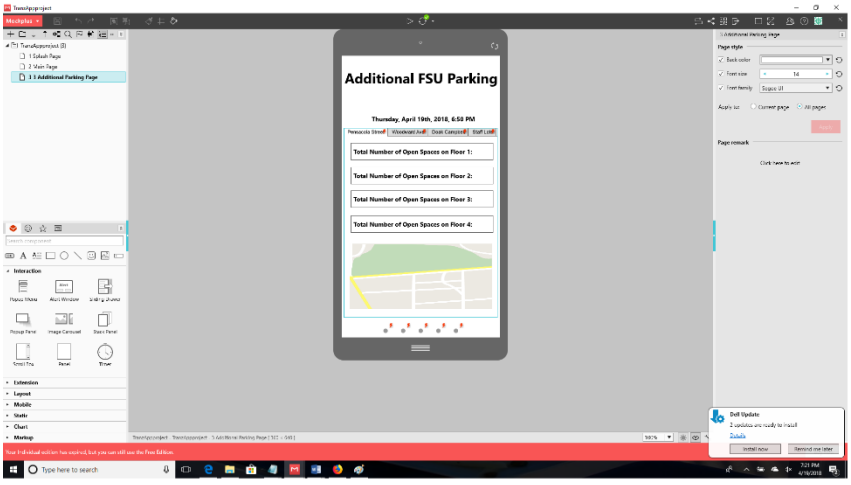
Interactive Map

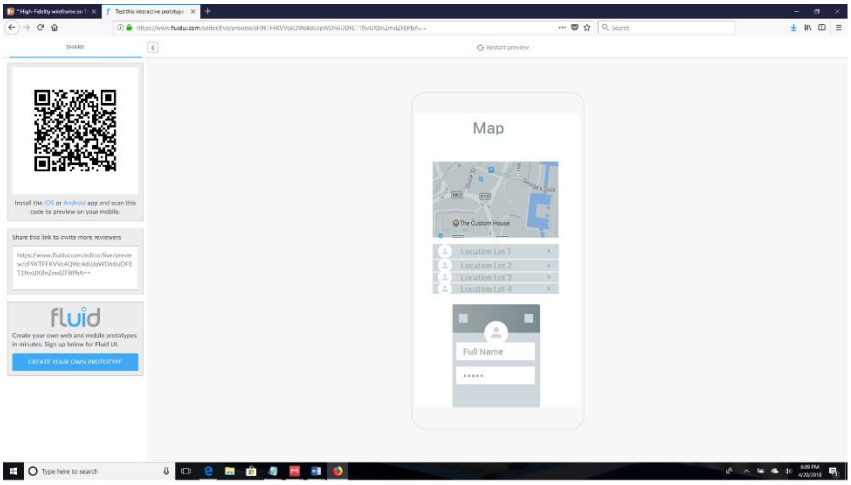


High-Fidelity Wireframe




FSU Designated Parking Areas
Thursday, April 19th, 2018, 6:50 PM
Total Number of Open Spaces on Floor 1:
Total Number of Open Spaces on Floor 2:
Total Number of Open Spaces on Floor 3:
Total Number of Open Spaces on Floor 4:


Additional FSU Parking
Thursday, April 19th, 2018, 6:50 PM
Total Number of Open Spaces on Floor 1:
Total Number of Open Spaces on Floor 2:
Total Number of Open Spaces on Floor 3:
Total Number of Open Spaces on Floor 4:


Map
The Custom House
Location Lot 1
Location Lot 2
Location Lot 3
Location Lot 4
Full Name
Install the iOS or Android app and scan this code to preview on your mobile.
Share this link to invite more reviewers
fluid
Create your own web and mobile prototypes in minutes. Sign up below for Fluid UI.
CREATE YOUR OWN PROTOTYPE
Type here to search

FSU TRANZ

WARNING: Do not use application while operating a moving vehicle. Failure to comply could result in injury.

DISAGREE AGREE

20:17

FSU Designated Parking Areas

Tuesday 24th April 2018 20:17

Call Street Garage

Total Number of Spaces on Floor 1:

Total Number of Spaces on Floor 2:

Total Number of Spaces on Floor 3:

Total Number of Spaces on Floor 4:

20:17

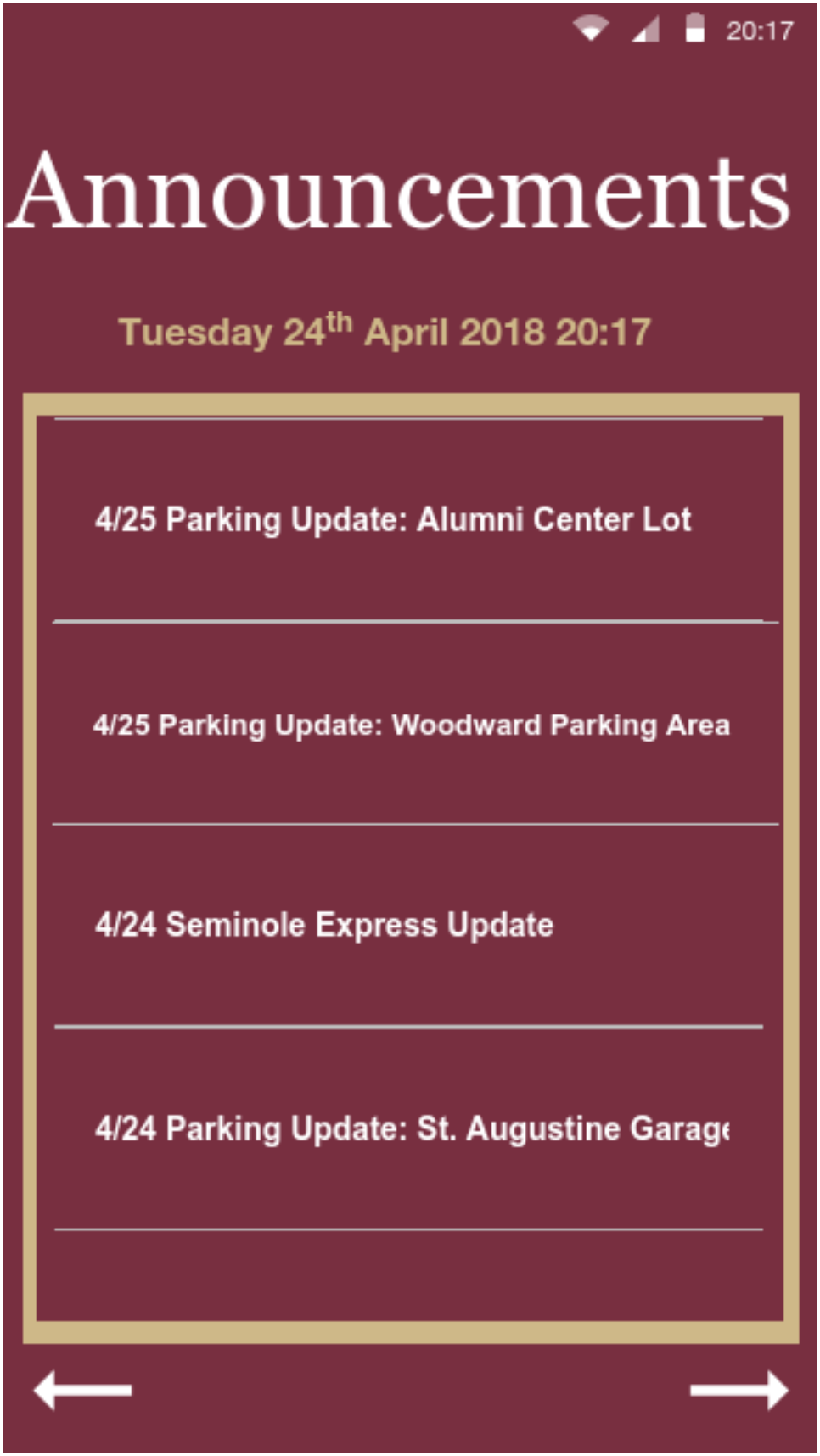
Additional FSU Parking

Tuesday 24th April 2018 20:17

Pensacola Street Lot

Total Number of Spaces in lot:

Total Number of Spaces Available:


20:17
Announcements
Tuesday 24th April 2018 20:17
4/25 Parking Update: Alumni Center Lot
4/25 Parking Update: Woodward Parking Area
4/24 Seminole Express Update
4/24 Parking Update: St. Augustine Garage

20:17

Contact Us

Write us a message here

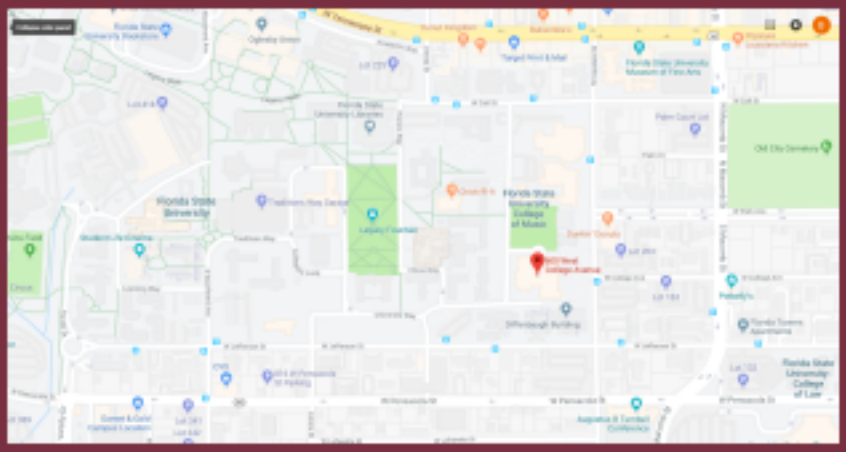
SEND

Transportation@fsu.edu

(850) 644-5278

20:17

Map



- Pensacola Street Lot
- Woodward Ave Garage
- Doak Campbell Stadium
- Staff Lot
- Call Street Garage
- Saint Augustine Garage
- Spirit Way Garage
- Traditions Garage

Enter email for parking updates

Final Project Materials Draft Outline

Group: The Parking Crisis

Group Members: Brett Morad, Daniel Macatee, Louvens Merilien, John Michel

The list of materials to be graded on for this project design update should include the Trello board, the document analyzing the current FSU Tranz app, low-fidelity wireframe and high-fidelity wireframe. The remaining materials to be graded on for the final would include all the above including the interactive wireframe and the final prototype of the app which is being finished up this weekend and the early part of next week.

The Trello board was used and procured to help organize the project and steps used to assist in creating the prototype and organize the design ideas between group members

The word document analyzing the current FSU parking app was used to find positives and negatives within the current design and implementation of the FSU Tranz app to help give a better idea and direction in what works and what might need to be overhauled for more efficient navigation and usability.

The Low-Fidelity wireframe which was created with permanent marker and paper to provide the basic layout and structure that the mobile app will use when completed. More than one was created to help look at different variations and there uses. This was used to help demonstrate the information hierarchy and features of the future app.

The High-Fidelity wireframe help to provide a more conceptual idea of the layout and style of what the app will look like when completed. This provided a more in-depth look from the low-fidelity wireframe by providing headings and subheadings, placement of logos and links to show the more interactive side of the prototype app that is being development. Colors and the use of FSU logos will be left out until the design of the app but are thoughtfully involved during this design phase.

Prototype Presentation Draft Outline

The general Problem area relates to FSU parking and lack of. This includes all areas that encompass Florida State University and for all active users. The specific problem that our group is working on is that lack of accuracy that comes from the FSU Tranz app. The counters that are used for the parking garages do not create an accurate depiction of how full or empty the parking garages are at any given time. The app is outdated and does not provide information that could be useful on cutting back transit times for the average user. Our group is creating a revamped parking App that will include some of the current features but also new features to help alleviate time spent driving around looking for a parking spot.

After conducting ample research into the wicked problem, a common problem was discovered. All different users at some point have a problem parking on campus including, visitors, faculty, students,

alumni and even vendors. Teachers and other faculty staff complained that faculty lots are often plagued with non-employee vehicles even during staff hours causing staff to find parking in other areas of campus. Students explain that during peak times of the day that all parking garages are usually full and there is little parking available causing most people to have to drive around for a lengthy time to find a spot. Visitors and vendors complain that there are not enough parking spots allocated to them creating a much further distance to travel on campus. The biggest HMW insight that correlates to all these individual's experiences is HMW find a more efficient way of parking for all attendees of Florida State University and was discovered during the individual interviews conducted on and off campus.

The tools and resources that were used to initiate the prototype include: HMW & key insight questions, the current FSU Tranz app, Trello, Low-Fidelity wireframe and High-Fidelity wireframe.

The HMW & key insights helped to keep the project on track and provide structure to the path and problems that we were trying to tackle within the scope of the FSU parking system and app.

The current FSU Tranz app was a huge reference to use to analyze not only the design but also the usability of the application. We fully understood that the counting system that was used in the parking garages had some major design flaws, but also understanding how the app could be redesigned to provide more efficient feedback on available spaces, notifications, announcements and interactive guides, to help streamline parking was just as important.

Trello acted as a great management tool by providing an interactive board in which each person could add, update, or delete content that was useful or needed to be discarded. It also helped to keep track of who completed what and allowed a center meeting point to see how the project was progressing as a united project.

The Low-Fidelity wireframe which was drawn with permanent marker and paper helped to display the basic layout and structure of the mobile application. It also demonstrated the information hierarchy and the features that are going to be implemented in the final Application. This was the starting point for building the application and allowed for more creativity and less subjection due to the lack of preciseness.

The High-Fidelity wireframe has helped to provide a more conceptual idea of style and layout of what the App will look like when completed. This is where our app has started to come to life and provides a greater outlook on the finished product, while implementing the different design aspects and goals of the design to the end-users.

Once the product has been fully completed the anticipated outcome will be reduced transit and parking times due to the more accurate depiction of empty and full parking garages and lots. The user will also be provided the opportunity to give their GPS location in proximity to all parking structures. By doing this the user will get alternate parking solutions relative to their GPS location, in real time. This will cut back on commute times not only for the user but other users as well leaving less vehicles driving around the University seeking a place to park.