

# LONG RANGE PARKING STUDY



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UNIVERSITY OF MINNESOTA  
TWIN CITIES CAMPUS

# **LONG RANGE PARKING STUDY**

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October, 1985

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## SUMMARY

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### Parking Problem

The University of Minnesota currently has approximately 14,100 parking spaces to serve a campus population of over 62,000 students, staff, and faculty in addition to visitors. Many parking areas fill by 9:00 AM and lines of vehicles waiting to park are common. The waiting list for contract parking spaces includes over 3,600 names and the demand for parking will increase upon completion of the Humphrey Institute, the Music Building, and the new University Hospital.

Resolving the parking shortage at the University is important for a number of reasons. The University is experiencing increasing competition for a declining number of potential students. The availability of parking may influence students' decisions to attend the University of Minnesota. Similarly, the University Hospital is competing for patients with other area hospitals and potential patients may decide to go elsewhere rather than confront the current parking situation at the University. In addition, based on a survey of departments at the University, there are a significant number of people who are discouraged from coming to the University due to the parking shortage. This latent parking demand is mainly composed of visitors including:

- Potential students and parents of students
- University Hospital and Clinics patients and visitors
- Business people involved in projects with University faculty and staff
- People who wish to use facilities and/or services provided at the University on a scheduled or unscheduled basis.

### Forecast Parking Demand

The existing parking shortage at the University is estimated to be approximately 4,200 spaces. Calculated parking deficiencies ranged from 2,600 representing the minimum number of spaces needed to accommodate existing demand to 25,100, representing the demand which could occur if all parking were free and adjacent to campus. The value of 4,200 was selected both to improve the quality of service to existing parkers and to accommodate at least a portion of the latent parking demand.

The future parking demand at the University is assumed to change proportionately to the University population. The University population is projected to decrease by approximately 10% by 1990 and by 23% by 1995. After 1995, population is projected to increase. This decreasing population is expected to result in a decreasing parking demand such that by 1995, the parking demand will approximately equal the existing parking supply.



By 1995, however, approximately 2,700 parking spaces will be lost mainly due to new academic building construction. Most of the land available for future University expansion is currently used for surface parking. The loss of surface parking areas is expected to amount to approximately 900 spaces by 1990, 2,700 spaces by 1995, and 3,900 spaces by the year 2000.

The combined effect of population changes and loss of existing parking is shown in the following table:

#### PROJECTED PARKING SPACE NEEDS

Year	Parking Demand	Parking Supply	Parking Spaces Needed
Existing	18,277	14,077	4,200
1990	16,561	13,219	3,342
1995	14,102	11,412	2,690
2000	15,315	10,180	5,135

#### Options to Meet Need

One means of reducing parking demand is to increase transit use and carpooling. Express bus service from much of the metropolitan area to the University is currently provided by MTC route 52. The University promotes carpooling through a rideshare matching program and by reserving selected parking areas for carpools only. While some expansion of the Route 52 service is possible, the plan does not predict significant increases in transit use or carpooling unless gas prices increase significantly. The plan calls for the continued aggressive marketing of transit and carpooling services in order to maintain the current usage levels.

The potential for restriping existing parking facilities to provide more spaces was also evaluated. Smaller parking spaces are possible due to the increasing number of compact and subcompact cars in the vehicle fleet. It was found that more efficient lot striping is generally not possible due to the relatively small lot sizes, irregular shapes, and constraints on entrance/egress locations. Minor increases in the number of spaces in selected ramps could be realized by restriping but the small potential gain does not warrant the effort.

The remaining option to resolve the parking deficit is to construct new parking facilities. Numerous potential parking locations and types were evaluated. On-campus facilities were mainly limited to structured parking (e.g. ramps, decks) due to the limited amount of land available on campus. The problem with structured parking facilities is the large initial capital cost and high operating and maintenance costs. Replacing surface parking with structured parking means that parking rates would have to increase significantly to maintain a self-supporting parking operation. It is likely that these higher rates would be beyond the means of most students and many staff. Thus, the parking supply plan relies heavily on the construction of off-campus, remote surface parking with a transit connection to campus.

## Parking Supply

The first emphasis of the Long Range Parking Plan is the parking supply plan. The following facilities are recommended to accommodate the projected 1995 parking demand.

- The University Busway with approximately 2,000 remote, surface parking spaces. The Busway would provide a dedicated transit route connecting the Minneapolis and St. Paul campuses with service to 2,000 surface parking spaces to be constructed between the campuses. This is the single most important element of the parking plan. The parking spaces along the Busway will be priced to encourage long-term use which should attract students from on-campus facilities. This will allow the on-campus facilities to satisfy the contract and visitor parking demand. The Busway parking is surface parking which cannot be provided on campus due to limited land resources.
- Health Science parking ramp. This ramp would contain approximately 600 parking spaces and would be located on Delaware Street between Harvard and Walnut. With the Busway parking and redistribution of users, this facility should provide enough spaces to satisfy the parking demand on the East Bank campus between 1990 and 1995.
- Expansion of the West Bank Ramp. The recently completed West Bank Ramp can be expanded onto the existing surface parking lot to the west. Approximately 260 new parking spaces would be provided. Even with this facility, the 1995 West Bank parking deficit will be almost 400 spaces.
- Metered parking area and contract lot near the corner of Gortner and Folwell in St. Paul. The major parking supply on the St. Paul campus is the Fairgrounds lot which is located over 1/4 mile from the north end of campus. The proposed metered area and lot would provide approximately 90 spaces to serve the visitor and contract needs of the north side of the campus.

These facilities are recommended to meet the projected 1995 parking demand. After 1995, continued losses of surface parking and increasing population will result in increasing parking shortages. It is recommended that the University conduct feasibility studies of underground and cut/cover parking facilities. These types of facilities, if they prove to be cost effective, could be used to satisfy the parking shortage after 1995. If these facilities are not feasible, the University should reserve selected parcels for future construction of structured parking.

## Visitor Parking

The second emphasis of the Long Range Parking Plan is the visitor parking plan. The visitor parking plan consists of both designating visitor parking facilities and a signage and information program. Designated visitor parking facilities would be established on each campus and priced at a high hourly rate to discourage long term use. The signage and information program has five components:

- Drive-up visitor information facilities.
- Pedestrian oriented visitor signs.
- Visitor oriented signs in parking areas.
- Roadway directional signs to information facilities.
- Roadway directional signs to visitor parking.

### Parking Policies

The final emphasis of the Long Range Parking Plan is the definition of a set of parking policies. These policies are needed to improve the efficiency of the parking operation, to resolve inequities in parking, and to prevent misuse of parking privileges. Many of the policies are merely a formal statement of existing operating procedures. In other cases, existing procedures have been consciously changed to correct an inequity or inconsistency. Policies relating to contract parking, reciprocal contracts, enforcement, pricing, University vehicles and service vehicles are included. The following general policies are presented:

- The University should attempt to minimize parking demand through a coordinated parking program which prioritizes user groups, establishes parking fees related to the type and location of parking, and encourages ridesharing and the use of transit. The University has a goal to provide for 100% of the anticipated University generated parking demand.
- General priorities for parking on the Twin Cities Campus shall be as follows:
  - Visitor parking, both scheduled or reserved and unscheduled, will have first priority for interior campus parking.
  - Contract parking for faculty and staff will have first priority on the perimeter of campus and second priority for interior campus parking.
  - Non-contract, long-term parking primarily for students will have first priority for remote, off-campus parking and second priority for campus perimeter parking.

### Interim Measures

Until the transitway and other recommended facilities can be constructed, the University should pursue the development of three remote, temporary parking lots. These lots are located on 15th Avenue at Rollins Avenue, University Avenue at 26th Avenue, and Berry Street at Territorial Road. These lots would provide approximately 1,800 parking spaces connected to campus by the existing University bus routes.

All three emphases of the Long Range Parking Plan, parking supply, visitor parking, and parking policies, are needed to resolve the parking problems at the University. While the major problem is to provide an adequate parking supply, the visitor parking plan will help to improve the perception of parking at the University and create a positive image to campus visitors. The parking policies provide a framework for efficient management and operation of the parking system.

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## INTRODUCTION AND PROBLEM STATEMENT

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The Twin Cities Campuses of the University of Minnesota have experienced problems accommodating the demand for parking for at least 20 years. A 1967 study<sup>1/</sup> projected a need for 22,000 to 30,000 parking spaces by 1980. Studies completed in the early 1970's<sup>2/</sup> estimated a need for approximately 21,000 parking spaces by 1980. The current parking supply consists of approximately 14,000 spaces and parking problems are perceived to be as severe as ever.

The problems associated with parking at the University result from a variety of sources. The University lies in an urban setting, generally surrounded by fully developed land. The land resources within the Regents' boundary are limited and new academic buildings have displaced surface parking facilities generally without replacing the lost parking. Studies have found that approximately two-thirds of University students commute to campus and approximately half of those come by private auto. The problem is complicated by the geographic separation of the three campuses which compose the Twin Cities campus. The East Bank Campus and West Bank Campus are divided by the Mississippi River and the St. Paul Campus is approximately three miles to the northeast. This results in parking shortages in some areas while spaces are available in other areas. Other factors which contribute to the parking problems are the University Hospital complex, the large proportion of commuting students, and the fact that the parking system must be entirely self-supporting with no legislative funds available for parking facilities.

The need to improve the parking situation at the University and the need for a long range parking plan is justified by the following factors:

- Existing parking shortages. Many parking areas fill by 9:00 A.M. and lines of vehicles waiting to get in are common. The waiting list for contract parking spaces is over 3,600 names long.
- Increased competition for a declining number of potential students. Students today are more concerned about parking because many need a vehicle available for transportation between work and school. The availability of parking may influence students' decisions to attend the University of Minnesota.

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1/ Interim Report for the Ad Hoc Committee on Circulation and Parking, University of Minnesota, DeLeuw, Cather and Company, February, 1967.

2/ Minneapolis Campus Long Range Development Plan Planning Framework, January, 1976. The University of Minnesota St. Paul Campus Long Range Development Plan, June, 1972.

- Increased competition for medical services. The University Hospital reports missed appointments and reluctance to use University facilities due to parking problems. Parking is perceived to be a significant competitive factor between area hospitals and patients may go elsewhere rather than confront the current parking situation at the University.
- Current building projects will generate a significant amount of new parking demand. The new University Hospital which is under construction will provide additional space for the Health Sciences. The Humphrey Institute will provide conference facilities and the Humphrey Exhibit which will draw more visitors to campus. The Music Building will also draw visitors for concerts and recitals.
- Future building projects will eliminate existing surface parking areas. The land available for future University expansion is mainly used for surface parking. If these spaces are lost, they must be replaced and land must be reserved to provide structured replacement parking.
- Parking conflicts in surrounding residential and commercial areas. Off-street parking in adjacent neighborhoods is limited and on-street parking is intended for residents and commercial users. The use of these on-street spaces by University parkers creates conflict and hostility and should be discouraged.

The purpose of this report is to provide a long range parking plan for the University. The intent of the plan is to improve the quality of parking services at the University and to assure an adequate supply of parking spaces in the future. Development of the parking plan required substantial data collection. The results of the following surveys are documented in this report:

- An inventory of existing parking facilities
- A study of parking area occupancies
- A survey of the destinations of users of the University parking facilities
- A departmental parking survey
- A questionnaire of other urban universities

This information was used to estimate the number of parking spaces required both to improve the quality of parking services and to better accommodate visitors to the University. The plan identifies numerous alternatives for meeting the projected demand through the year 2000. A recommended parking system is presented along with parking management policies developed in the course of the study.

This study was conducted in conjunction with the University of Minnesota Parking Advisory Committee. The Committee provided valuable input throughout the study and have approved the plan presented herein.

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## EXISTING CONDITIONS

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### Parking Inventory

The University of Minnesota currently has approximately 14,000 parking spaces contained in over 125 separate facilities. Table 1 is a tabulation of parking spaces by campus, type of facility and parking rate. The major contract and transient facilities are shown on Figures 1A and 1B.

Of the 14,071 spaces, 5,389 are in designated contract facilities. Parking contracts are sold to University staff and faculty. The 8,005 non-contract parking spaces serve students, staff, faculty, and visitors to the University. The largest facility is parking Ramp C located near the corner of Oak Street and Washington Avenue with 2,138 spaces. It should be noted that 2,298 of the non-contract spaces are located in remote facilities. The Como Parking Facility has 635\* spaces and is located along the University bus line connecting the Minneapolis and St. Paul campuses. The Fairgrounds lot has 1,633 spaces and is within walking distance to the St. Paul campus. Forty percent of the total supply or 5,688 parking spaces are in structured facilities (ramps or garages).

### Parking Area Occupancy

Parking area occupancies were surveyed during February and March, 1984. The number of vehicles parked in surveyed facilities was counted on weekdays between 9:00 A.M. and 3:00 P.M. The majority of facilities were counted at least twice; once in the morning and once in the afternoon. A limited number of occupancy surveys were also conducted on weekday evenings between 6:00 P.M. and 8:00 P.M. and on weekends. The results of these occupancy surveys are summarized in Table 2.

Of the on-campus spaces surveyed, 92 percent were occupied on weekdays. The non-contract parking facilities were 96 percent occupied while the contract facilities were 88 percent occupied. A number of the on-campus non-contract facilities were filled to capacity when they were surveyed, and lines of vehicles waiting to get in were common. The remote parking facilities were 83 percent occupied. The Como Lots were filled to capacity and a temporary remote lot on University Avenue was 95 percent filled. The Fairgrounds lot was the only remote facility with a significant number of spaces available although this lot has filled to capacity on occasion.

It should be noted that an occupancy of 85 percent to 90 percent generally represents full parking utilization. At this level of occupancy, all spaces may be full due to cars taking up more than one space or due to space lost for snow storage. Planning for 85 percent to 90 percent occupancy provides a margin to accommodate peaks in parking demand.

\*At the time of the parking inventory, the Como lots had a surveyed capacity of 635 spaces. The current reported capacity is 704 spaces.

**TABLE 1**  
**EXISTING PARKING INVENTORY, FALL, 1984**

Type of Parking	Rate	East Bank	West Bank	St. Paul	Remote	Total
<u>Contract Parking</u>						
Surface Lots	\$201/yr.	1,337	294	792	0	2,423
Ramps	\$240/yr.	2,065	350	0	0	2,415
Garages	\$291/yr.	551	0	0	0	551
Subtotal		3,953	644	792	0	5,389
<u>Non-Contract Parking</u>						
Surface Lots	No Charge*	0	0	0	635	635
Surface Lots	\$0.45/Day	0	0	0	1,663	1,663
Surface Lots	\$0.70/Day	1,527	668	534	0	2,729
Ramps	\$1.05/Day	1,427	0	0	0	1,427
Surface Lots	\$0.95/Hour	95	0	0	0	95
Surface Lots	\$0.50/Hour	0	136	45	0	181
Ramps	\$0.50/Hour	925	350	0	0	1,275
Subtotal		3,974	1,154	579	2,298	8,005
Parking Meters	\$0.01/Min.	149	36	59	0	244
Official University Vehicle		93	2	34	0	129
Service Vehicle		40	2	9	0	51
Other**		74	12	167	0	253
TOTAL		8,283	1,850	1,640	2,298	14,071

\* No charge for parking; \$0.30 one-way bus fare to campus.

\*\* Special reserved spaces; authorized, emergency vehicles, government vehicles, etc.

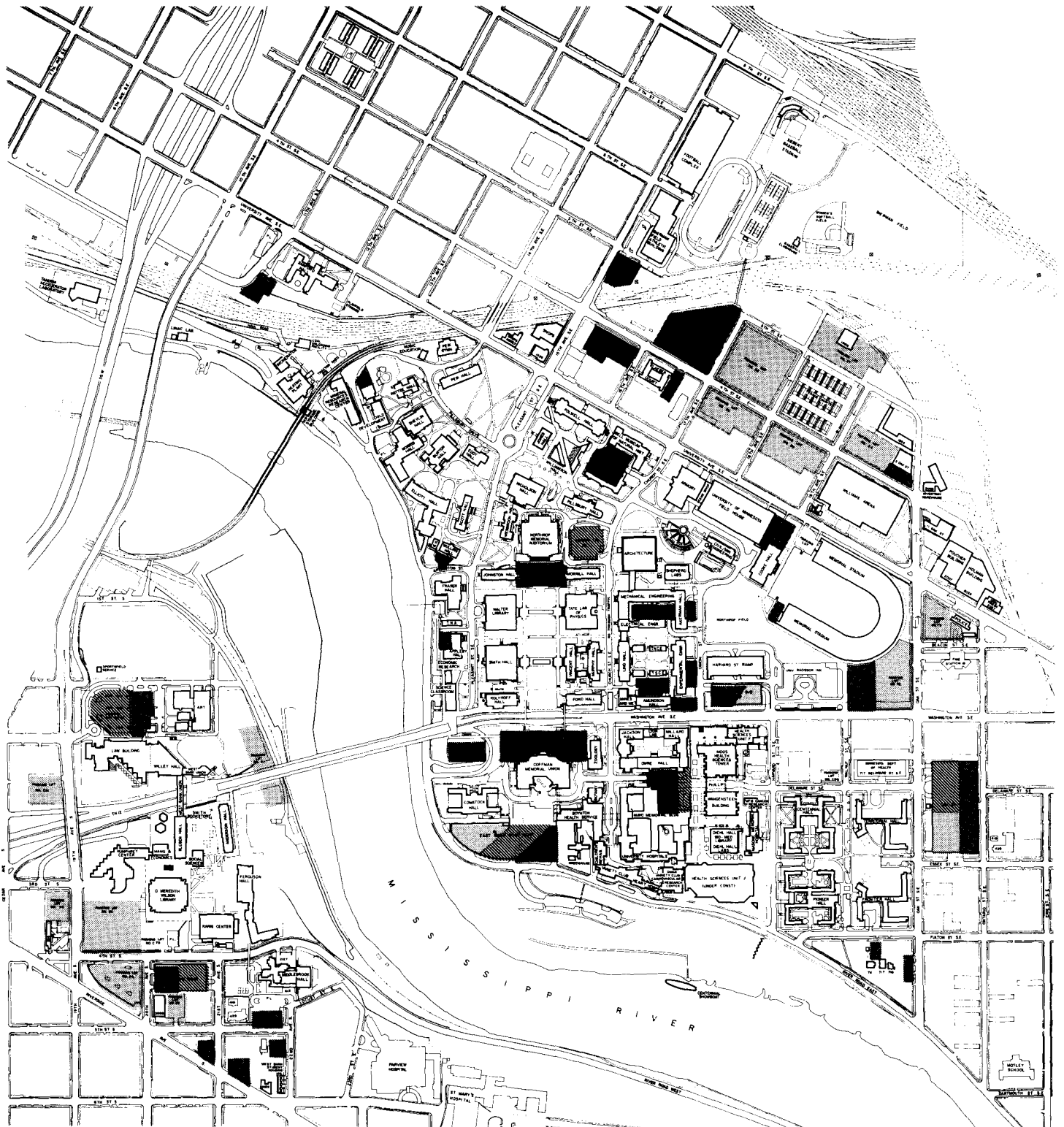





FIGURE 1A  
**EXISTING PARKING FACILITIES**

-  HOURLY RATE PARKING
-  DAILY RATE PARKING
-  CONTRACT PARKING



**Long Range Parking Study**  
 University of Minnesota – Minneapolis





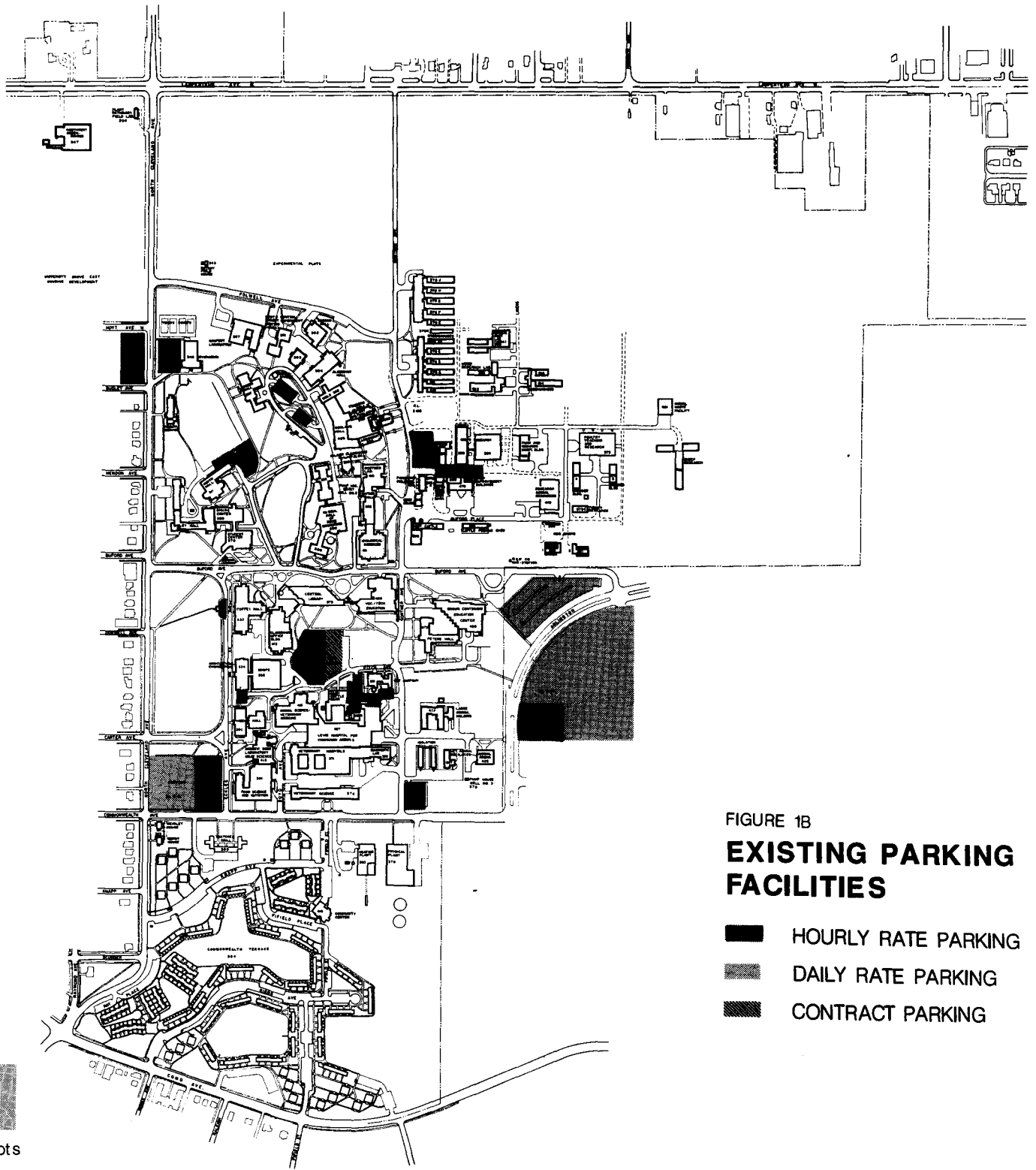
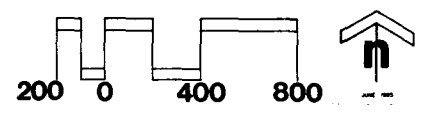


FIGURE 1B  
**EXISTING PARKING FACILITIES**

- HOURLY RATE PARKING
- DAILY RATE PARKING
- CONTRACT PARKING

Como Lots  
1 & 2



**TABLE 2**  
**PARKING AREA OCCUPANCY**

Location	Weekdays			Evenings			Weekends		
	Cars Parked	Total Spaces	% Occupancy	Cars Parked	Total Spaces	% Occupancy	Cars Parked	Total Spaces	% Occupancy
East Bank	6,792	7,547	92	3,904	6,439	61	1,859	7,462	25
Contract	3,543	3,982	89	1,833	3,421	54	772	3,897	20
Non-Contract	3,429	3,565	96	2,071	3,018	69	1,087	3,565	30
West Bank	1,162	1,285	90	988	1,225	81	714	980	73
Contract	520	624	83	436	624	70	477	624	76
Non-Contract	642	661	97	552	601	92	237	356	67
St. Paul	1,039	1,162	89	NA	NA	NA	NA	NA	NA
Contract	524	628	83	NA	NA	NA	NA	NA	NA
Non-Contract	515	534	96	NA	NA	NA	NA	NA	NA
Total On-Campus	9,173	9,994	92	4,892	7,664	64	2,573	8,442	30
Contract	4,587	5,234	88	2,269	4,045	56	1,249	4,521	28
Non-Contract	4,586	4,760	96	2,623	3,619	72	1,324	3,921	34
Remote*	2,236	2,699	83	212	434	49	NA	NA	NA

NA - Not Available

\* Includes Fairgrounds, Como Lot, Temporary Onan Lot.

## Destination Survey

A destination survey of people parking in University facilities was conducted during February and March, 1984. The purpose of the survey was to quantify parking demand by location. The survey methodology consisted of an interviewer asking people the survey questions as they left their vehicle. A sufficient number of interviewers were stationed at each parking area such that the majority of parkers were surveyed. Most of the surveys (70%) were conducted between 6:30 A.M. and 9:00 A.M. with the remainder conducted between 9:00 A.M. and 6:00 P.M. For each survey, the following information was recorded:

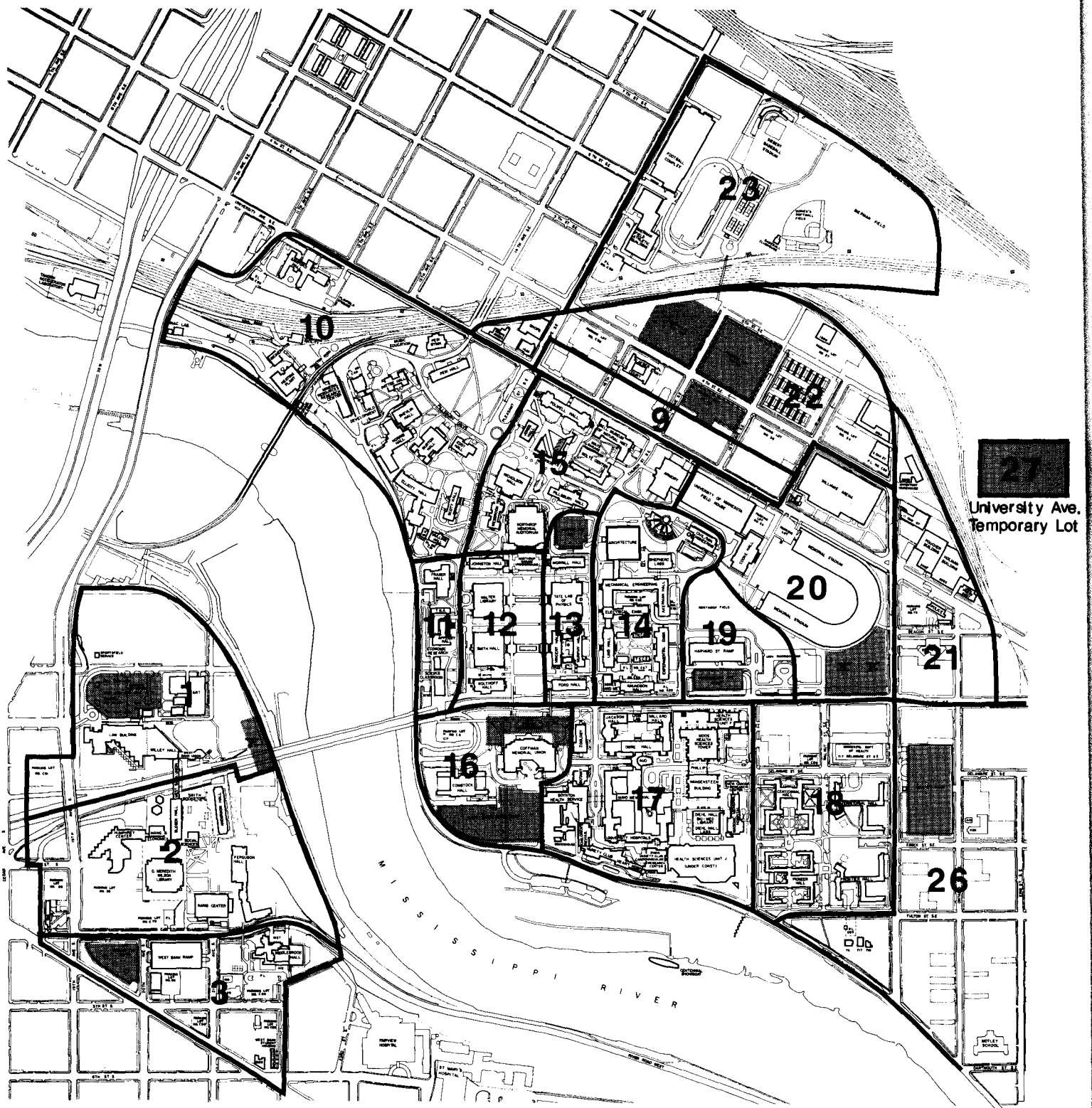
- Parking (survey) location
- Date and time of survey
- First destination (building)
- Last destination (building) prior to returning to vehicle
- Trip purpose (work, classes, other)
- Reason for parking at this facility (first destination, last destination, price, space availability, other)
- Preferred parking location

A total of 3,698 surveys were conducted. The parking locations surveyed are shown in Figures 2A and 2B. Also shown on these figures are the zone boundaries which were used to tabulate the surveys. These zones are consistent with those used in a previous University parking study.<sup>1/</sup> The percentage of surveys conducted are tabulated by zone, campus, and type of facility in Table 3.

Trip Purpose. The purposes for coming to the University are shown in Table 4. The major purposes were classes (48%) or work (45%). Six percent of those surveyed gave some other purpose including appointments at the University Hospital, visiting the hospital, meetings, and visiting friends. One surprising result of this question was that 28 percent of those parking in contract facilities were at the University for classes. Only faculty and staff are eligible for contract parking so it was expected that virtually all contract parkers would give work as their trip purpose.




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<sup>1/</sup> Traffic Access and Parking Plan for Health Science Area, University of Minnesota, May, 1972.



University Ave.  
Temporary Lot

FIGURE 2A  
**DESTINATION SURVEY LOCATIONS**

-  SURVEYED PARKING AREA
-  TABULATION ZONE
-  OFF CAMPUS



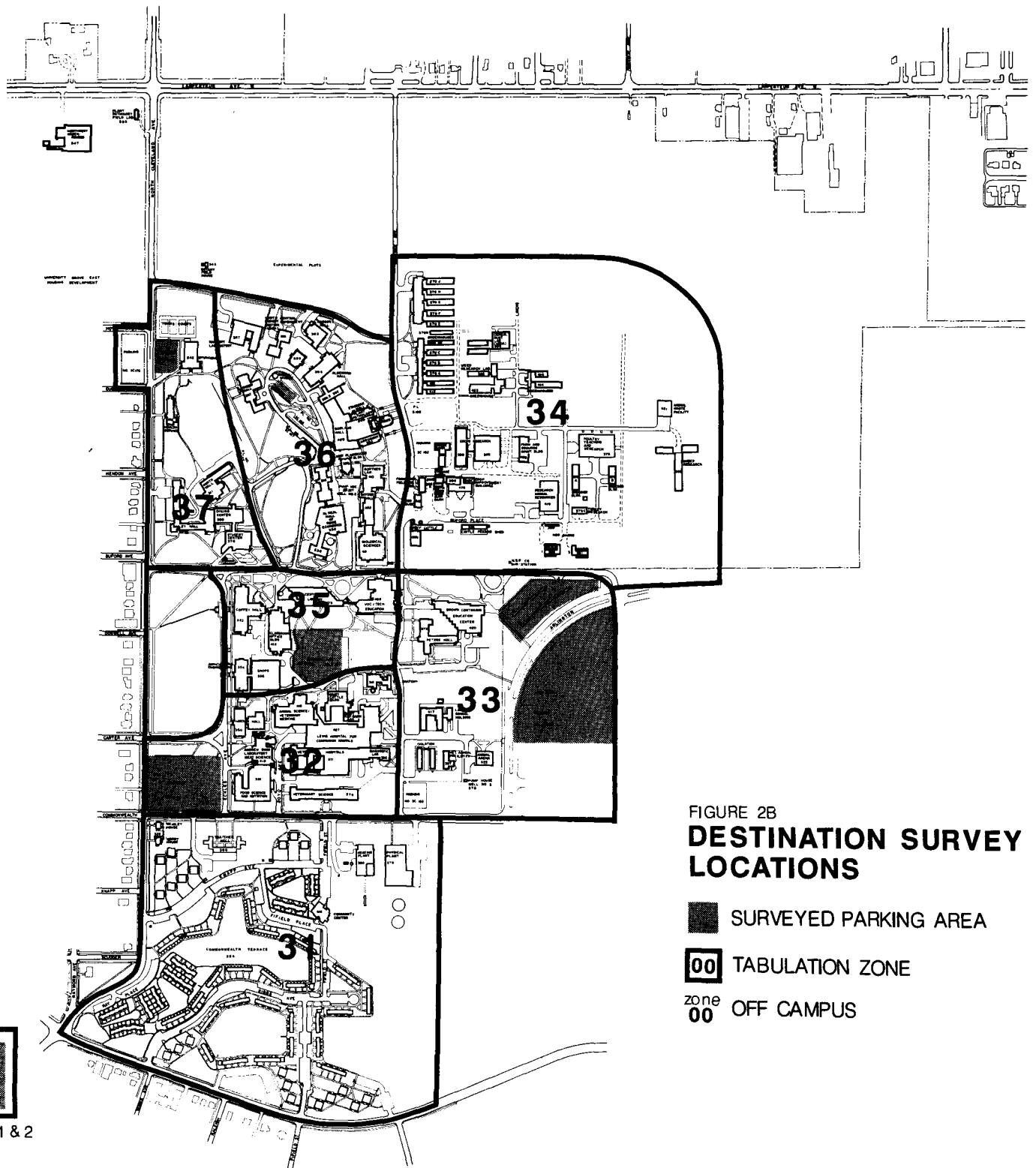



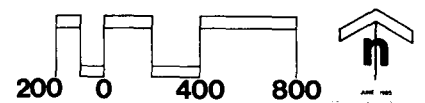


FIGURE 2B  
**DESTINATION SURVEY  
 LOCATIONS**

-  SURVEYED PARKING AREA
-  TABULATION ZONE
- zone 00 OFF CAMPUS

  
 Como Lots 1 & 2



**TABLE 3**  
**DESTINATION SURVEY LOCATIONS**

<u>Location</u>	<u>Percent of Surveys</u>
<u>Zones<sup>2/</sup></u>	
1 West Bank North	10.2
2 West Bank Middle	6.9
3 West Bank South	1.4
13 Mall East	4.7
16 Coffman	17.5
19 Ramp A	8.9
20 Stadium	3.5
22 5th Street Lots	12.9
26 Ramp C	10.8
27 University Avenue Temporary Lot	5.5
30 Como Lots	5.7
32 Veterinary - St. Paul	3.3
33 Earle Brown - St. Paul	7.1
35 Coffey Hall - St. Paul	0.7
37 Student Center - St. Paul	1.7
	<u>100.0</u>
<u>Campus</u>	
East Bank	58.3
West Bank	18.5
St. Paul	12.0
Remote <sup>3/</sup>	11.2
	<u>100.0</u>
<u>Type of Facility</u>	
Contract	37.5
Non-Contract	62.5
	<u>100.0</u>

2/ No surveys were conducted in unlisted zones.

3/ Includes the Como lots and University Avenue temporary lot.

**TABLE 4**  
**TRIP PURPOSE**

<u>Purpose</u>	<u>Percent of Non-Contract Parkers</u>	<u>Percent of Contract Parkers</u>	<u>Percent of All Surveys</u>
Work	30.2	69.3	44.8
Classes	59.9	27.9	47.9
Construction	1.2	0.7	1.0
Other	8.5	2.2	6.1

Reasons for Parking. The reasons for parking at a specific facility are shown in Table 5. Most of the people surveyed parked where they did because it was convenient to their first destination. The next most frequent answer was "other" which was usually given by contract parkers and meant that they parked in the facility because they had a contract in the facility. For non-contract parkers, space availability was more important than the price for parking. Very few people parked due to convenience to their last destination.

**TABLE 5**  
**REASONS FOR PARKING AT FACILITY**

<u>Reason</u>	<u>Percent of Non-Contract Parkers</u>	<u>Percent of Contract Parkers</u>	<u>Percent of All Surveys</u>
Convenient to First Destination	43.7	25.9	37.1
Convenient to Last Destination	1.8	0.4	1.2
Price	7.7	10.0	8.6
Space Available	20.6	8.6	16.1
All Reasons	20.1	5.3	14.5
Other	5.9	49.6	22.3

Preferred Parking Location. Of the people surveyed, 73.5 percent said that given a choice, they would park within the same zone where they presently park. When the data were grouped by campus, it was found that 93.3 percent of the people wanted to park on the campus where they did park. Over 60 percent of the people who parked in remote facilities preferred to park in remote facilities.

First Destination Location. The location of a person's first destination has been selected as the indicator of parking demand by location. Convenience to the first destination was the most frequent reason given by persons for parking where they did. Many people parked where they did and gave that facility as a preferred location mainly because they were unaware of other places to park. Also most people responded to the preferred location with a specific parking facility rather than a campus location. Thus, preferred locations do not reflect possible new facilities which may be available.

First destinations are summarized in Tables 6 and 7. Table 6 shows first destination zone by campus surveyed. Table 7 shows first destination zone by facility type (contract or transient). The most notable statistics in the tables is the dominance of the Health Science Complex (zone 17) as a first destination. Based on the survey, the Health Science area is the first destination of almost 30 percent of all parkers. Of those parking on the East Bank, 45 percent are bound for the Health Science area. Forty percent of the contract parkers, and 24 percent of the non-contract parkers were destined for the Health Sciences.

**TABLE 6**  
**FIRST DESTINATION ZONE BY CAMPUS SURVEYED**

First Destination Zone *	% of West Bank Parkers	% of East Bank Parkers	% of St. Paul Parkers	% of Remote Parkers	% of All Parkers
1 West Bank North	30.9	0.7	0.2	2.8	6.5
2 West Bank Middle	60.2	1.3	1.4	13.1	13.6
3 West Bank South	1.8	0	0	0	0.3
10 Sanford to Elliott	0.3	3.4	0.2	8.2	3.0
11 Appleby	1.3	1.7	0.9	3.1	1.7
12 Mall West	1.3	4.3	1.9	4.6	3.5
13 Mall East	0.6	9.7	0.9	7.7	6.8
14 Engineering	0.4	12.4	1.9	11.3	8.8
15 Nicholson	1.2	11.6	0.7	11.0	8.3
16 Coffman	1.0	5.7	0.5	2.3	3.8
17 Health Science	0.6	44.7	1.4	27.4	29.6
18 Dorms	0	0.7	0	3.6	0.8
19 Ramp A	0	0.6	0	0	0.3
20 Stadium	0	1.1	0	1.0	0.7
21 University Police	0	0.1	0	0	0.1
22 4th Street Lots	0	0.7	0	0	0.4
23 Bierman	0.1	0	0	0	0.1
30 Como Lot	0	0	0	2.1	0.2
32 Veterinary-St. Paul	0	0	21.2	0	2.5
33 Earle Brown-St. Paul	0	0	6.4	0	0.7
35 Coffey Hall-St. Paul	0	0	24.8	0.5	3.0
36 Forestry-St. Paul	0	0	25.7	0.3	3.0
37 Student Center-St. Paul	0.1	0	11.8	0.3	1.5
38 Off-Campus	0	1.2	0	0.5	0.7

\* Zones not listed were not given as a first destination.



**TABLE 7**  
**FIRST DESTINATION ZONE BY FACILITY TYPE**

<u>First Destination Zone *</u>	<u>Percent of Contract Parkers</u>	<u>Percent of Non-Contract Parkers</u>	<u>Percent of All Parkers</u>
1 West Bank North	4.9	7.4	6.5
2 West Bank Middle	2.9	20.0	13.6
3 West Bank South	0.1	0.4	0.3
10 Sanford to Elliott	2.0	3.6	3.0
11 Appleby	1.1	2.0	1.7
12 Mall West	3.0	3.8	3.5
13 Mall East	8.2	5.9	6.8
14 Engineering	9.9	8.1	8.8
15 Nicholson	7.3	8.9	8.3
16 Coffman	1.9	5.0	3.8
17 Health Science	39.6	23.6	29.6
18 Dorms	0.5	1.0	0.8
19 Ramp A	0.0	0.5	0.3
20 Stadium	1.2	0.5	0.7
21 University Police	0.1	0.0	0.1
22 4th Street Lots	0.6	0.4	0.4
23 Bierman	0.1	0.0	0.1
30 Como Lot	0.0	0.4	0.2
32 Veterinary-St. Paul	4.0	1.5	2.5
33 Earle Brown-St. Paul	1.2	0.5	0.7
35 Coffey Hall-St. Paul	3.8	2.5	3.0
36 Forestry-St. Paul	6.0	1.2	3.0
37 Student Center-St. Paul	1.5	1.5	1.5
38 Off-Campus	0.1	1.1	0.7

\* Zones not listed were not given as a first destination.

The dominance of the Health Sciences is further demonstrated when first destinations are grouped by campus as shown in Table 8. The Health Science area attracts more parkers than the West Bank campus or the St. Paul Campus. The East Bank including the Health Science area was the first destination for 68 percent of the parkers surveyed.

**TABLE 8**  
**FIRST DESTINATION CAMPUS**

<u>First Destination</u>	<u>Percent of Parkers</u>
West Bank	20.4
East Bank*	38.4
Health Science	29.6
St. Paul	10.7
Other	0.9

\* Non-Health Science

Visitor Parking

One of the major parking issues identified was the inability of visitors to the University to find a place to park. These visitors are often unaware of what parking facilities are available and may not be familiar with the University at all. The term visitor is intended to include the following types of people:

- Potential students and parents of students
- University Hospital and Clinic's patients and visitors
- Business people involved in projects with University faculty and staff
- Others who wish to use facilities and/or services provided at the University including students, staff, and faculty who occasionally need short-term parking

Although these visitors are entitled to use any of the non-contract parking facilities, it is often difficult for them to do so. Most of the daily rate facilities fill to capacity early in the day and are located some distance from the campus destination of most visitors. The following facilities are priced at an hourly rate to encourage visitor use.

- Lot 1 - East Bank - 95 spaces at \$0.95 per hour.
- Ramp C - East Bank - approximately 500 spaces at \$0.50 per hour.
- Ramp B - East Bank - 360 spaces at \$0.50 per hour.
- Lot 95 - West Bank - 136 spaces at \$0.50 per hour.
- Lot 103 - St. Paul - 45 spaces at \$0.50 per hour.

In addition, the recently completed West Bank ramp has 350 spaces priced at \$0.50 per hour.

To quantify existing visitor parking demand, questionnaires were sent to each of the departments of the University. A total of 439 surveys were distributed and only 229 (52%) were returned. The results of the survey are summarized in Table 9. More complete results are presented in the appendix.

**TABLE 9**  
**DEPARTMENTAL PARKING SURVEY**

<u>Location</u>	<u># Surveys</u>	<u># Visitors/Day</u>		<u>Adjusted* # Visitors</u>	
		<u>Typical</u>	<u>Peak</u>	<u>Typical</u>	<u>Peak</u>
East Bank	96	3,599-4,037	10,020	879-1,192	4,530
West Bank	33	116- 133	543	116- 113	543
Health Science	51	2,531-2,598	3,823	2,391-2,458	3,663
St. Paul	39	242- 272	795	242- 272	795
Off Campus	<u>10</u>	<u>329- 345</u>	<u>647</u>	<u>329- 345</u>	<u>647</u>
Total	229	6,817-7,385	15,828	3,957-4,400	10,178

\*Adjusted by omitting departments who mainly serve students (e.g. financial aid, library)

<u>Visitor Parking Rank</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Number	17	52	154
Percent	8	23	69

<u>Best Type of Visitor Parking</u>	<u>Reservation</u>	<u>Hourly Rate</u>	<u>Meters</u>
Number	45	65	22
Percent	34	49	17

- 439 Surveys Distributed; 229 (52%) Surveys Returned

Due to the poor response rate, it is difficult to draw quantitative conclusions from the survey. It might be assumed that only the departments with a significant number of visitors responded. Making this assumption, the University attracts 4,000 to 4,500 visitors on a typical day. Assuming a turnover of two to three vehicles per parking space means that visitors use 1,300 to 2,200 of the parking spaces at the University. The major generator of visitors is the Health Science Complex.

Almost 70 percent of the departments ranked visitor parking facilities as poor. It was often commented that University staff schedule meetings off-campus rather than have their visitors confront the parking problem. Many departments complained that the parking situation discouraged visitors from coming to the University at all. Most of the departments reported that the reservation system worked well as long as they know in advance that visitors were coming. The preferred type of visitor parking was hourly rate facilities.

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## PARKING SPACE NEEDS

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### Introduction

The first step in projecting long-term parking demand is to quantify existing parking demand. The current usage of parking facilities does not represent total existing parking demand as evidenced by:

- Over 3,600 people on the contract parking waiting list.
- The dissatisfaction with existing parking expressed by most departments.
- The fact that many facilities fill to capacity daily.

The level of dissatisfaction with the existing parking situation indicates that there is a need to provide additional parking spaces merely to satisfy existing demand. In addition, there is a perception that the inability to find a convenient place to park discourages many people from coming to the University. Parking spaces are also needed to satisfy this unmet or latent demand.

Three methods have been used to estimate existing parking demand. The first method is intended to improve the quality of service to existing users. This methodology is based on existing usage with adjustments for the contract parking waiting list and current building construction. The other methods are intended to satisfy a portion of the unmet parking demand in addition to improving the quality of service. These methodologies utilize empirical sources to estimate demand.

It should be noted that to a degree, parking demand will increase to fill the available parking supply. Parking demand is influenced by a number of factors including price, convenience, location, availability of alternative transportation, perception of parking availability, and user income. If parking becomes too convenient, people may be encouraged to drive to campus rather than walking, riding the bus, or carpooling. Thus, a decision to increase the parking supply should be tempered by revising the pricing structure, promoting alternative transportation modes, and regulating parking usage to serve the intended users.

### Space Needs Based on Existing Usage

Three factors have been considered in projecting parking space needs based on existing usage. The first factor is the surveyed occupancy of non-contract parking facilities and estimates of non-contract parking space needs are based on the effective parking supply. The second factor is the contract parking waiting list which is used to estimate contract parking space needs. The third factor is current building projects which will result in more people attracted to campus.

Table 10 shows the calculations used to estimate open space needs. The surveyed occupancies of on-campus non-contract facilities was over 96 percent. Generally, an occupancy of 85 percent to 90 percent represents full parking utilization. At this level of occupancy, all spaces may be full due to cars taking up more than one space or due to spaces lost for snow storage. Considering 85 percent to 95 percent occupancy as full also provides a margin of error to accommodate peaks in parking demand. An effective parking supply has been calculated assuming full usage at 85 percent and 90 percent occupancy. The difference between the parking demand and the effective parking supply is the number of open spaces needed.

Table 11 shows adjustments to the contract parking waiting list to arrive at the number of contract spaces needed. Two separate waiting lists are kept; one by Parking Services and one by Health Sciences. The Parking Services list has duplicate names of people waiting for more than one facility. The Health Science list contains each name only once. Parking Services estimated that the number of individuals on the contract waiting list would increase by 30 percent during fall quarter. The subtractions from the number of individuals on the list are based on a phone survey conducted for a previous University parking study.<sup>1/</sup> This survey found that of the people on the contract waiting list:

- 40 percent use non-contract parking facilities so are counted as part of the open parking demand.
- 10 percent no longer want a space due to change of employment or other transportation arrangements.
- 10 percent already have a contract and are on the list for a more desirable facility.

The final correction is based on the current Parking Services policy of overselling contract spaces. Approximately ten percent more contracts are sold than there are spaces available. This corrects the demand for parking contracts to a demand for parking spaces.

Table 12 shows parking space needs estimates for current building projects at the University. The new University Hospital will provide spaces for approximately 375 employees to move on campus from off-campus locations. The number of parking spaces per employee has been estimated based on existing ratios. The music building will also result in additional employees on campus. The Humphrey Institute is expected to attract a large number of visitors in addition to housing staff from off-campus locations. The 250-375 visitor cars per day were estimated by the Humphrey Institute for an average day during the school year.

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<sup>1/</sup> Health Science Parking Study, University of Minnesota, September, 1983.

**TABLE 10**  
**NON-CONTRACT SPACES NEEDED BASED ON EXISTING OCCUPANCY**

	<u>East Bank</u>	<u>West Bank</u>	<u>St. Paul</u>	<u>Remote</u>	<u>TOTAL</u>
A. Surveyed Spaces	3,565	661	534	2,699 <sup>2/</sup>	7,459
B. Occupied Spaces	3,429	642	515	2,236	6,822
C. % Occupancy	96	97	96	83	91
D. Actual Number of Spaces	3,974	804 <sup>1/</sup>	579	2,298	7,655
E. Demand (C x D)	3,815	780	556	2,236	7,387
F. Effective Supply (90% Occupancy) (.90 x D)	3,577	724	521	2,068	6,890
SPACES NEEDED (E-F) 90% Occupancy	238	56	35	168	497
G. Effective Supply (85% Occupancy) (.85 x D)	3,378	683	492	1,953	6,506
SPACES NEEDED (E-G) 85% Occupancy	437	97	64	283	881

1/ Does not include West Bank Ramp because ramp was not open at time of occupancy survey.

2/ Includes temporary Onan Lot with 434 spaces.

**TABLE 11**  
**CONTRACT PARKING WAITING LIST ADJUSTMENTS**

	EAST BANK		WEST BANK	ST. PAUL	TOTAL
	Health Science	Non-Health Science			
Waiting List Names	2,093	1,939	229	499	4,760
Waiting List Individuals	2,093	1,148	143	303	3,687
Fall Qtr. Adjustment (+30%)	2,093	1,492	186	394	4,165
Use Non-Contract Spaces (-40%)	-837	-597	-74	-158	-1,666
No Longer Want Space (-10%)	-209	-149	-19	- 39	- 416
Have a Contract (-10%)	-209	-149	-19	- 39	- 416
TOTAL DEMAND	838	597	74	158	1,667
Oversell Correction (1.1 Contracts/Space)	- 76	- 54	- 7	- 14	- 151
SPACES NEEDED	762	543	67	144	1,516

**TABLE 12**  
**CURRENT BUILDING PROJECTS PARKING DEMAND**

1. University Hospital

375 "New" Employees	.60 Contract/Employee	225 Contract
	.25 Non-Contract/ Employee	94 Open

2. Music School

80 "New" Employees	.60 Contract/Employee	48 Contract
	.25 Non-Contract/ Employee	20 Open

3. Humphrey Institute

- 250-375 cars per day for Humphrey Exhibit
- "New" staff from Humphrey Institute
- Improved conference facilities
- Parking space estimate

50 Contract

200 Non-Contract

TOTAL

323 Contract

314 Non-Contract

These three corrections are summarized in Table 13 by campus. The total number of spaces needed is 2,650-3,000 with the majority needed on the East Bank.



**TABLE 13**  
**SPACES NEEDED BASED ON EXISTING USAGE**

	<u>EAST BANK</u>	<u>WEST BANK</u>	<u>ST. PAUL</u>	<u>REMOTE</u>	<u>TOTAL</u>
Contract	1,530	165	144	0	1,839
Non-Contract	332-531	276-317	35-64	168-283	811-1,195
SPACES NEEDED	1,862-2,061	441-482	179-208	168-283	2,650-3,034

Includes:

- Contract waiting list adjustment.
- Adjustment for effective non-contract parking supply.
- New building parking demand.

Parking Space Needs Based on Empirical Sources

Two empirical sources have been used to estimate the parking space needs of the University. The first source is the Urban Land Institute which compiled parking demand factors for universities and hospitals based on population. These factors and parking space calculations are shown in Table 14. The resulting number of spaces is 17,131 to 39,208. The difference between the calculated number of spaces and the number available yields 3,060 to 25,137 spaces needed.

The second source of empirical parking data was a questionnaire sent to 13 other urban universities. The questionnaire results are summarized in Table 15 and presented in the appendix. Based on reported campus populations and campus parking spaces provided, the number of spaces per 100 population was calculated. A second factor representing the estimated number of spaces needed, was calculated based on each university's estimate of the percentage of parking demand which was satisfied by university parking facilities. These factors are applied to the University of Minnesota population in Table 16. Using the average spaces provided and average spaces needed from the 13 universities surveyed yields a parking demand of 18,273 to 27,190 spaces at the University of Minnesota. Subtracting the existing number of spaces available results in 4,202 to 13,119 spaces needed.

**TABLE 14**  
**PARKING DEMAND ESTIMATE**

Using Demand Factors from Dimensions in Parking, 2nd Edition  
Urban Land Institute, 1983.

<u>Parking Generator</u>	<u>Peak Demand Factor</u>	<u>Unit</u>	<u>Number of Units</u> <sup>1/</sup>	<u>Spaces</u>
<u>Non-Hospital</u>				
Commuter Students	0.25-0.50	Person	41,887	10,472-20,944
Resident Students	0.05-0.40	Person	4,558	228- 1,823
Faculty & Staff	0.30-0.90	Person	12,716	3,815-11,444
Visitors	0.02-0.05	Faculty, Staff	12,716	254- 636
			Subtotal	14,769-34,847
<u>Hospital</u>				
Out Patients	0.05-0.15	Staff Person	3,634	182- 545
Visitors	0.10-0.15	Staff Person	3,634	363- 545
Staff	0.50-0.90	Staff Person	3,634	1,817- 3,271
			Subtotal	2,362- 4,361
			TOTAL	17,131-39,208
			Spaces Available	<u>14,071</u>
			SPACES NEEDED	3,060-25,137

Source:

<sup>1/</sup> Management Planning and Information Services

**TABLE 15**  
**SUMMARY RESULTS OF PARKING QUESTIONNAIRE FROM OTHER UNIVERSITIES**

	<u>Population*</u>	<u>Parking Spaces</u>	<u>Spaces Per 100</u>	<u>% Satisfied</u>	<u>Corrected Spaces Per 100</u>
University of Pennsylvania	28,964	4,500	15.5	40	38.8
University of Maryland	43,248	16,993	39.3	100	39.3
University of Chicago	19,096	6,477	33.9	57	59.5
University of Pittsburgh	36,726	3,623	9.9	52	19.0
University of Denver	10,862	3,175	29.2	80	36.5
UCLA	51,500	18,118	35.2	79	44.5
Tulane University	9,496	2,100	22.1	33	67.0
Ohio State University	66,675	22,457	33.7	100	33.7
University of Washington	51,225	12,346	22.4	100	22.4
Georgia Institute	12,362	7,500	60.7	90	67.4
University of Wisconsin-Milwaukee	23,453	3,437	14.7	33.3	44.0
San Diego State University	24,028	10,099	42.0	88.02	47.8
Cleveland State University	18,082	3,639	20.1	NA	NA
		Average	29.1	71	43.3

\*Daytime student, staff, faculty

**TABLE 16**  
**PARKING DEMAND ESTIMATE**

Using Parking Ratios Surveyed at 13 Other Universities

<u>University Population</u>	<u>Measure</u>	<u>Spaces Per 100</u>	<u>Spaces</u>
62,795	Spaces provided - minimum	9.9	6,217
62,795	Spaces provided - maximum	60.7	38,117
62,795	Spaces provided - average	29.1	18,273
62,795	Spaces needed - minimum	19.0	11,931
62,795	Spaces needed - maximum	67.4	42,324
62,795	Spaces needed - average	43.3	27,190

SPACES NEEDED

Demand	18,273 - 27,190
Spaces Available	<u>14,071</u>
SPACES NEEDED	4,202 - 13,119

Existing Parking Demand

The parking space needs based on the three methods are summarized in Table 17.

**TABLE 17**  
**PARKING SPACE NEEDS SUMMARY**

<u>Source</u>	<u>Additional Parking Spaces Needed</u>	<u>Total Spaces</u>
Existing Usage	2,605- 3,034	16,721-17,105
Other Universities	4,202-13,119	18,273-27,190
ULI	3,060-25,137	17,131-39,208

The large range of spaces needed based on these methodologies shows the variability of parking demand and how it can fluctuate depending on price, convenience, transit use, carpooling and user perceptions. If all parking were free and located adjacent to campus, there could be a demand for 40,000 spaces at the University. Given the current parking and user characteristics approximately 17,100 total spaces or 3,000 new spaces are needed. To improve the perception of parking at the University and to accommodate at least a portion of the latent parking demand, additional parking spaces are needed. It was recommended and adopted by the Parking Advisory Committee that 4,200 additional parking spaces be considered the current net deficit parking demand. The total of 18,270 spaces:

- Is a conservative estimate of demand
- Is a realistic and achievable goal
- Provides at least 1,000 spaces to satisfy latent demand
- Is consistent with previous studies
- Is a parking supply comparable to other urban universities

The parking demand has been distributed to the three campuses in Table 18. The excess demand and remote spaces have been distributed based on the existing portion of University population by campus. Existing demand by campus also includes the existing number of spaces on each campus.

**TABLE 18**  
**EXISTING PARKING DEMAND**

	<u>EAST BANK</u>	<u>WEST BANK</u>	<u>ST. PAUL</u>	<u>TOTAL</u>
% of Population	61%	29%	10%	100%
Spaces Needed	2,562	1,218	420	4,200
Remote Spaces	1,402	666	230	2,298
Existing Spaces	8,289	1,850	1,640	11,779
Parking Demand	12,253	3,734	2,290	18,277
% of Spaces	67%	20%	13%	

Future Parking Demand

The number of parking spaces needed in future years is dependent on both changes in the University population and expected losses of existing parking facilities. University population projections by campus are shown in Table 19. Campus population is expected to decrease by 23 percent by 1995 which should also result in a decreased demand for parking. Parking demand is expected to decrease from 18,270 currently to 14,100 in 1995 and then increase to 15,300 by the year 2000.

**TABLE 19**  
**POPULATION ADJUSTMENTS**

STUDENT HEADCOUNT PROJECTIONS								
Year	EAST BANK		WEST BANK		ST. PAUL		TOTAL	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change
1983	28,402	-	13,258	-	4,785	-	46,445	-
1990	25,831	-9.1	11,688	-11.8	4,449	-7.0	41,968	-9.6
1995	21,996	-22.6	9,953	-24.9	3,788	-20.8	35,737	-23.1
2000	23,878	-15.9	10,804	-18.5	4,112	-14.1	38,794	-16.5

SOURCE: Management Planning and Information Services

PROJECTED				
PARKING SPACE DEMAND				
	EAST BANK	WEST BANK	ST. PAUL	TOTAL
Existing	12,253	3,734	2,290	18,277
1990	11,138	3,293	2,130	16,561
1995	9,484	2,804	1,814	14,102
2000	10,305	3,043	1,967	15,315

Over the next 20 years, it is expected that many existing surface parking lots will be lost mainly due to new academic building construction. The expected losses of parking are shown in Table 20. Over 2,600 spaces are expected to be lost by 1995. An additional 1,200 spaces will be lost between 1995 and 2005.

**TABLE 20**  
**EXPECTED LOSSES OF PARKING**

Year	EAST BANK		WEST BANK		ST. PAUL		TOTAL		TOTAL
	Contract	Open	Contract	Open	Contract	Open	Contract	Open	
5-Year Loss	374	30	38	411	5	0	417	441	858
5-10 Year Loss	195	1,106	39	263	199	0	433	1,369	1,802
Total 10 Year Loss	569	1,136	77	674	204	0	850	1,810	2,660
10-20 Year Loss	434	430	0	0	328	45	762	475	1,237
Total 20 Year Loss	1,003	1,566	77	674	532	45	1,612	2,285	3,897

SOURCE: Department of Physical Planning

The combined effect of decreasing population and loss of existing parking is shown in Table 21. These projections are based on the current net deficit demand for 4,200 spaces. This deficit is expected to decrease to approximately 2,700 spaces by 1995. After 1995, population increases coupled with continued losses of surface parking facilities will cause the deficit to increase to approximately 5,100 spaces.

**TABLE 21**  
**PROJECTED PARKING SPACE NEEDS**

<u>EXISTING</u>	<u>EAST BANK</u>	<u>WEST BANK</u>	<u>ST. PAUL</u>	<u>REMOTE</u>	<u>TOTAL</u>
Supply	8,289	1,850	1,640	2,298	14,077
Demand	12,253	3,734	2,290	-	18,277
Spaces Needed	3,964	1,884	650	(2,298)	4,200

1990

Supply	7,885	1,401	1,635	2,298	13,219
Demand	11,138	3,293	2,130	-	16,561
Spaces Needed	3,253	1,892	495	(2,298)	3,342

1995

Supply	6,584	1,099	1,431	2,298	11,412
Demand	9,484	2,804	1,814	-	14,102
Spaces Needed	2,900	1,705	383	(2,298)	2,690

2000

Supply	6,584	1,099	1,431	2,298	10,180
Demand	10,305	3,043	1,967	-	15,315
Spaces Needed	4,585	1,944	904	(2,298)	5,135



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## PARKING ALTERNATIVES

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There are three general methods of meeting the existing and projected parking demands:

- Decrease the demand for parking spaces by increasing transit ridership and carpooling.
- Improve the efficiency of parking lots by restriping for smaller vehicles.
- Build new parking facilities to replace spaces lost to building construction and accommodate additional demand.

These three methods are evaluated in the following sections.

### Transit/Carpooling

The Metropolitan Transit Commission (MTC) and the University of Minnesota jointly provide express bus service to the University from much of the metropolitan area via the Route 52 commuter bus service. The route map for this service is shown in Figure 3. Ridership on these routes is shown in Table 22. Ridership on this system declined during 1981-82 and during 1982-83, probably because of decreasing gas prices coupled with the implementation by the MTC of a 15¢ peak-hour surcharge near the end of the 1981-82 school year. During 1983-84, Route 52 system ridership increased by 4% over 1982-83 ridership.

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TABLE 22  
ROUTE 52 COMMUTER BUS SYSTEM RIDERSHIP

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<u>Fiscal Year (July 1-June 30)</u>	<u>Total Annual Ridership</u>	<u>% Change from Previous Year</u>
1977-1978	643,353	+16.3
1978-1979	796,807	+23.9
1979-1980	943,779	+18.4
1980-1981	1,058,926	+12.2
1981-1982	1,055,993	- 0.3
1982-1983	944,355	-10.6
1983-1984	982,349	+ 4.0

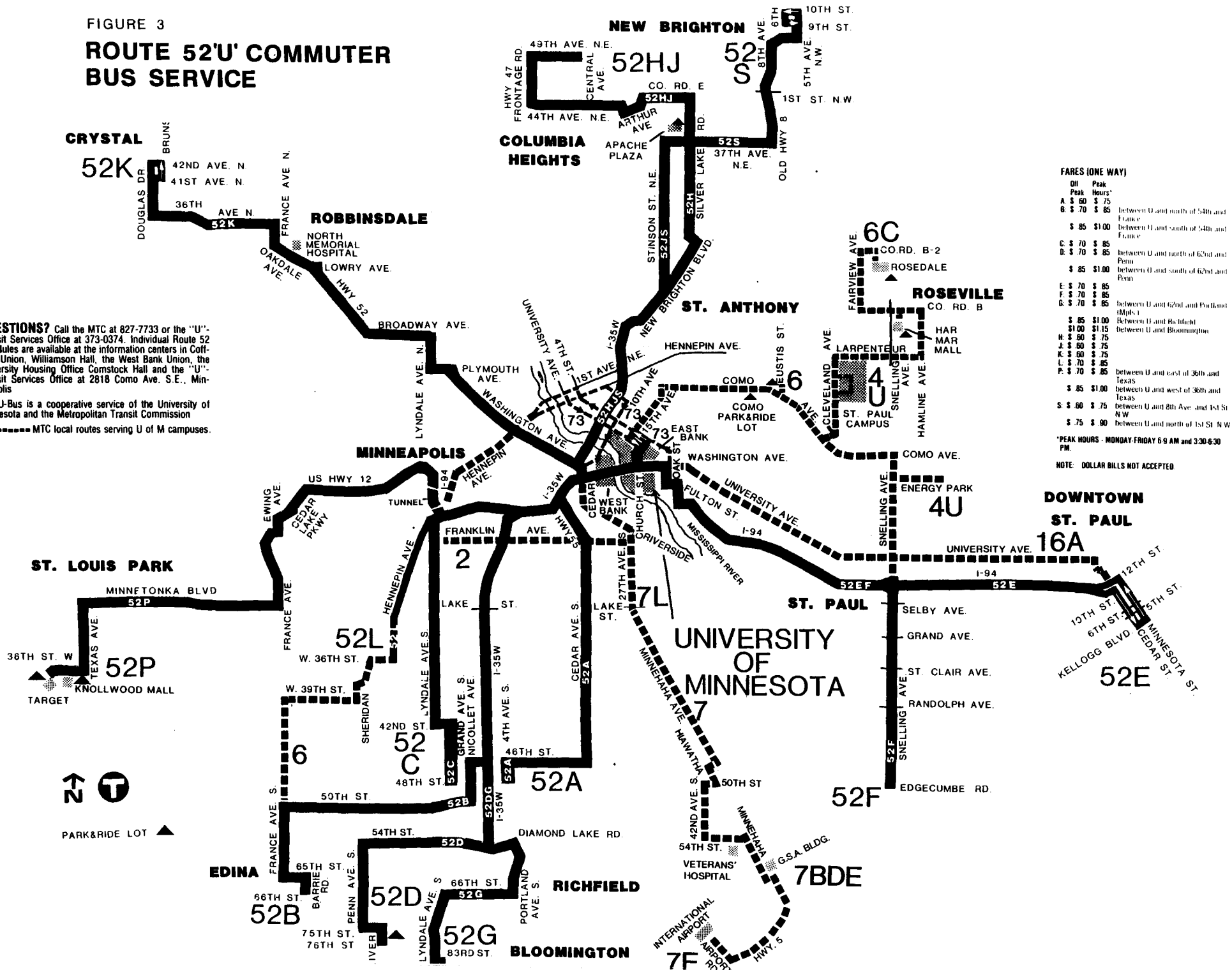
The University promotes carpooling through a rideshare program and by reserving selected parking areas for carpools only. Rideshare matching materials are provided to every student along with registration materials, and the program is also offered to faculty and staff. A survey of 6,800 vehicles parking in University facilities found an average vehicle occupancy of 1.1 persons per vehicle, which is consistent with surveys of University students, faculty staff that have revealed that approximately 12% carpool.

**FIGURE 3**  
**ROUTE 52'U' COMMUTER**  
**BUS SERVICE**

**QUESTIONS?** Call the MTC at 827-7733 or the "U"-Transit Services Office at 373-0374. Individual Route 52 schedules are available at the information centers in Coffman Union, Williamson Hall, the West Bank Union, the University Housing Office Comstock Hall and the "U"-Transit Services Office at 2818 Como Ave. S.E., Minneapolis

The U-Bus is a cooperative service of the University of Minnesota and the Metropolitan Transit Commission

----- MTC local routes serving U of M campuses.



**FARES (ONE WAY)**

OH	Peak
Peak	Hours*
A \$ .60	\$ .75
B \$ .70	\$ .85
Between U and north of 54th and France	
\$ .85	\$ 1.00
Between U and south of 54th and France	
C \$ .70	\$ .85
Between U and north of 62nd and Penn	
\$ .85	\$ 1.00
Between U and south of 62nd and Penn	
E \$ .70	\$ .85
F \$ .70	\$ .85
G \$ .70	\$ .85
Between U and 62nd and Portland (Mpls.)	
\$ .85	\$ 1.00
Between U and Radcliff and Bloomington	
H \$ .60	\$ .75
I \$ .60	\$ .75
J \$ .60	\$ .75
K \$ .80	\$ .95
L \$ .70	\$ .85
P \$ .70	\$ .85
Between U and east of 36th and Texas	
\$ .85	\$ 1.00
Between U and west of 36th and Texas	
S \$ .60	\$ .75
Between U and 8th Ave. and 1st St. N.W.	
\$ .75	\$ .90
Between U and north of 1st St. N.W.	

\*PEAK HOURS - MONDAY-FRIDAY 6:9 AM and 3:30-6:30 PM.

NOTE: DOLLAR BILLS NOT ACCEPTED

Increasing transit usage or carpooling would decrease the demand for parking. If increased funding were provided, the existing transit service could be expanded and carpool promotional activities could be increased. A substantial increase in the usage of these modes would most likely result from a significant increase in gas prices. The University should continue to promote transit and ridesharing as any gain in ridership in these areas would improve the parking situation and increased promotional efforts may be necessary to retain existing levels of usage. Thus, the parking demand projections assume existing levels of transit use and carpooling.

It should be noted that the metropolitan area is currently evaluating the potential for Light Rail Transit (LRT) including a University Avenue line connecting Minneapolis and St. Paul, a Hiawatha Avenue line connecting downtown Minneapolis and the Minneapolis-St. Paul International Airport, and a Southwest Corridor line connecting downtown Minneapolis and the western suburbs. The University Avenue and Hiawatha Avenue lines would both have direct service to the University and the Office of Physical Planning is an active participant in the LRT planning process. If the LRT system is constructed, it is likely that regular service would not be available until after 1995. Thus, the potential for increased ridership due to LRT exists, but it cannot be relied on to reduce parking demand except possibly after 1995.

Parking Space Size

One method for increasing parking supply is to decrease the size of parking spaces. Smaller parking spaces are possible due to the increasing number of compact and subcompact cars in the vehicle fleet. Not only do these vehicles occupy less space, they also are more maneuverable which allows for narrower aisles between spaces. A comparison of standard and downsized parking space requirements is shown in Table 23.

**TABLE 23**  
**PARKING SPACE REQUIREMENTS**

<u>Type</u>	<u>Angle</u>	<u>Bay Width</u>	<u>Stall Width</u>	<u>Area (Square Feet)</u>
Standard	90°	60'	8.5'	255
Downsized	90°	55'	8'	220
Standard	60°	55'	8.5'	270
Downsized	75°	55'	8.5'	242

To address the potential for downsizing parking at the University, a survey of vehicle sizes was conducted and layouts of existing parking areas were evaluated. The vehicle size survey is summarized in Table 24. A total of 12,702 vehicles was surveyed and 68 percent were classified as small vehicles.

**TABLE 24**  
**VEHICLE SIZE SURVEY**

Area	Cars			Trucks/Vans	
	Subcompact	Compact	Standard	Small	Standard
East Bank	30%	29%	34%	3%	4%
West Bank	39%	38%	16%	3%	4%
St. Paul	31%	42%	16%	6%	5%
Total	31%	34%	28%	3%	4%

Most of the surface parking lots on campus are striped only to identify parking bays, not each individual stall. Based on parking lot layouts provided by the University, it was found that most facilities have a bay width of between 55 and 60 feet. It was also found that the reported capacities of these lots are based on a stall width of eight feet. Thus, the parking capacities for these lots already reflect a downsizing of parking space. In addition, due to the relatively small size, irregular shapes, and constraints on entrance/egress locations, more efficient lot layouts are generally not possible. The current practice of striping parking bays and not individual stalls seems to encourage efficient use of parking spaces as evidenced by the high occupancies observed.

The parking garages and Ramp A are striped for 90° parking stalls. The short clear spans in these facilities limit the number of spaces which can be accommodated within each span. Parking Ramp C is striped with 70° stalls, 8.8 feet wide. If this ramp were restriped with 75° stalls, 8.5 feet wide, approximately 30 additional spaces could be obtained. This would entail eradicating the existing striping and detailed layout of the revised parking striping prior to restriping. The small potential gain in spaces does not warrant this effort.

#### Potential Parking Facilities

Tables 25 through 28 identify and evaluate potential parking facility locations and types on and between the three campuses. The locations are identified on Figures 4, 5, and 6. The types of parking facilities considered are described below:

- Parking Ramp - This is the conventional type of structured parking and can generally be constructed for \$7,000-8,000 per space not including land costs. The number of parking spaces which can be provided has been estimated based on the size of the area and assuming a four to five level ramp.
- Parking Deck - This type of parking refers to construction of a single parking deck over an existing surface lot. Costs are estimated to be less than a ramp due to the reduced structural and circulation requirements of a single deck. The number of parking spaces to be provided on a deck has been estimated to be 80 percent of the surface lot capacity.

TABLE 25  
POTENTIAL PARKING LOCATIONS, EAST BANK CAMPUS

AREA	LOCATION	TYPE	TOTAL SPACES IN FACILITY	APPROXIMATE # NEW SPACES	APPROXIMATE COST PER SPACE	ACCESSIBILITY	OWNERSHIP	RELATIONSHIP TO LRDP	COMMENTS/PROBLEMS
E1	East Bank Existing Lot 33	Deck	780	350	\$4,000-6,000	Fair	University	Inconsistent	Existing traffic capacity problem to lots north of 4th Street.
E2	East Bank Existing Lot 35	Ramp	700	530	\$7,000-8,000	Good	University	Consistent	Ramp between 4th Street/University one-way pair pro- vides good access
E3	East Bank Existing Lot 36	Ramp	700	500	\$7,000-8,000	Good	University	Consistent	Ramp between 4th Street/University one-way pair pro- vides good access
E4	East Bank Existing Lots C82, 70; Oak and Washington	Ramp	1200	900	\$7,000-8,000	Good	University	Not Incon- sistent	Visual impact on campus entrance; could add to traffic capacity problems at Oak and Washington.
E5	East Bank North of Centennial Hall; Harvard and Delaware	Ramp	650	600	\$7,000-8,000	Poor	University/ Private	Not Incon- sistent	Close proximity to Health Sciences; requires displa- cement of 3 exist- ing residences.
E6	East Bank Under New Hospital	Underground	1000	1000	\$7,500-10,000	Fair	University/ Park Board	Underground space utili- zation con- sistent	Access through Park Board property.

TABLE 26  
 POTENTIAL PARKING LOCATIONS, WEST BANK CAMPUS

AREA	LOCATION	TYPE	TOTAL SPACES IN FACILITY	APPROXIMATE # NEW SPACES	APPROXIMATE COST PER SPACE	ACCESSIBILITY	OWNERSHIP	RELATIONSHIP TO LRDP	COMMENTS/PROBLEMS
W1	West Bank Athletic Field North of Law Building	Cut/Cover	600	600	\$7,000-10,000	Good 19th Avenue	University	Not Inconsistent	Reestablish athletic field on top of parking deck; water seepage difficult to eliminate; possible opposition from abutting residential area.
W2	West Bank Existing Lot 95, C88 North of Law Building	Ramp	1000	770	\$7,000-8,000	Good 19th Avenue	University	Consistent	Visual 'crowding' of Law Building.
W2		Deck	500	270	\$4,000-6,000	Good 19th Avenue	University	Consistent	
W3	West Bank under Wilson Library, Humphrey Building	Underground	1000	1000	\$7,500-10,000	Poor River Rd.	University/ Park Board	Underground space utilization consistent	Access through Park Board property; Parking very convenient.
W4	West Bank Existing Lot 90 West of 19th Avenue	Ramp	650	575	\$7,000-8,000	Good 19th Avenue	University/ Private	Not Addressed	Displacement of Daycare facility; possible joint use with City.
W5	West Bank Existing Lot 94 Ramp Expansion	Ramp	400	260	\$4,000-6,000	Good 4th St.	University	Not Inconsistent	Potential traffic capacity problems.

TABLE 27  
POTENTIAL PARKING LOCATIONS, ST. PAUL CAMPUS

AREA	LOCATION	TYPE	TOTAL SPACES IN FACILITY	APPROXIMATE # NEW SPACES	APPROXIMATE COST PER SPACE	ACCESSIBILITY	OWNERSHIP	RELATIONSHIP TO LRDP	COMMENTS/PROBLEMS
S1	St. Paul Existing Lot SC 175; Cleveland & Dudley	Ramp	600	475	\$7,000-8,000	Good	University	Consistent	Possible opposition from abutting residential area; serves north side of St. Paul campus.
S2	St. Paul Existing Lot SC 163 Gortner Avenue	Ramp	600	540	\$7,000-8,000	Fair	University	Not Inconsistent	Requires displacement of horse barn; serves north side of St. Paul campus.
S3	St. Paul between Student Center and Home EC	Cut/Cover	150	150	\$7,000-10,000	Fair	University	Inconsistent	Reestablish green space on top of parking deck; Disruption of existing vegetation; good central location.
S4	St. Paul Existing Lots SC 158, S 103	Deck	325	150	\$4,000-6,000	Fair	University	Inconsistent	Central location.
S5	St. Paul Existing Lots S101, SC 151	Ramp	1200	875	\$7,000-8,000	Good	University	Consistent	Possible opposition from neighboring residential area; Long walk to north side of St. Paul campus; visual impact to campus entrance.
S5		Deck	575	250	\$4,000-6,000	Good	University	Consistent	Long walk to north side of St. Paul campus.
S6	St. Paul, Corner of Folwell and Gortner	Surface	90	90	-	Good	University	Consistent	Angled parking off Gortner and Folwell to serve northside of campus.

TABLE 28  
POTENTIAL PARKING LOCATIONS, REMOTE/TEMPORARY

AREA	LOCATION	TYPE	TOTAL SPACES IN FACILITY	APPROXIMATE # NEW SPACES	ACCESSIBILITY	OWNERSHIP	RELATIONSHIP TO LRDP	COMMENTS/PROBLEMS
R1	15th Avenue at Rollins Avenue	Temporary Surface Lot	400	400	Good	University	Remote/Intercept Parking consistent	On existing University bus line; no bus access from busway; 400 Spaces if existing buildings are torn down; 100 Spaces if buildings remain.
R2	4th Street East of Oak Street	Remote Surface Lot	1000	1000	Fair	Private	Remote/Intercept Parking consistent	Within walking distance to East Bank Campus; adjacent to busway
R3	University Avenue at 28th Avenue	Temporary Surface Lot	600	600	Good	Private	Remote/Intercept Parking consistent	On existing University bus line; continued usage objectionable to residents.
R4	Territorial Road and Berry Street	Temporary/ Remote Surface Lot	800	800	Good	Private	Remote/Intercept Parking consistent	Requires slight modification to existing University bus route; adjacent to busway.
R5	TH 280 and Kasota Avenue	Remote Surface Lot	800-1000	800-1000	Fair	Private	Remote/Intercept Parking consistent	Opposition from local residents likely; requires busway for access.
R6	Fairgrounds	Remote Surface Lot	1700-2000	300-600	Fair	Private	Remote/Intercept Parking consistent	Shuttle bus to campus interior required for full utilization; 30-day lease with Fairgrounds.
R7	Como Lot	Remote Surface Lot	635	0	Good	University	Remote/Intercept Parking consistent	No bus access from busway.



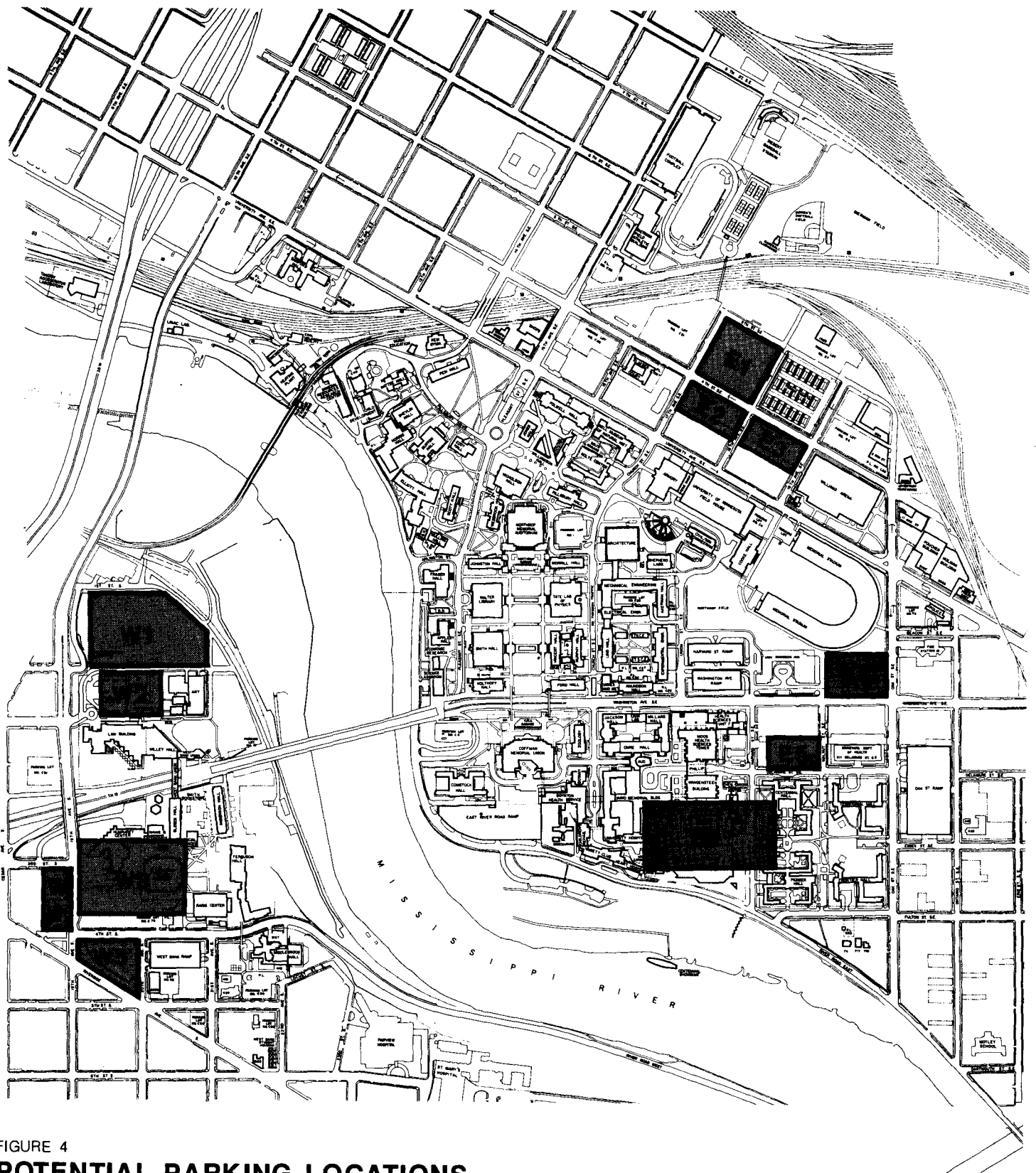


FIGURE 4  
**POTENTIAL PARKING LOCATIONS  
 EAST BANK AND WEST BANK CAMPUSES**



**Long Range Parking Study**  
 University of Minnesota - Minneapolis



- Cut/Cover - This alternative refers to parking which is constructed partially underground then covered to restore surface uses. The cost for this type of parking is estimated to be greater than a ramp due to the need for waterproofing and re-establishment of the surface.
- Underground - This refers to the creation of parking space in the St. Peter Sandstone underlying the East and West Bank campuses at a depth of 80 to 100 feet. The feasibility of creating usable space in this formation has been demonstrated by the Civil and Mineral Engineering Building. To utilize this mined space for parking, vehicular access through the Mississippi River bank would be required. The space would need to be ventilated to remove vehicular exhausts. The parking spaces created would be 'premium' spaces offering a stable environment and direct access by elevator to campus buildings. The number of parking spaces which could be created is limited only by the capacity of the entrance/egress roads. The cost of creating the space may be competitive with surface ramp construction although preliminary engineering studies are needed to more accurately estimate both construction and operating and maintenance costs.
- Remote Surface Lots - The only surface parking areas identified are remote facilities requiring a transit connection to campus. The facilities identified are adjacent to either existing University bus routes or the proposed University Busway. The busway would provide a dedicated road for buses connecting the Minneapolis and St. Paul campuses.

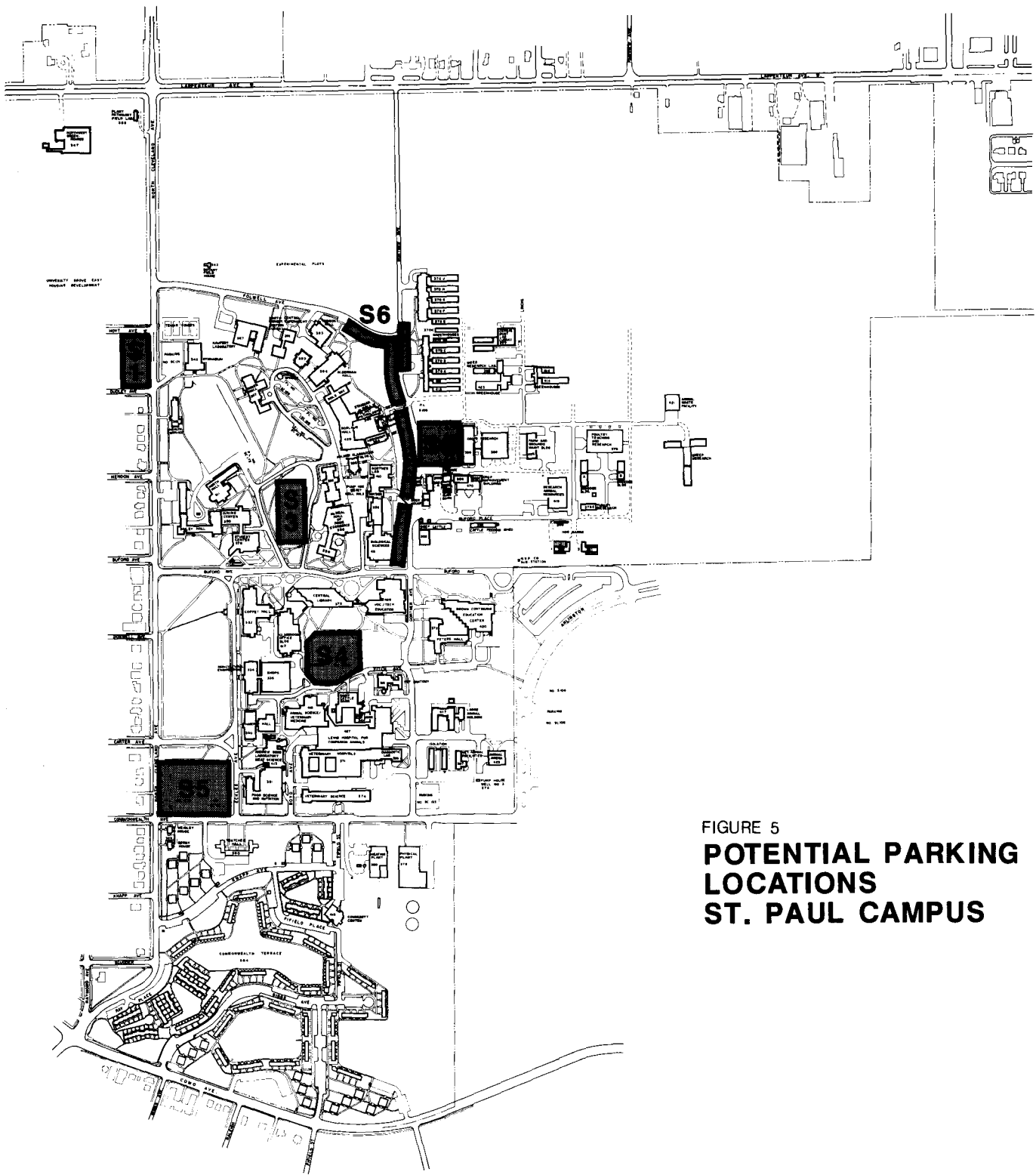


FIGURE 5  
**POTENTIAL PARKING  
 LOCATIONS  
 ST. PAUL CAMPUS**

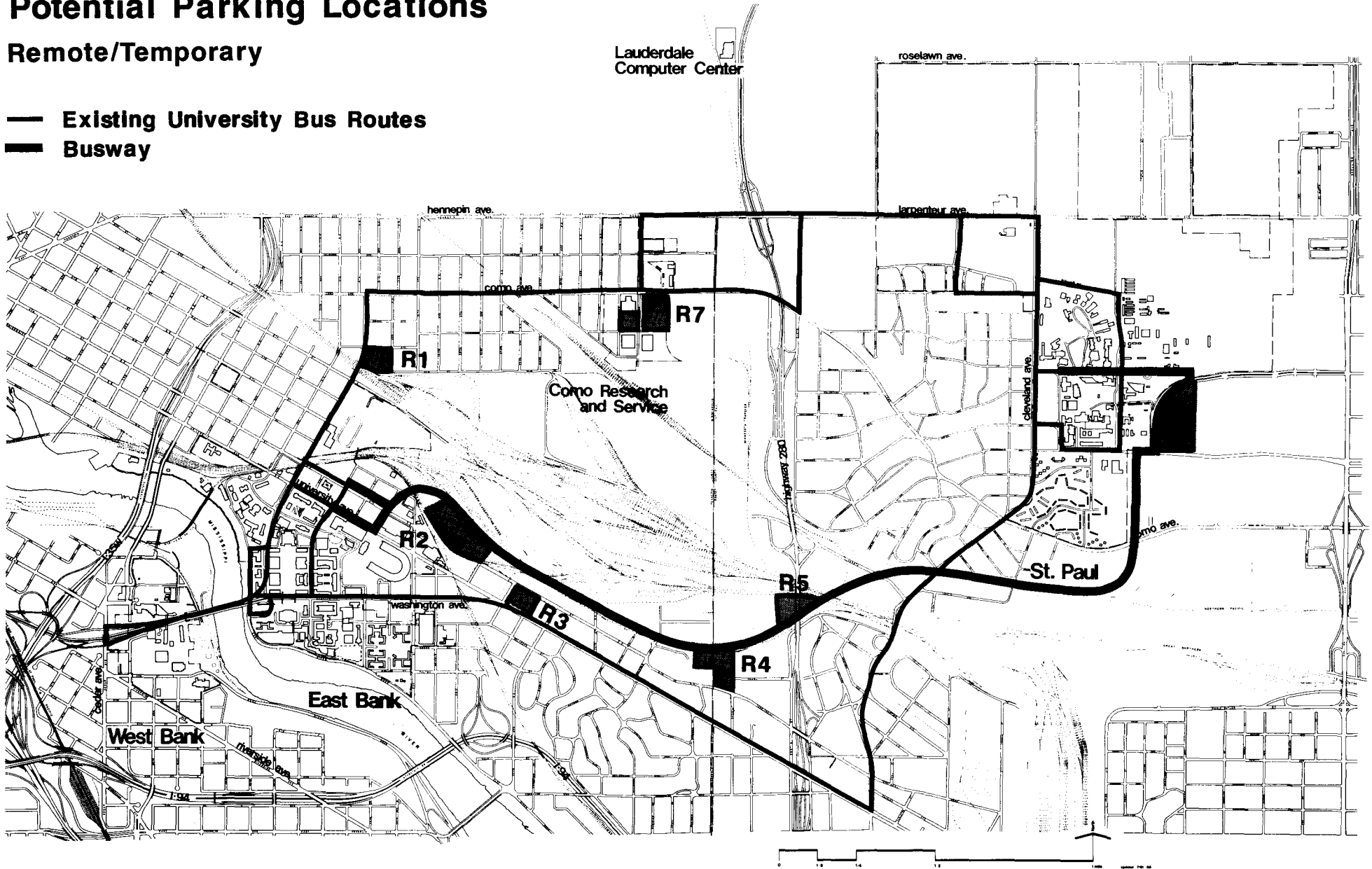


FIGURE 6

# Potential Parking Locations

## Remote/Temporary

- Existing University Bus Routes
- Busway



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## PARKING PLAN

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The University of Minnesota Parking Plan consists of the following components:

- Recommendations relative to parking supply
- Recommendations relative to parking usage
- Recommendations relative to signing for visitor facilities

### Parking Supply

The following set of recommendations relate to parking facilities which will serve all three campuses.

- Implement temporary parking lots R1, R3, and R4.

These three temporary parking lots provide 1,800 parking spaces on existing University bus routes. Given this transit connection, these parking spaces should serve each of the campuses. It should be noted that site R4 requires a deviation from the existing bus route from University Avenue north one block to Territorial Road and increased bus service. These temporary parking lots should be established as soon as possible to help alleviate the existing parking shortage.

- Proceed with the planning and implementation of the Busway and associated remote parking lots.

The University Busway is the most important element of the parking plan. The Busway will provide a direct transit link between the Minneapolis and St. Paul campuses and will also provide service to approximately 2,000 parking spaces in two or three remote surface lots. The parking lots to be constructed are the East Bank lot (R2) with approximately 1,000 spaces, the Territorial/Berry Site (R4) with approximately 800 spaces and/or the TH 280/Kasota Avenue Site (R5) with 800 to 1,000 spaces. Due to its proximity to campus, the East Bank lot can be utilized without a transit connection. Thus, construction of the East Bank lot should proceed as quickly as possible. It should be noted that relocating the University bus routes to the Busway will significantly reduce the transit service to the Como Lots (R7). Without transit service, the 635 parking spaces in these lots will be effectively lost.

- Conduct feasibility studies of underground and cut/cover parking.

These studies should contain preliminary engineering in sufficient detail to accurately estimate both construction and operating/ maintenance costs. The underground parking study should include contact with the Minneapolis Park Board to evaluate the feasibility of providing access through Park Board property.

The effect of implementing these recommendations has been estimated assuming that usage of remote facilities is proportional to campus population and all of the remote facilities are fully utilized. It is assumed that the busway is complete by 1990 and that the parking spaces at the Como Lots are effectively lost due to reduced transit service. The Harvard Street ramp north of Ramp A which is under construction is also included. These calculations are shown in Table 29.

**TABLE 29**  
**PROJECTED PARKING SPACE NEEDS**

With Remote Temporary Lots and University Busway					
	<u>East Bank</u>	<u>West Bank</u>	<u>St. Paul</u>	<u>Total</u>	
Existing	3,964	1,884	650	6,498	Estimated Parking Deficit
	1,015	482	166	1,663	Fairgrounds Parking
	387	184	64	635	Como Lot
	1,098	522	180	1,800	Temporary Remote Parking
	350	-	-	350	Harvard Street Ramp
	<u>1,114</u>	<u>696</u>	<u>240</u>	<u>2,050</u>	Remaining Deficit
1990	3,253	1,892	495	5,640	Estimated Parking Deficit
	1,014	482	166	1,663	Fairgrounds Parking
	1,220	580	200	2,000	Busway
	350	-	-	350	Harvard Street Ramp
	<u>669</u>	<u>830</u>	<u>129</u>	<u>1,627</u>	Remaining Deficit
1995	2,900	1,705	383	4,988	Estimated Parking Deficit
	1,014	482	166	1,663	Fairgrounds
	1,220	580	200	2,000	Busway
	350	-	-	350	Harvard Street Ramp
	<u>316</u>	<u>643</u>	<u>17</u>	<u>975</u>	Remaining Deficit
2000	4,585	1,944	904	7,433	Estimated Parking Deficit
	1,014	482	166	1,663	Fairgrounds
	1,220	580	200	2,000	Busway
	350	-	-	350	Harvard Street Ramp
	<u>2,001</u>	<u>882</u>	<u>538</u>	<u>3,420</u>	Remaining Deficit

The remaining parking demand is addressed by campus. In general, specific facilities are identified to meet the demand projected for 1995. As the parking deficit increases after 1995, additional facilities will be required and potential locations for these facilities are identified.

#### East Bank

With the busway and associated lots and completion of the Harvard Street Ramp, the East Bank parking deficit will decrease from 1,115 spaces to 316 spaces by 1995. After 1995, the parking deficit will increase to approximately 2,000 spaces due to population increases, and losses of existing surface parking spaces.

Initial planning has begun for a 600 space ramp on parcel E5. Given these additional spaces, a balance between the parking demand and parking supply on the East Bank could be reached between 1990 and 1995. The E5 ramp may not be financially feasible due to the need to acquire privately held property on the site. If this proves to be the case, sites E3 or E4 should be considered for ramp construction. Site E3 has better access characteristics than site E4, but is also further from the Health Sciences complex which is the major source of parking demand on the East Bank. Site E4 is affected by existing traffic capacity problems at the intersection of Oak Street and Washington Avenue, is located at one of the major entry points to campus and is a community interface point. Due to the new hotel and surrounding commercial uses it may be possible to develop a joint use ramp on site E4 in conjunction with private commercial development.

Resolving the projected parking deficit after 1995 depends on the results of the underground parking feasibility study and the actual loss of surface parking areas. If underground parking is found to be financially feasible and access problems can be resolved, this would be the preferred alternative since underground parking would not use the University's limited surface land. Alternatively, ramps could be developed on sites E2, E3, and/or E4. The projected deficit could also be reduced by maintaining existing surface parking areas although the majority of these sites are designated for expansion of academic facilities.

#### West Bank

The parking deficit on the West Bank will continue to increase through 1990 to approximately 830 spaces. The deficit will decrease to approximately 643 spaces by 1995 but after 1995 it will increase to approximately 882 spaces. It is recommended that the West Bank Parking Ramp be expanded to the west onto site W5. This would provide approximately 260 new parking spaces which will result in a remaining deficit of from 400 spaces (1995) to 600 spaces (2000). Resolving this remaining deficit is dependent on the results of the cut/cover parking and underground parking feasibility studies. Although a ramp on site W4 could provide sufficient parking spaces, it would enclose the south side of the West Bank in parking ramps. Decking the lots north of the Law Building (site W2) is also a feasible alternative but would not provide enough spaces to satisfy the long-term demand. Thus,

it is recommended that the decision to construct additional parking beyond expansion of the ramp on the West Bank be delayed until the cut/cover parking and underground parking feasibility studies are complete.

#### St. Paul

The parking demand on the St. Paul campus is expected to decrease due to decreased campus population such that the demand will essentially equal the supply of parking in 1995. The Fairgrounds parking area provides a significant source of parking within a reasonable walking distance of the majority of the St. Paul Campus. However the Fairgrounds do not adequately serve the north side of the campus. Thus, it is recommended that the surface parking spaces shown on site S6 be developed. This would provide a reasonable number of spaces to serve the north side of the campus.

The parking deficit is expected to increase after 1995. If this occurs, a 400 to 500 space facility would be needed in St. Paul. The suggested sites for this facility are S2 or S1. Both sites serve the north half of the campus. Site S2 requires displacement of the Horse Barn but is closer to campus buildings. Site S1 is across Cleveland Avenue from the campus and is adjacent to residential uses.

It should be noted that the University leases the Fairgrounds lot. Currently, the University has a 30-day lease arrangement with the Fairgrounds. Due to the dependence on this lot, the University should attempt to secure a longer term lease arrangement.

#### No Busway Alternative

The plan for parking supply relies heavily on the University Busway to link the Minneapolis and St. Paul campuses and to provide access to approximately 2,000 remote parking spaces. In the event that the University Busway cannot be constructed, the University should still develop remote parking areas served by transit. The East Bank remote lot (E2) is within walking distance to campus and would be useable though not as desirable without a transit connection. The Territorial/Berry lot (R4) can be served by shifting the existing bus route from University Avenue north one block to Territorial Road. The Fairgrounds parking lot (R6) could be made more desirable by providing shuttle bus service between the lot and the St. Paul Student Center.

It should be emphasized that the remote lots connected by the Busway is the preferred alternative. The Busway will offer a significant travel time savings over the existing University bus routes and will also consolidate routes such that shorter headways are possible. The improved transit service provided by the Busway will encourage usage of the remote facilities by users from all campuses.



## Parking Usage

The general strategies regarding usage of parking facilities as documented in the Long Range Development Plan are as follows:

- Student parking should be provided in remote parking areas with a transit connection.
- Faculty and staff parking should be provided in peripheral parking areas around each campus.
- Parking facilities on the interior of the campus should provide for visitor parking.

The major methods of regulating parking usage are assigning contract parking and the parking pricing structure. Thus, to attain the desired usage of parking facilities, the following general concepts should be utilized:

- Remote parking facilities should be relatively low cost with daily rates for long term parking.
- Peripheral parking spaces should be moderately priced with a majority of spaces designated for contract parking.
- Interior parking should be relatively high priced with hourly parking rates for short term parkers.

These concepts reflect existing practices to some extent. The Como lots provide free parking with a \$0.30 bus fare one-way to campus. The Fourth Street lots provide daily rate parking at \$0.70 per day and contract parking at \$201.00 per year. Ramps A, B, and C provide somewhat more convenient parking at a daily rate of \$1.05 per day and a contract rate of \$240.00 per year. The garage parking facilities on the campus interior provide almost entirely contract parking at a rate of \$291.00 per year. The best example of an interior visitor parking facility is Lot 1 next to Northrup Auditorium which provides 95 spaces priced at \$1.00 for the first hour and \$0.95 for additional hours.

The major problems associated with the existing parking usage system are the large number of people desiring a contract parking space and the inability of visitors to find a parking space. Solving both of these problems is dependent on first providing an adequate supply of parking to accommodate the demand.

### Contract Parking

The majority of the people on the contract parking waiting list are University employees who currently drive to work and park in non-contract facilities. For example, many Health Science employees who want a contract in Ramp C currently park in the non-contract spaces in Ramp C. The non-contract space is occupied all day, every day and not available for general

use just as if the person had a contract. Thus, the conversion of non-contract spaces to contract spaces to satisfy the contract demand would not be expected to significantly change the overall availability of parking.

If the Health Sciences parking ramp (Site E-5) is constructed, it would serve the patient and visitor needs of the Health Sciences. This would allow the non-contract spaces in Ramp C to be converted to contract spaces to satisfy the contract parking waiting list. On the West Bank, expansion of the West Bank ramp (Site W-5) would provide sufficient spaces to satisfy the contract demand.

### Visitor Parking

Two types of visitor parking need to be accommodated:

- Reservations - scheduled visitors can have a parking space reserved by Parking Services given 24-hour notice. The major demand for reserved parking occurs in the Health Science area.
- Unscheduled Visitors - people desiring to use the resources of the University are often unfamiliar with the University and do not know where to look for parking. These people are generally short-term visitors. This group of people is one of the major components of unsatisfied parking demand at the University.

The strategy to accommodate visitor parking is as follows:

- Designate specific facilities for visitor use.
- Price the designated facilities at a relatively high hourly rate.
- Provide signage along major routes to campus directing people to the visitor parking facilities.
- Provide campus information facilities at selected campus locations and within designated visitor parking areas.

The facilities recommended for visitor use are shown on Figures 8A and 8B. Signage and information facilities are discussed in the following section.

On the East Bank, the designated visitor facilities would be Lot 1, a portion of Ramp B, the new Harvard Street Ramp, and the proposed Health Science Ramp. Reservation parking would be accommodated in the Harvard Street Ramp although 50 to 100 spaces in the Harvard Street Ramp should be set aside for unscheduled visitors. In order to discourage use by students, staff, and faculty, these facilities should be priced comparably to Lot 1 (\$0.95 per hour).

On the West Bank, the designated visitor parking facilities would be the West Bank Ramp and Lot 95. Reservations can be accommodated in the West Bank Ramp but a supply of 50 to 100 spaces should be set aside for unscheduled visitors.

In St. Paul, the designated visitor parking facilities would be the proposed spaces to be developed along Gortner and Folwell, Lot 103, and Lot 104 by the Earle Brown Center. The availability of spaces in Lot 103 should improve due to revision of the reciprocal parking policy. The spaces along Folwell and Gortner would be metered.

#### Remote Parking

Providing adequate facilities for contract and visitor parking is dependent on also providing sufficient spaces to accommodate the student parking demand. Because the majority of on-campus parking facilities will be needed to satisfy contract and visitor demands, the remote parking facilities will serve the majority of student parking needs. The remote facilities will include over 3,600 spaces in three separate lots. Pricing of these facilities should accommodate long-term parkers. Pricing could be similar to the Fairgrounds (\$0.45 per day) or similar to the Como Lots (\$0.30 one-way bus fare). Both of these pricing methods provide a significant savings over on-campus parking facilities and have proven to be attractive to students.

Although the Como lots have not been considered as part of the future parking supply due to reduced transit service, the 635 spaces in this facility could be used for:

- Remote Contract Parking - This use would provide fairly low cost contracts for staff and/or faculty. Limited transit service during peak periods could accommodate this use.
- Dormitory Parking - This use would require more frequent transit service due to the potential for use 24-hour a day, seven days a week. It would provide a substantial supply of relatively low cost parking for residents.

#### Signage and Information Program

As part of an effort to present a positive image to campus visitors and to improve the perception of parking at the University, a directional information program has been developed. In order to better serve visitors to the University, designated visitor parking must be available and the potential visitor must be able to easily find it. The visitor needs to be able to locate his final destination and the most convenient visitor parking facility. To provide the visitor with the needed information, the following three levels of information facilities are recommended and are shown on Figure 7:

- Drive-up Information Areas - These areas would provide a vehicle pull-out area, routing and facility information along with a schedule of University events. The University currently has one drive-up information area on the East Bank along Pleasant Street across from Folwell Hall. An example of this type of facility is shown on Figure 7(A).

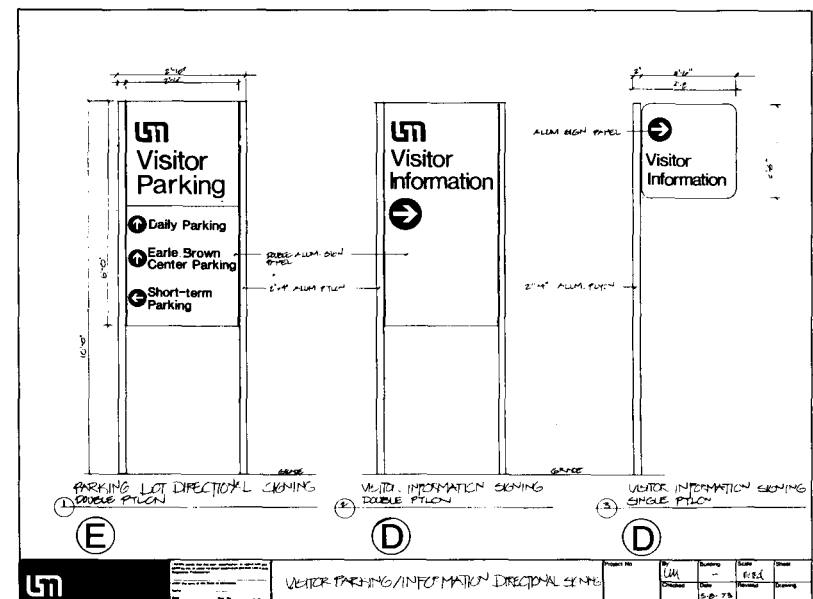
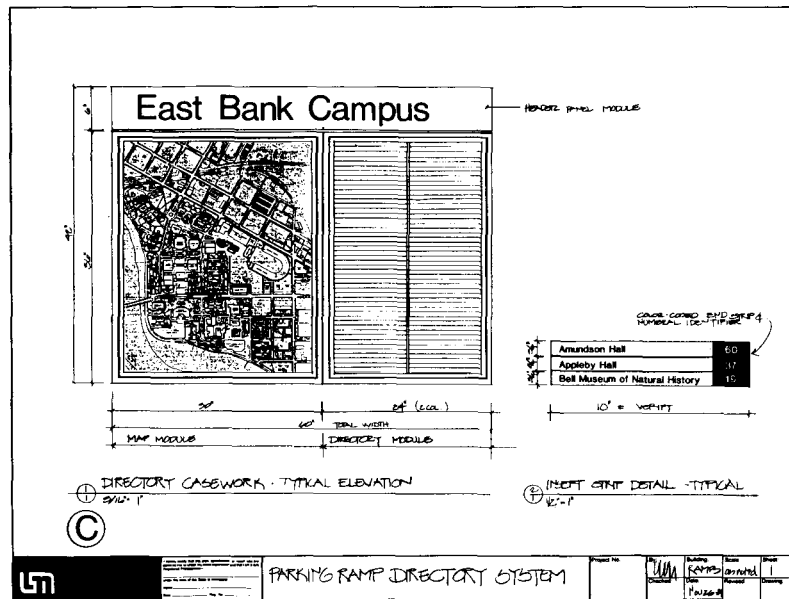
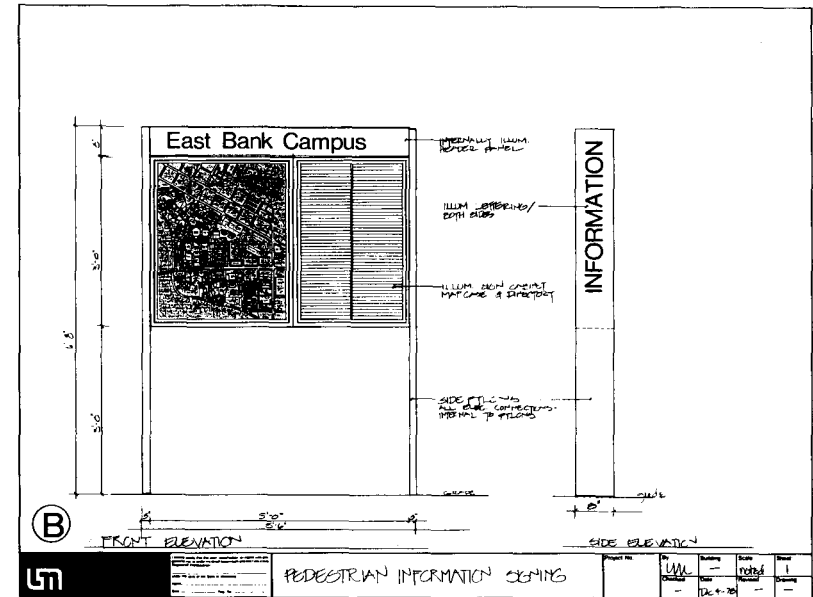
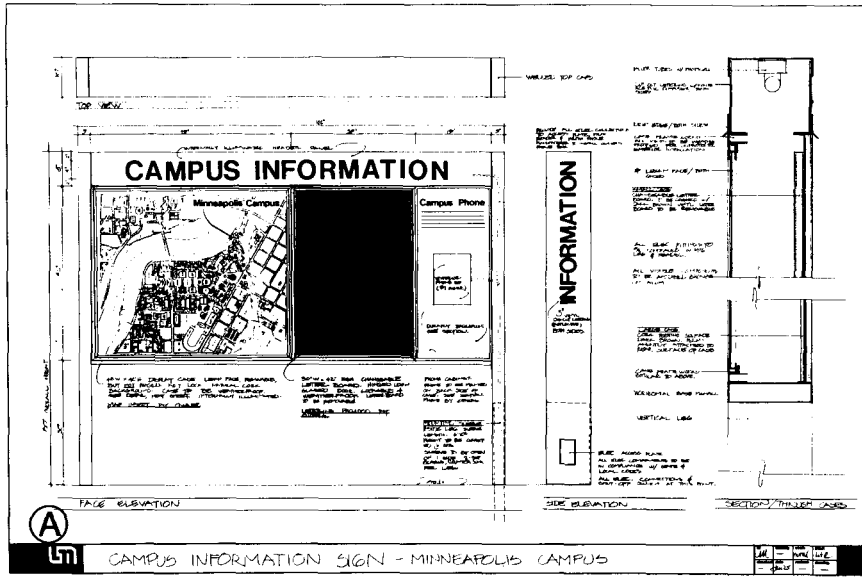


FIGURE 7  
SIGNAGE PROGRAM



- Walk-up Directories - These information areas should be located within or adjacent to all major visitor parking facilities. Information provided would be similar to that at the drive-up facility. Two types of walk-up directories are shown on Figure 7; a pedestrian oriented sign (B), and parking ramp directory (C).
- Road Signs - These signs would direct visitors to major visitor parking facilities and drive-up information areas. The signs should be located along the major campus access routes. Figure 7 (E and D) show the directional signing.

The proposed location for visitor information areas are shown on Figures 8A and 8B. In addition to the existing drive-up facility on Pleasant Street, drive-up facilities could be generally located as shown in Figures 8A and 8B. Road signs would direct visitors to both the drive-up facilities and designated visitor parking facilities.

It is recommended that all informational facilities use color coding to identify campus areas. To maintain a simple color coding scheme, it is suggested that distinct colors be used for the three campuses and the Health Science area. The color scheme should be consistent throughout the information facilities. The same color should be used on road signs and campus maps at the drive-up and walk-up areas. The colors selected should be bright to catch the visitor's eye.

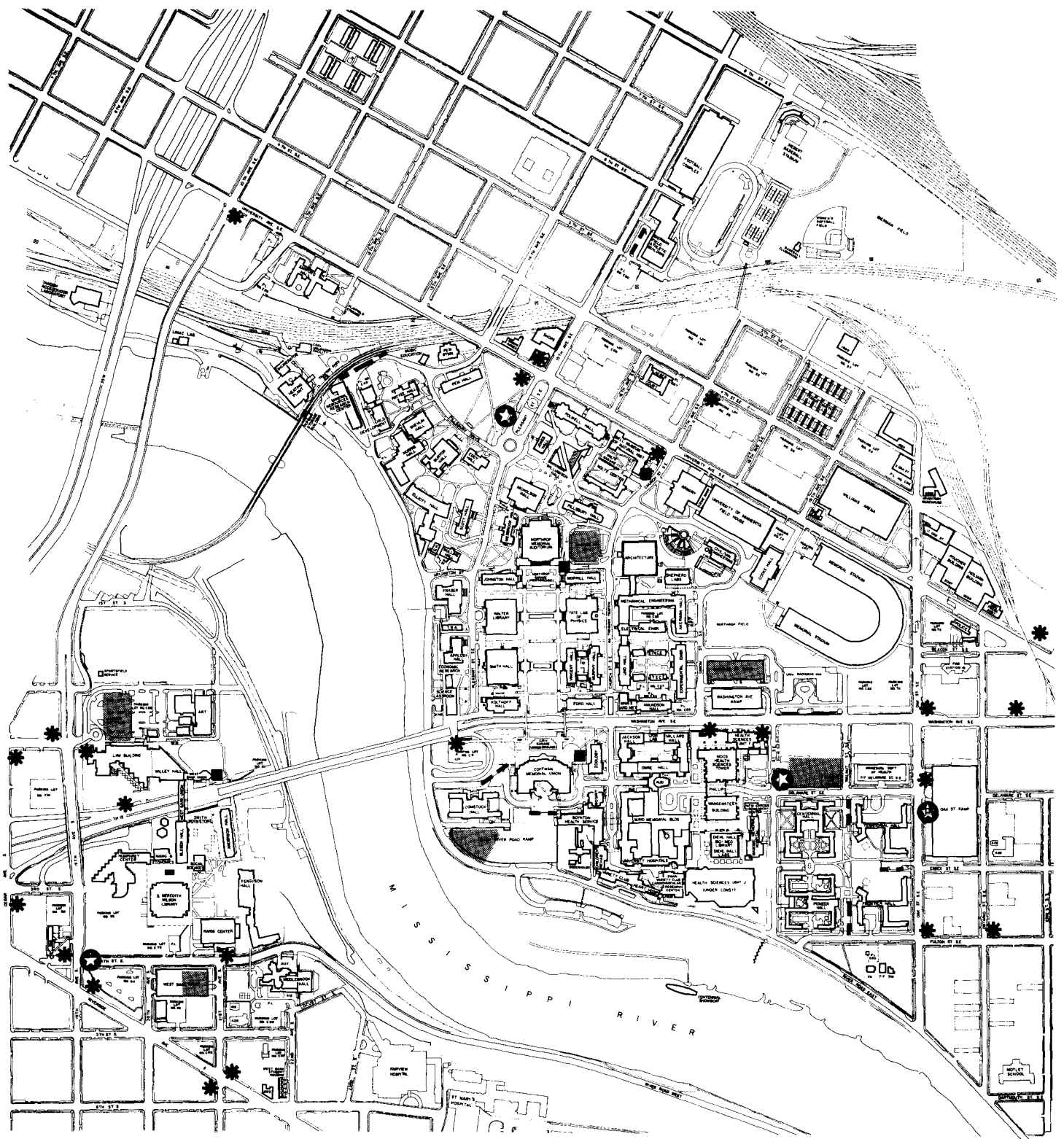


FIGURE 8A  
**VISITOR PARKING**

- MAJOR FACILITY
- - MINOR FACILITY
- ⊙ DRIVE-UP VISITOR INFORMATION
- \* DIRECTIONAL SIGNING
- WALK-UP DIRECTORY (ALSO IN MAJOR VISITOR PARKING FACILITIES)



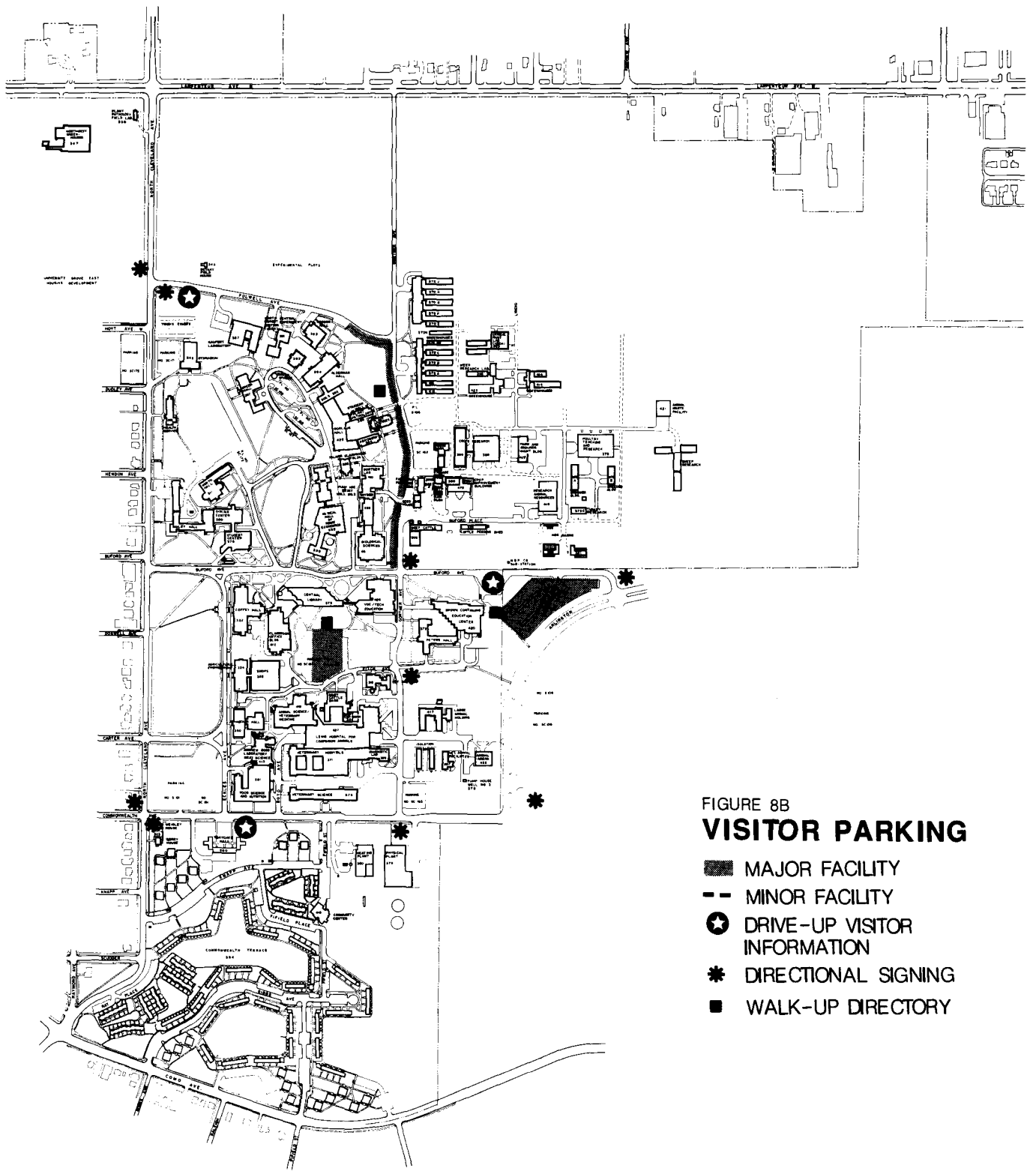





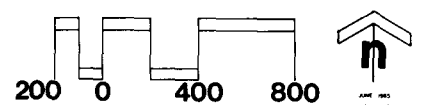


FIGURE 8B

### VISITOR PARKING

-  MAJOR FACILITY
-  MINOR FACILITY
-  DRIVE-UP VISITOR INFORMATION
-  DIRECTIONAL SIGNING
-  WALK-UP DIRECTORY



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## PARKING POLICIES

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One of the problems identified relative to managing the University parking system was the lack of formal policies. Without a management policy framework, the users of the parking facilities dictate policy, often to the detriment of the parking system as a whole. This has led to misuse of parking privileges, unequal treatment of parking users, and inefficient use of facilities. In order to remedy these problems, the Parking Advisory Committee has adopted the following set of parking policies. In some cases the policies are merely a formal statement of existing operating procedures. In other cases, existing procedures have been consciously changed to correct an inequity or inconsistency. Following is a listing of the policies along with a discussion documenting the reasons for the selected policies.

### Applicability

These parking policies will apply to the East Bank, West Bank, and St. Paul campuses of the University and at other University facilities in the Twin Cities but unless specifically noted, will not be applied at leased properties.

Discussion - The parking policies are to be applied uniformly at all University facilities in the Twin Cities area. Properties which are leased by the University to other organizations can be exempted.

### General Policy

The University should attempt to minimize parking demand through a coordinated parking program which prioritizes user groups, establishes parking fees related to the type and location of parking, and encourages ridesharing and the use of transit. The University has a goal to provide for 100 percent of the anticipated University generated parking demand.

Discussion - In order to minimize parking impacts on surrounding land uses, the University must attempt to satisfy 100 percent of the anticipated University generated parking demand. It is recognized that the parking demand will vary depending on price and the availability of alternative modes of transportation and the University should use these means to minimize parking demand.

General priorities for parking on the Twin Cities Campus shall be as follows:

- Visitor parking, both scheduled or reserved and unscheduled, will have first priority for interior campus parking.
- Contract parking for faculty and staff will have first priority on the perimeter of campus and second priority for interior campus parking.
- Non-contract, long-term parking primarily for students will have first priority for remote, off-campus parking and second priority for campus perimeter parking.



Discussion - Until there are sufficient parking spaces, the above priorities should be used as a general guide to allocate space on the Twin Cities Campus to the three categories listed above.

#### Policy 1 Administration of Parking Spaces

All parking is administered by Parking Services.

Discussion - This policy reiterates the fact that parking is administered by Parking Services, not other administrative units of the University.

#### Policy 2 Pricing

There is a fee for all University of Minnesota controlled parking spaces. Parking shall be priced such that income received is sufficient to pay all capital, operating, and administrative costs. The pricing structure shall reflect the proximity to campus, quality, and convenience of the parking area.

Discussion - This is a statement of existing pricing policy.

#### Policy 3 Prohibited Parking

Parking is prohibited on any properties which have not been designated as a parking area.

Discussion - This policy specifically prohibits parking except in designated parking areas.

#### Policy 4 Enforcement of Parking Regulations

The enforcement of parking regulations in all designated parking areas is the responsibility of Parking Services. The University Police Department is responsible for enforcing loading zone regulations, and "no-parking" areas.

Discussion - This is a statement of existing policy. The University Police retain the right to enforce all ordinances and regulations.

#### Policy 5 Method of Allocation of Contract Spaces

The majority of contract parking spaces are allocated by Parking Services on a first-come, first-serve basis. Once assigned, the space is retained as long as the user meets the conditions of the contract. A percentage of spaces will be allocated to the major administrative units of the University by request to accommodate new faculty and special and/or senior staff on a temporary basis.

Discussion - Current procedures require faculty and staff to obtain a contract through parking services. Since departmental contracts would be prohibited by Policy 5, this policy acknowledges the need for special treatment of certain faculty and/or staff. The intent is that a department or other administrative unit could request that a contract be assigned to a

-specific individual. This contract would serve the designated individual until a contract could be obtained through normal channels. Each administrative unit would be restricted to a limited number of spaces to be determined by Parking Services. The contract would be paid for by and assigned to the individual, not the administrative unit.

#### Policy 6 Eligibility and Use of Contract Spaces for non-University Vehicles

Contract parking spaces for non-University vehicles are assigned to individuals only, not to departments, colleges, or any other division of the University. Exceptions to this policy may be justified due to multiple use of the same parking space or other demonstrated need for sharing a space. Contract spaces are generally available for use 7 days a week 24-hours a day during the contract period.

Discussion - This policy is a change from existing procedures. Currently, departments can purchase contract spaces which has led to a significant number of spaces under the control of departments rather than Parking Services. Thus, a new staff or faculty member in a department which has a pool of contract spaces can often bypass people who have been on the Parking Services contract waiting list for a long time. The existing procedures can also lead to misuse of department funds if these funds are used to purchase contract parking spaces.

#### Policy 7 Reciprocal Contract Parking

Parking Services will issue a reciprocal parking permit to contract holders with a need due to teaching responsibilities. Reciprocal permits will be issued for specified periods within the fiscal year upon the individual contract holder's written request. The reciprocal permit will allow a contract holder to park in a specified alternative contract lot as long as both the contract permit and the reciprocal permit are properly displayed. A reciprocal lot will be designated on the West Bank, East Bank, and St. Paul that is available to all contract holders on a first-come, first-serve basis.

Discussion - The existing reciprocal parking system is essentially unrestricted and open for misuse. Currently, St. Paul contracts are honored in Lot 7 on the West Bank and Ramp B on the East Bank. Minneapolis contracts are honored in Lot 103 in St. Paul. These facilities all charge on an hourly basis and are intended for visitor parking. Additional contract lots are available for reciprocal parking daily on a scheduled basis and evenings and weekends.

People are known to have purchased St. Paul contracts and then park reciprocally in Ramp B on a daily basis. In addition, the designated reciprocal lots have filled with reciprocal parkers to the exclusion of visitors wishing to use the lot. This revised reciprocal parking policy will allow Parking Services to better regulate contract space use and will limit reciprocal privileges to those with a justifiable need.

### Policy 8 Residence Hall Contract Parking

A limited number of contract parking spaces are reserved for residence halls and assigned by the Housing Office. Residence Hall contracts are sold at the same price as regular parking contracts for comparable locations.

Discussion - The original residence hall parking policy was to provide residents with remote parking contracts at a reduced rate. In some instances, residents are provided parking contracts in prime locations at a reduced rate. For example, the top level of Ramp C is used for residence hall parking contracts at a rate of \$25 per quarter while a standard Ramp C contract is \$240 per year. In other cases, residents do pay the full contract rate. The purchase of a residence hall contract does not entitle a student to a parking space although it is recognized that some residents may need a space.

### Policy 9 Access to Non-Contract Parking Facilities

Most non-contract parking spaces are available on a first-come, first-serve basis to any user of the Twin Cities' campuses. Selected non-contract parking facilities will be designated as "coupon only" lots in order to assure use of the facility by University students, faculty, and staff.

Discussion - Assigning parking spaces on a first-come, first-serve basis and the establishment of "coupon only" lots are existing operating procedures.

### Policy 10 Faculty/Staff Parking

Faculty and staff of the University can utilize non-contract parking facilities or apply for a contract parking space. The University will not provide parking to any faculty or staff without a charge. Faculty and staff are defined as those eligible for employee benefits.

Discussion - This is an existing policy with faculty and staff more clearly defined.

### Policy 11 Student and Part-Time Faculty/Staff Parking

Student and part-time faculty/staff parking is provided in most non-contract parking facilities. Students and part-time faculty/staff may apply for contract parking, but will only be assigned a contract space after faculty and staff allocation and for one quarter in length.

Discussion - This policy recognizes the need for parking facilities for special groups which may require reserving a non-contract facility. It also prioritizes contract parking by type of user.

## Policy 12 Visitor Parking Facilities

Parking Services will provide a reserved parking space for visitors given a minimum 24-hour notice and depending on availability. Other visitors are served by the non-contract parking facilities on a first-come, first-serve basis.

Discussion - This policy provides for two types of visitor parking; reservations and non-contract parking facilities.

## Policy 13 Special Events

Most parking facilities are available on a first-come, first-serve basis for the general public for special events. Certain facilities may be reserved for special groups including the press, season ticket holders, and event participants. Special pricing structures will be used for special events. Holders of unrestricted contracts in contract lots used for special events will be admitted free of additional charge on a first-come, first-serve basis.

Discussion - This policy is a restatement of existing procedures except for the treatment of contract lots. Currently, a portion of the spaces in a contract lot are reserved for contract holders. This causes traffic problems and also inefficient use of parking spaces. A contract holder will still be admitted free of charge to the facility but only if there are spaces remaining.

## Policy 14 Handicapped Parking

The University will provide a sufficient number (a minimum of 1 handicapped space for each 50 parking spaces) of designated handicapped parking spaces for both transient and contract parking. Only state certified handicapped persons are eligible to use designated handicapped parking spaces.

Discussion - The provision of one handicapped space for each 50 parking spaces is required by law. The restriction to state certified handicapped persons removes the burden from Parking Services of determining who is handicapped. This policy allows charging a comparable rate for handicapped parking.

## Policy 15 Motorcycle Parking

Motorcycles can be parked in most surface non-contract or contract parking facilities as long as the owner qualifies to use the facility. Motorcycles can also be parked in designated motorcycle parking areas.

Discussion - This is a statement of existing procedures. Motorcycles are excluded from facilities that use automatic gate control since the gates do not operate properly for motorcycles and due to the potential for misuse.

### Policy 16 University Vehicles

University vehicles must pay the applicable parking rate when using University controlled parking facilities.

Discussion - This is the current policy although it is not uniformly enforced in practice.

### Policy 17 Official University Vehicle Parking Spaces

The use of parking spaces signed for Official University vehicles is limited to vehicles which have been issued an Official University Vehicle Permit. This permit is assigned by Parking Services on a daily to yearly basis. The length of time an official vehicle may park in a given space may be restricted.

Discussion - This is a change in current procedure. Official University vehicles are currently identified by permit or by the U of M logo on the door. This policy would require all vehicles to obtain a permit from Parking Services.

### Policy 18 Service Vehicle Parking Spaces

The use of parking spaces signed for Service Vehicles is limited to vehicles which have been issued a Service Vehicle Permit. Service Vehicle Permits are assigned by Parking Services on a daily to yearly basis.

Discussion - This is a statement of existing policy.

### Policy 19 Loading Zones

All loading zone parking is controlled by the University Police. The University Police are responsible for issuing loading zone permits and enforcement of loading zone regulations. Loading zone permits may be issued on a daily to yearly basis.

Discussion - This is a statement of current procedures.

### Policy 20 Provision of Parking for New Buildings

New buildings constructed on campus are required to provide for the special parking space needs of the building. Special parking needs include space for Official University Vehicles, departmental vehicles, service vehicles, handicapped parking, and loading docks. Special visitor parking needs may also be provided.

Discussion - The Office of Physical Planning generally assures that special parking needs are provided at new buildings through site plan review. This policy is a statement of current procedures.

### Policy 21 Parking Impact of New Buildings

A parking impact study must be completed as part of the planning for any new facility or for any major facility renovation.

Discussion - The parking study should estimate both the short term (construction) and long term (normal use) parking demand of the facility. The impact study should identify how the projected demand will be accommodated by existing and/or planned parking facilities.

### Policy 22 Construction Related Vehicle Parking

Parking Services will not make special arrangements for parking for construction workers' vehicles. Construction workers shall use the non-contract parking facilities or arrange for parking outside University parking facilities.

Discussion - Currently, Parking Services is often requested to make special parking provisions for construction workers which can displace normal users of a facility. This policy removes the obligation from Parking Services and should be clearly stated to construction contractors on campus.

DEPARTMENT \_\_\_\_\_

LOCATION \_\_\_\_\_

PARKING QUESTIONNAIRE

1. How many people presently visit your department during normal working hours and require a place to park?

On a typical day \_\_\_\_\_

On a peak day \_\_\_\_\_

2. What is the average length of stay? \_\_\_\_\_

3. Where do these visitors typically park?

If prior parking arrangements are made \_\_\_\_\_

\_\_\_\_\_

If prior parking arrangements are not made \_\_\_\_\_

\_\_\_\_\_

4. How would you rate the present visitor parking facilities?

Good \_\_\_\_\_

Fair \_\_\_\_\_

Poor \_\_\_\_\_

If poor, briefly describe the problem (i.e., availability of spaces, location of spaces, price, etc.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. How many people would you estimate are presently not visiting your department due to a parking problem?

On a typical day \_\_\_\_\_

On a peak day \_\_\_\_\_

Please describe these people \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Please rank (1=best & 5=worst) the following kinds of parking facilities based on their ability to meet the needs of your visitors.

- Parking Meters - On Street \_\_\_\_\_
- Parking Meters - Off Street \_\_\_\_\_
- Hourly Rate Lot \_\_\_\_\_
- Reservation Only Lot \_\_\_\_\_
- Other \_\_\_\_\_

7. Comments and Suggestions

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Filled Out By



UNIVERSITY OF MINNESOTA  
DEPARTMENTAL PARKING SURVEY  
May, 1984

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
Hospitals and Clinics	HS	700	800	4-6	P	Res.	Need new ramp to compete; safe parking for female employees on evening, night shifts
University Relations	EB	25	75	1-3	P	--	Flat rate visitor lot; visitor center with parking lot for charter buses, cars, shuttle bus; also need parking in St. Paul for tours - 35,000 visitors per year
Conferences - Nolte	EB	12-25	100	5	P	Res.	Take contracts out of Nolte Garage; Availability is problem, not price.
Child Psych.	EB	20	55	1	P	Res.	Have 6 permits for Shevlin Drive; not enough spaces, too much traffic, parking too far away
Personnel	EB	70	140	.5-3	P	Meters	
Humphrey Institute	WB	1	6	2	F	Hourly	
Academic Program	WB	1-3	3	3	F	Hourly	
Humphrey Institute	OC	25	55	3	G	--	Currently at 2610 University; need visitor parking at Humphrey Center for consultations, programs, exhibits
Economics	WB	1-2	3	2-3	P	--	Visitor only lot; well defined location with guaranteed space
University Theatre	WB	1-2	4	1	P	Hourly	Evening parking terrible; will be worse with Music Building and Humphrey Institute
Prospective Student	EB	10-15	20	1	P	--	Long waits, too far away, not enough spaces; Poor first impression to prospective students
Property/Casualty Insurance	EB	1	3	2	P	Res.	Problem is availability and price
Physical Plant	EB	30	55	.5-2.5	P	Res.	Transient lots filled; nearby courtesy parking
Minitex	WB	2	10	3	P	Hourly	Discouraged from hosting meetings; currently reserve space through Police; require new buildings to provide parking relative to building capacity
Physical Planning	EB	1	2	1-2	P	Hourly	Wasted time looking for parking
Ob-Gyn	HS	3-4	10	1-4	P	--	Open parking for hospital patients; hospital should have complete control of Mayo Garage
IT Dean	EB	0	2	1-1.15	P	Hourly	Hard to get reservation on short notice; New buildings should have parking maybe underground
Vo Tech	SP	2-3	15	3	P	--	
Physics	EB	Several	Several	4-8	P	--	Underground parking
Oral Surgery	HS	1	1	2	P	--	How to reserve spaces?
Lab Med. & Path.	HS	10	40	2-3	P	Res.	Reservation method not effective - must wait in line; Too expensive to charge hourly rate space to dept. budget
Ther. Rad	HS	55	60+	1	P	--	Too far; price too high; problem for patients with daily treatment
Campus Mail	EB	0	0	--	F	--	Get private cars out of loading zones
Mech. Engineering	EB	2	3	1-3	F	Res.	Have 2 department visitors spots
Ther. Rad	HS	45	70	.75	P	Res.	Need large garage for new hospital
Botany	SP	5	40	2	F	Meter	

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
Comstock	EB	10-20	75	1	P	Res.	Security of residents parking in ramp C; parents, guests, prospective students; loss of students due to poor parking
Food, Science, Nut	SP	5	35	1-7	P	Hourly	Reservations not satisfactory
Vet. Med. Admin.	SP	0-4	5	2	G	--	
Operative Dent	HS	12	23	8	F	--	Reservations work well
MacPhail Center	OC	200	400	1.5	P	--	Build ramp next to MacPhail
Veterinary	SP	10	25	.5	G	--	Have 3 reserved spaces, need a fourth
Admissions	EB	30	250	1	P	Meter	Lots full at 8:00 AM; contract lots poorly designated; need better signage; underground parking
Concerts & Lectures	EB	10-25	200	.5	P	Meter	Ticket buyers; need ramp on lot 1
Emergency Mgmt.	EB	2	4	2	F	Res.	
Comm. Disorders	EB	20	20	1-2	F	Permit	Get permits from U. Police; insufficient during peak times; illegally parked vehicles
Ed. Student Affairs	---	50-75	200	.25	P	--	Not enough short-term parking
Ecological & Behavioral Biology	EB	1	5	2	F	Hourly	
American Studies	EB	--	--	--	-	Res.	Potential students, special conference
Psychiatry	EB	65-75	102	4	P	Hourly	Parking in B and C filled 10:00 AM - 2:30 PM; Patients, part-time faculty
Ag. & Applied Econ.	SP	--	--	--	-	--	
Large Animal Clinic	SP	5	20	2-4	F	Hourly	
School of Nursing	EB	2	10	2	F	Res.	Visitors, alumni
Ophthalmology	EB	2	--	1	P	--	Patient Only parking needed to remain competitive and attract patients
Epidemiology	EB	50-60	80	2-4	P	--	Lack of spaces; want guest spots reserved for department
Surgery	EB	15-25	--	.5	P	Hourly	New, part-time employees; contract parking in C full; monthly coupon books for employees
Plant Path	SP	4-6	20	.5-2	P	Meters	Relate parking to office area; Clients discouraged by poor parking
CURA	OC	10	30	2	F	--	Need 10 designated spaces
MIS Research	WB	1	--	4	F	--	
U of M Press	OC	1-2	7	1	P	--	Would like 10 min. zone in front of building, 1-2 Hr. slots behind building
School of Mgmt.	WB	5-10	20	2-3	P	Res.	Lots fill quickly
Graduate Studies	WB	10	20	.5	P	Hourly	Big problem is evening students
Pharmacology	HS	3	10	3	P	Hourly	Lots are full
Housing	EB	--	--	.5	P	Meters	
Radiology	HS	--	--	8	P	Hourly	Lack of contracts for new employees; have changed shifts due to parking; need in/out privileges; attendance of clinical conferences discouraged
CEE Counseling	EB	55	80	.75	P	Meters	Off-street 2-hour limit meters; visitors compete with evening students, athletic events
Registration	EB	100	450	.5	P	--	Not enough parking to meet student needs
Family Social Science	SP	25	50	1	P	Meters	Inadequate space; 6 stalls are not enough

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
Center for Youth Development	SP	2	20	1-2	F	Meters	
Audio-Visual Library	OC	20-30	40	1	G	--	3300 University Avenue
Naval Science	EB	10	17	2-4	P	--	Would like guest permit to use Official Vehicle spaces next to Armory
Hospital Admin.	HS	10	40	1-2	P	Hourly	Public willing to pay cost of parking ramps
Computer Science	EB	3-5	15	2-4	P	Res.	Reservations in A; problem with short notice
Printing	OC	20	35	.5	G	--	2818 Como has visitor lot
Ed. Devel. Academic Affairs	EB	3	10	2	P	--	Visitor parking permits; lots close to building
Biomed Graphics	HS	100	160	.1-3	P	--	Parking gives U bad image; free visitor parking; short-term meters for deliveries; solve student/staff parking problem first
Econ. & Mgmt. Dean	WB	1	3	1	P	--	
Space Science	EB	30	50	2	P	--	Tougher enforcement; department controlled parking area
Placement	WB	8	15	8	P	--	Need visitor lot for employers coming to campus to recruit
Patient Accounting	HS	15	25	.5-2	P	Res.	Free stickers to hand out to patients, visitors
Ag. Extension	SP	--	--	--	P	--	Free parking for faculty; parking too far away; meetings discouraged due to parking
Bailey Hall	SP	2-5	20	.25	F	Meters	Visitor Only spaces
Scientific Apparatus	EB	1	3	.5	P	--	
Biochemistry	SP	1	1	1-2	F	Res.	Department sticker in contract lot; not convenient to building; high cost, poor maintenance; need better lighting
Anesthesiology	HS	3-5	20	2	P	--	Need free visitor lots near Health Sciences
G. C. Administration	EB	5	10	.5-1	P	Hourly	
Boynton	HS	140	160	1	P	Hourly	Poor handicapped access; access for sick, injured; problem for sales/service people; deterrant to expansion
Cont. Med. Education	HS	1	5	.5-2	F	Res.	Need maps, signage; short-term pick-up, drop-off parking needed
Central Tech. Services	WB	1	2	1	P	--	Meters priced too low; strangers to campus can't find parking
Underground Space Center	EB	5	20	.5	P	--	Takes longer to park than to do business; need more permit spaces for U. vehicles
RCON/RLIN	WB	1	5	1	P	Res.	Need short-term parking for repair people
MEIS Center	EB	5	9	2	P	Res.	Frustrating to people from out-of-town
Afro-American	WB	5	10	.5-1	P	--	
MRRC	HS	1	10	4	P	Res.	Meters full; need one Official Vehicle space
Anatomy	HS	1-2	10	2-3	P	Hourly	Hourly rate too high for 2-8 hours; daily parking full

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
International Studies	WB	2	20	2	P	Res.	Too hard to arrange reservations
Exec. Devel. Center	WB	1	3	2	P	Hourly	Need short-term meters with street signs
Electrical Engineering	EB	2-5	--	4	P	Res.	Don't always know in advance about visitors
Student Counseling	EB	200	--	1-4	P	Hourly	Parking is biggest drawback to attracting income-producing clients
Glass Technology	EB	0-2	3	.5	P	--	Use Official vehicle space for short-term visitors
LES	WB	0	2	2-3	G	Hourly	
Research in Human Learning	EB	4	12	1	P	--	Subjects have refused to participate due to parking problems
SD/P	SP	--	8	1	F	Meters	Problem is long walk in bad weather
Marketing	WB	1	--	2	P	Res.	Problems with reservations; no parking for extension instructors
Music	EB	--	--	--	P	Hourly	More spaces; more liberal attitude in off-hours; minimize reserved parking in public areas; post visible signs
Board of Regents	EB	1-2	4	1	P	--	Make reservations for visitors in Aud. Garage
Mgmt. Sciences	WB	1	20	4	P	Res.	Parking has always been a problem; visitors park in reservation lots
International Programs	EB	1-2	2	1-1.5	F	Res.	Arrange for parking in Nolte Garage
ADDAP	HS	1	6	2	P	--	More short-term parking
Neurosurgery	HS	--	--	2-3	G	Hourly	Biggest problem is daily rate employee parking; contracts to non-University employees
Nursing	HS	0-3	15	3	G	Res.	Generally good service; some reservation problems
Neurology	HS	30	50	2-3	P	--	Daily rate parking needed
South & Southwest Asian Studies	EB	2	2	2	P	--	Meetings off-campus due to parking problem
Genetics & Cell Bio.	SP	3	6	1	P	Res.	Service, delivery people have no close-by parking
Design, Housing and Apparel	SP	15	25	1-2	P	Hourly	Older people who come to see exhibits can't walk from the Fairgrounds
University Art Museum	EB	2-3	25	1-3	F	Hourly	Visitors lost due to parking problems
CE in Pharmacy	HS	1	1	.5	P	Hourly	Need visitor only parking; Ramp A is always full, B is inaccessible, C is some distance
Dental Auxiliaries	HS	2	5	1-3	F	--	
Forest Resources	SP	1	3	2	P	--	Green Hall is 15 min. uphill walk from Fairgrounds; issue warnings not citations
Composition	EB	2-4	20	1-3	P	Hourly	Fewer hotels, more services for students, faculty, and visitors
College of Home Economics	SP	4	70	.5-1	P	Hourly	Female students concerned about late evening walks to remote parking; need a ramp in middle of St. Paul campus
Photographic Lab	SP	10-15	20	.1	P	--	Service people, sales people, customers get parking tickets
Landscape Arch.	SP	1	5	4	P	Meters	Reserved visitor/guest lot; lot for University Vehicles

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
Social and Behavioral Sciences	EB	5	10	1	F	Hourly	Need maps visible from cars
Ind. Study	HS	5	50	1-4	P	--	Allocated parking not sufficient
Ag. Dean's Office	SP	37	75	.5-8	P	--	Designated visitor lot in midst of campus; have MPLS people park in MPLS
Hospital Admissions	HS	50-60	80	2-3	P	Hourly	Hourly rate spaces in Ramp C too expensive; lot for visitors only
Forestry Dean	SP	4-5	20	2	P	Hourly	Problems with new staff, visitors; parking not convenient to north end of St. Paul campus
Dentistry	HS	18	30	2	P	--	Lot reserved for dental school patients
Orthodontia	HS	65	100	.75	P	Hourly	Patients lost due to parking; patients have appointments every 3 weeks for 2 years
Oral Diagnosis	HS	0-3	7	1-2	P	Hourly	
Health Science Admin.	HS	1	3	2	P	--	
MIS Research	WB	0	3	2-3	P	Res.	
Geology/Geophysics	EB	1	5	2-4	P	--	Need spaces of any type
Vet. Biology	SP	1-2	20	.5-2	F	Hourly	Major problem is reciprocal parkers from Mpls.
Microbiology	HS	3-4	12	2	F	Res.	Ban parking by undergrads on Mpls. campus; have them commute from outlying lots
Mn Medical Educ.	HS	2	4	1	F	Res.	Need parking for volunteers
Geography	WB	3	5	3	F	Hourly	Flat rate lot
Law School	WB	20	200	3	P	--	
Entomology	SP	7	15	2	P	--	Fairgrounds too far; no new buildings should be built without parking for employees, visitors
Communications Res.	SP	5	15	1	F	Meters	
Ag. Engineering	SP	2	12	2	P	--	Fairgrounds not suitable; better signs
I.T. Placement	EB	8	19	8	P	Res.	Poor impression to company reps, parents; stop removing parking
Bio-Med Library	HS	--	--	--	P	--	Need 1 or 2 very short-term spaces
Mathematics	EB	10	50	3	P	Hourly	People give up when no spaces are available
ER	--	30	40	2	F	Hourly	ER patients should not have to pay
Journalism	EB	1-2	20	3	P	--	Map of campus at each parking area
Derm/Surg Clinic	HS	75-100	125	2	P	--	Patients miss appointments due to parking; Ramp C for hospital patients, personnel only
Hort. Science	SP	0-3	10	3-4	P	--	Fairgrounds very far
Dental Business Office	HS	1-2	5	1	P	--	Price and condition good; availability, location poor
Pediatric Dent.	HS	50-60	100	2	P	--	Need patients for teaching; financial advantage of U offset by cost of parking; need special patient lot
Oral Biology	HS	2	5	.5	G	Hourly	
U Without Walls	EB	12	25	1	P	Hourly	Price fair
Prof. Mgmt. Programs	WB	5-10	25	1	P	--	Availability is major problem
School of Mgmt. Dean	WB	2-3	6	1-2	P	--	Reserved visitor parking needed
Interior Design	EB	1	10	2	P	--	

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
Independant Study	EB	50-60	100	.75	P	Hourly	
Cleft Palate Clinic	HS	10	25	4	P	--	Cost high, ramp full; need more daily rate
Dentistry Clinics	HS	1000	1500	3	P	Hourly	Parking scarce, fees high
Purchasing	OC	50	75	.3	F	--	Lot in bad condition
Computer Science	EB	25	75	.5	P	--	Assign each department reserved, nearby spaces
Transit Services	OC	16	30	.1	G	--	Have visitor parking
Animal Sciences	SP	5	20	2-3	P	--	Free spaces for visitors
Ag. Extension	SP	3	10	2-3	F	Hourly	Need more Official Vehicle Permits
Pediatrics	HS	10-15	30	1.5	P	Res.	Worst problem facing the U.; major disadvantage for patients
Ver. Pathobiology	SP	2-3	6	.5	F	--	
Central Admin-Lib.	WB	1	20	3-4	F	Hourly	Need visitor only parking in generous amounts
Sanford Hall	EB	1-2	6	1-2	F	Res.	
Voc. and Tech Education	SP	50	100	3	F	--	
Pharmacy	HS	3	10	2-3	F	Hourly	
Philos. of Science	EB	0	3	3	-	--	Few visitors
CEE	EB	0	2	2	F	Hourly	
Medical School Dean	HS	1	3	1	P	Hourly	Spaces not available or close to office
Health Computer Science	HS	1	5	1.5-3	P	Hourly	Comfortable bus waiting facilities might help; signs to Health Science from bus stops
Nutrition Services	HS	0	1	2	F	Hourly	
Financial Aid	EB	1700	3500	1-4	P	--	Need reserved stalls behind Fraser Hall
Rec Sports	EB	1	2	1	F	Hourly	
Police	EB	20	35	.5	F	--	
Field Biology	EB	1	2	.5	F	Res.	
Med. Curriculum	HS	0-1	4	2	G	Res.	
G.C. Student Services	EB	0	2	2	F	--	
Psychology	EB	5	10	2	P	Hourly	Research subjects not accomodated
Fish and Wildlife	SP	5	25	1-2	P	--	Any type of parking as long as space available; calls to Parking Services useless
Sociology	WB	6	15	1	F	Hourly	
Statistics	EB	0	3	8	F	--	
Chemical Engineering	EB	2	8	2-3	P	Res.	Good luck
Space Management	EB	1	3	2-4	P	--	Contract movers should be able to use service parking areas
Gen. Biol. Programs	EB	1-2	5	.5-1.5	P	Meters	Problem for repair people with equipment
Alumni Relations	EB	5-8	20	1	P	--	Lot 1 good location but too much student use
VP Finance	EB	0-1	6	1.5	P	Res.	Lot 1 should be reservation only; "status" of office alleviates problems
Budget Office	EB	0	1	2	P	--	6 story ramp (2 underground) on Lot 1

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
Telephone Info	EB	--	--	1-2	G	--	Build ramp with every new building
English	EB	1	3	4	P	--	Spaces full by 8:00 AM
College of Pharmacy	HS	1	4	.5	F	Hourly	
Mort. Science	EB	3	6	1	P	Meters	Serious PR problem
Pharmacy	HS	40	100	1	F	Hourly	
Univ. Atty.	EB	1	4	1-2	P	--	Go downtown for meetings
University Bookstores	EB	2-3	6	1-3	G	Res.	
Chicano Studies	EB	2	--	4-6	F	Hourly	
German	EB	1	2	1-2	P	--	
I.T. Assoc. Dean	EB	1	7	2	P	Hourly	
Composition	EB	1	5	2	P	--	Would like to have a space to reserve in contract lot
Inter-College	EB	25	60	.5	F	Hourly	
Chemistry	EB	2-3	5	1	P	Meters	Parking is confusing, complicated
Audit	OC	2	5	1	G	--	
Library	EB	6-700	1000	1-4	P	--	
Computer Info. Sys.	SP	5-10	10	.5-1	P	--	Good luck - difficult task
V.P. Student Affairs	EB	2	4	1-2	P	Hourly	
MP/S	EB	0	10	3	P	Meters	Price is high
Political Science	WB	1-2	--	3-5	F	--	
History	WB	5	50	1	P	Hourly	Public discouraged from attending lectures
Accounting	WB	0	1	3-8	P	Res.	Make arrival times more flexible for reservations
Medicine	HS	--	--	--	P	Res.	Ramp A for patients only
Libraries	WB	2	2	2	P	Meters	No spaces after 7:45 AM
MN. Geological Survey	OC	10-15	25	.5	G	--	Adequate parking
Humanities	EB	2-3	5	.5	P	Hourly	
Printing	OC	--	--	--	--	--	Visitor parking is fine; big plus in moving off campus
Family Study	WB	0	5	2	F	Hourly	
Finance and Insurance	WB	1-2	5	4	P	Res.	Parking too far away; reservations work fine with advance notice
Agronomy	SP	1	5	2	P	Meters	Need identified lot for visitors
Forest Products	SP	3-6	25	1-2	P	Hourly	Parking is a real deterrent for visitors
Extension Classes	EB	200-400	2500	.5	P	Res.	People don't know where to look; more ramps
CBS	SP	5	15	.5	P	Meters	Too Crowded, too far
Elect. Inst. Service	SP	1-2	3	1	P	--	Free, short-term parking
Classics	EB	3-5	10	2	P	Hourly	Take care of faculty before visitors
Water Res.	SP	1	1	1-1.5	P	Hourly	Employees shouldn't have to pay to park
Speech	EB	1	3	1	P	Meters	Lack of parking for visitors is embarrassing
Extension	EB	5-10	30	5-6	P	Res.	
Educ. Administration	EB	4-5	10	2-2.5	P	--	Temporary parking permits for visitors; 2-hour meters

Department	Location	# Visitors		Time (Hrs)	Rank	Best	Comments
		Typical	Peak				
CLA Administration	EB	8	16	1.5	P	--	Not aware of other campus events
Limnological Res.	EB	0	1	1	F	--	Raise rate in Lot 1; more high priced lots
Immigration History	SP	10	20	1-2	G	--	Would like an on-campus space in Mpls and St. Paul
Wilson Library	WB	1	--	3	--	--	
Hospital Admin.	HS	1	3	1-3	P	Res.	
Anthropology	EB	0	1	--	G	Hourly	
Ed. Pol. & Admin.	EB	25	35	1	P	Hourly	Signing to lots
Law	WB	25-30	50	1.5-3	F	Res.	Will become more of a problem with new buildings on West Bank
Studio Arts	WB	2	6	1	P	--	Parking is insult to visitors; should provide courtesy parking, more short-term
Women's Athletics	EB	2-3	8	1	F	Meters	



APPENDIX B

University Parking Questionnaires

UNIVERSITY OF MINNESOTA  
Parking Questionnaire

I. CAMPUS POPULATION

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evenings</u>
A. Graduate Students				
Undergraduate Students				
Faculty				
Staff				
B. Population residing on-campus?				
C. What percentage of your campus population commutes?				
Comments				

II. UNIVERSITY PARKING

(Parking facilities owned and/or operated by the University)

A. Total Spaces		
B. On-Campus Spaces		
C. Off-Campus Spaces		
		<u>Rate</u>
D. Hourly Rate Spaces		\$ /Hour
E. Daily Rate Spaces		\$ /Day
F. Metered Spaces		\$ /
G. Contract Spaces		\$ /
H. Student Spaces		\$ /
I. Faculty Spaces		\$ /
J. Staff Spaces		\$ /
K. Visitor Spaces		\$ /
L. Approximately what percentage of the university parking needs are satisfied by university owned or operated parking facilities?		
M. What percentage of spaces are in structured parking facilities (ramps, garages, etc.)?		
Comments		

III. TRANSIT/RIDESHARING

A. Approximately what percentage of the university population utilizes mass transit? (e.g., bus, subway, train) \_\_\_\_\_%

B. Does the University promote ridesharing? \_\_\_\_\_

● If so, approximately what percentage of the University population is involved in ridesharing? \_\_\_\_\_%

C. Is preferential parking provided for rideshares? \_\_\_\_\_

● If so, how many spaces are provided?  
Rate? \$ \_\_\_\_\_ / \_\_\_\_\_

D. Are park and ride facilities provided? \_\_\_\_\_

● If so, how many spaces? \_\_\_\_\_

Comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

IV. PARKING REGULATION, OPERATION AND SAFETY

Please send any documents and/or maps which describe your parking regulations, operations, and policies.

Would you like a copy of the University of Minnesota parking report? \_\_\_\_\_

Mailing Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return to: Mr. Clinton Hewitt  
Associate Vice President - Physical Planning  
University of Minnesota  
340 Morrill Hall  
Minneapolis, MN 55455

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

University of Chicago, Chicago, Illinois

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	4,528	1,079	4,528	-	5,607
Undergraduate Students	2,862	19	2,881	-	2,881
Faculty	1,122	-	1,122	-	1,122
Staff	6,425	3,061	-	-	9,486
<b>Total</b>	<b>14,937</b>	<b>4,159</b>	<b>-</b>	<b>-</b>	<b>19,096</b>
<hr/>					
% Commute	<u>32.38</u>	% Transit Usage	<u>10</u>		
On-Campus Residents	<u>75-90% within walk distance</u>	% Rideshare	<u>1</u>		
Total Parking Spaces	<u>6,477</u>	% Structured Parking	<u>13.67</u>		
% of campus parking needs satisfied by University					<u>57</u>

Rates

Contract	\$14.00/Month
Hourly	\$ 0.25/Hour
Daily	\$ 6.00/Day

- Total spaces includes 3,692 off-street, 2,785 on-street within Planned Unit Development; 4,896 off-street required in PUD.
- City Planning department reviews building plans to assure adequate parking is provided.

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

University of Pittsburgh, Pittsburgh, Pennsylvania

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	5,105	5,019	-	-	10,124
Undergraduate Students	12,347	6,954	-	-	19,301
Faculty	2,142	541	-	-	2,683
Staff	4,202	416	-	-	4,618
<b>Total</b>	<b>23,796</b>	<b>12,930</b>	<b>-</b>	<b>-</b>	<b>36,726</b>
<hr/>					
% Commute	<u>90</u>	% Transit Usage			<u>16</u>
On-Campus Residents	<u>4,200</u>	% Rideshare			<u>15.5</u>
Total Parking Spaces	<u>3,623</u>	% Structured Parking			<u>34</u>
% of campus parking needs satisfied by University					<u>52</u>

Rates

Daily \$1.75/Day with student ID  
 Contract - Faculty/Staff \$41.00/Month Indoor, \$36.00/Month Outdoor  
 Hourly - \$1.75/First Hour, \$0.50/Additional Hour, Max \$5.00

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

Ohio State University, Columbus, Ohio

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	8,641	4,291	11,369	1,141	12,510
Undergraduate Students	34,764	6,483	39,161	2,086	41,247
Faculty	3,321	891	-	-	4,212
Staff	9,577	2,356	-	-	11,933
<b>Total</b>	<b>56,303</b>	<b>14,021</b>	<b>-</b>	<b>-</b>	<b>69,902</b>
<hr/>					
% Commute	<u>20</u>	% Transit Usage			<u>50</u>
On-Campus Residents	<u>10,947</u>	% Rideshare			<u>.01</u>
Total Parking Spaces	<u>22,457</u>	% Structured Parking			<u>23</u>
% of campus parking needs satisfied by University					<u>100</u>

Rates

Hourly \$0.60-\$1.00/Hour, \$4.75 Daily Max  
 Student Permits \$27.00/Year  
 Faculty Permits \$108.00/Year  
 Staff Permits \$54.00/Year

- All student, staff, faculty vehicles must be registered to park on campus.
- 8,594 Student Spaces
- 6,731 Faculty Spaces
- 4,140 Staff Spaces
- 2,626 Visitor Spaces

UNIVERSITY OF MINNESOTA  
 University Parking Questionnaire  
 May, 1984

University of Denver, Denver, Colorado

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	3,652	870	-	-	4,522
Undergraduate Students	4,429	-	-	-	4,429
Faculty	451	47	-	-	498
Staff	1,250	163	-	-	1,413
<b>Total</b>	<b>9,782</b>	<b>1,080</b>	<b>-</b>	<b>-</b>	<b>10,862</b>
<hr/>					
% Commute	<u>50</u>	% Transit Usage	<u>?</u>		
On-Campus Residents	<u>1,150</u>	% Rideshare	<u>0.5</u>		
Total Parking Spaces	<u>3,175</u>	% Structured Parking	<u>0</u>		
% of campus parking needs satisfied by University					<u>80</u>

Rates

Restricted	\$50.00/Year
General	Free with permit
Meters	\$0.10/Hour

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

Tulane University, New Orleans, Louisiana

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	1,353	750	2,103	-	2,103
Undergraduate Students	5,266	1,212	5,343	1,135	6,478
Faculty	509	246	618	223	841
Staff	1,241	241	1,432	30	1,462
<b>Total</b>	<b>8,369</b>	<b>2,449</b>	<b>9,496</b>	<b>1,388</b>	<b>10,818</b>

% Commute	<u>80</u>	% Transit Usage	<u>5</u>
On-Campus Residents	<u>2,365</u>	% Rideshare	<u>5</u>
Total Parking Spaces	<u>2,100</u>	% Structured Parking	<u>0</u>
% of campus parking needs satisfied by University		<u>33</u>	

Rates

\$20.00/Year Faculty, staff, commuter contract  
\$10.00/Year Dorm Residents

- Consultants in process of parking study



UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

University of Washington, Seattle, Washington

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	6,310	2,211	-	10% est.	8,521
Undergraduate Students	20,292	5,495	-	10% est.	25,787
Faculty	2,075	412	-	10% est.	2,487
Staff	9,410	10,712	-	10% est.	20,122
<b>Total</b>	<b>38,087</b>	<b>18,830</b>	<b>-</b>	<b>-</b>	<b>56,917</b>
<hr/>					
% Commute	<u>58</u>	% Transit Usage	<u>20</u>		
On-Campus Residents	<u>5,415</u>	% Rideshare	<u>6</u>		
Total Parking Spaces	<u>12,346</u>	% Structured Parking	<u>24</u>		
% of campus parking needs satisfied by University					<u>100</u>

Rates

Daily - central	\$2.25/Day
Daily - remote	\$0.20 - \$1.25/Day
Contract Permit Spaces	\$14.00 - \$16.00/Day
Carpool	\$0.50/Day, \$2.00/Month
Motorcycle Permit	\$24.00/Year, \$0.35/Day
Residence Hall Permit	\$85.50 - \$135.00/Academic Year

- Contract priority - Handicapped, sr. administrator/dean, department head, faculty, staff, student
- Residence Hall Permits awarded on a priority system based on quarters of residence
- Access to campus interior restricted by gate houses; only permit holders, carpools, visitors allowed 7:00 AM - 4:00 PM

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

Georgia Institute of Technology, Atlanta, Georgia

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	1,600	200	1,800	-	1,800
Undergraduate Students	9,700	-	9,700	-	9,700
Faculty	387	40	427	-	427
Staff	425	10	435	-	435
<b>Total</b>	<b>12,112</b>	<b>250</b>	<b>12,362</b>	<b>-</b>	<b>12,362</b>
<hr/>					
% Commute	<u>47</u>	% Transit Usage	<u>20</u>		
On-Campus Residents	<u>5,100</u>	% Rideshare	<u>4</u>		
Total Parking Spaces	<u>7,500</u>	% Structured Parking	<u>9</u>		
% of campus parking needs satisfied by University			<u>90</u>		

Rates

Daily	\$ 2.50/Day
Hourly	\$ 0.50/Hour
Faculty Permit	\$25.00/Year
Student Permit	\$35.00/Year
Faculty Reserved	\$50.00/Year
Motorcycle	\$17.50/Year

- In process of building 800 space ramp; will result in increased rates
- All student, staff, faculty vehicles must be registered

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

University of Wisconsin, Milwaukee

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	1,077	3,267	2,353	1,991	4,344
Undergraduate Students	13,039	7,754	18,276	2,517	20,793
Faculty	698	94	-	-	792
Staff	1,566	466	-	-	2,032
<b>Total</b>	<b>16,380</b>	<b>11,581</b>	<b>-</b>	<b>-</b>	<b>27,961</b>

% Commute	<u>90.3</u>	% Transit Usage	<u>45.7</u>
On-Campus Residents	<u>1,887</u>	% Rideshare	<u>9.4</u>
Total Parking Spaces	<u>3,437</u>	% Structured Parking	<u>49.3</u>
% of campus parking needs satisfied by University		<u>33.3</u>	

Rates

Hourly \$0.20/Hour, outdoor, \$0.35 - \$1.40/Hour, indoor  
 Dorm Contract \$155.00/Semester  
 Staff/Faculty Contract \$183.00/Year outdoor, \$435/Year indoor

- 1,550 spaces are in free park/ride lots; \$0.15 shuttle bus fare
- Designated faculty/staff lots; other lots for student, visitor, guest

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

San Diego State University, San Diego, California

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	1,231	4,923	1,230	4,924	6,154
Undergraduate Students	22,941	3,099	19,530	6,510	26,040
Faculty	2,065	-	-	-	2,065
Staff	1,203	-	-	-	1,203
<b>Total</b>	<b>27,440</b>	<b>8,022</b>	<b>-</b>	<b>-</b>	<b>35,462</b>
<hr/>					
% Commute	<u>94.7</u>	% Transit Usage		<u>2</u>	
On-Campus Residents	<u>1,709</u>	% Rideshare		<u>11</u>	
Total Parking Spaces	<u>10,099</u>	% Structured Parking		<u>27.1</u>	
% of campus parking needs satisfied by University					<u>88.02</u>

Rates

Meter                   \$ 0.35/2 Hours  
Student Contract       \$22.50/Semester  
Faculty/Staff Contract \$22.50/Semester

- All vehicles must be permitted to park in University facility
- Visitor permits issued at Information Booth
- Designated Student, Faculty/Staff, Visitor facilities

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

Cleveland State University, Cleveland, Ohio

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	4,747	-	-	-	4,747
Undergraduate Students	-	-	11,855	2,340	14,195
Faculty	550	-	-	-	550
Staff	930	-	-	-	930
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20,422</b>
<hr/>					
% Commute	<u>98</u>	% Transit Usage	<u>75</u>		
On-Campus Residents	<u>200</u>	% Rideshare	<u>--</u>		
Total Parking Spaces	<u>3,639</u>	% Structured Parking	<u>33</u>		
% of campus parking needs satisfied by University				<u>?</u>	

Rates

Daily                   \$0.75/Day  
Meters                 \$0.50/Hour  
Vehicle Registration   \$1.00/Year

- All student, staff, faculty vehicles required to be registered.
- Separate faculty/staff, student, visitor facilities

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

UCLA, Los Angeles, California

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	11,300	-	11,300	-	11,300
Undergraduate Students	22,000	-	22,000	-	22,000
Faculty	-	-	4,700	-	4,700
Staff	-	-	13,500	-	13,500
<b>Total</b>	-	-	51,500	-	51,500

% Commute	<u>80</u>	% Transit Usage	<u>?</u>
On-Campus Residents	<u>4,280</u>	% Rideshare	<u>?</u>
Total Parking Spaces	<u>18,118</u>	% Structured Parking	<u>70</u>
% of campus parking needs satisfied by University			<u>67% Student</u> <u>All Faculty/Staff</u>

Rates

Student, Staff, Faculty Contract \$45.00/Quarter, \$180.00/Year  
Meters \$1.00/Hour  
Daily (mostly at hospital) \$2.00/entry

- Department chairperson or administrative head administers department parking spaces allocated by Parking services - all faculty/staff contracts.
- Parking arrangements for 10 or more visitors made with Parking Services prior to scheduling event.
- Courtesy Rate Permits available at a reduced rate to persons providing uncompensated services to the University.
- Long student parking waiting list has led to 'stack parking' in selected parking areas.

UNIVERSITY OF MINNESOTA  
University Parking Questionnaire  
May, 1984

University of Maryland, College Park, Maryland

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	3,080	4,823	-	-	7,903
Undergraduate Students	24,797	4,713	-	-	29,510
Faculty	1,870	476	-	-	2,346
Staff	3,249	240	-	-	3,489
<b>Total</b>	<b>32,996</b>	<b>10,252</b>	<b>-</b>	<b>-</b>	<b>43,248</b>
<hr/>					
% Commute	<u>75.2</u>	% Transit Usage	<u>NA</u>		
On-Campus Residents	<u>8,125</u>	% Rideshare	<u>NA</u>		
Total Parking Spaces	<u>16,993</u>	% Structured Parking	<u>1.8</u>		
% of campus parking needs satisfied by University					<u>100</u>

Rates

\$15/Vehicle Registration  
Meters \$0.30/Hour

- All vehicles must be registered to drive or park on campus.

UNIVERSITY OF MINNESOTA  
 University Parking Questionnaire  
 May, 1984

University of Pennsylvania, Philadelphia, Pennsylvania

	<u>Full-Time</u>	<u>Part-Time</u>	<u>Day</u>	<u>Evening</u>	<u>Total</u>
Graduate Students	5,526	2,068	-	-	7,594
Undergraduate Students	9,025	137	-	2,799	12,011
Faculty	7,215	-	-	-	7,215
Staff	4,943	-	-	-	4,943
<b>Total</b>	<b>26,709</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31,763</b>

% Commute	<u>    --    </u>	% Transit Usage	<u>    --    </u>
On-Campus Residents	<u>    --    </u>	% Rideshare	<u>    &lt; 1    </u>
Total Parking Spaces	<u>    4,500    </u>	% Structured Parking	<u>    39    </u>
% of campus parking needs satisfied by University			<u>    40    </u>

Rates

Student Permit - 24 Hour \$279.00 - \$333.00/2 semesters  
                           - Commuter \$180.00/2 semesters  
 Faculty/Staff Permit \$207.00 - \$324.00/9 months  
                           \$264.00 - \$408.00/Year  
 Daily \$3.00 - \$6.00/Day  
 Hourly \$1.50/Hour

- Compact car discounts \$12.00/Year



## OTHER UNIVERSITY CHARACTERISTICS

### University of Iowa, Iowa City, Iowa

- Vehicles must be registered to park at University facilities
- \$36/Year commuter Parking (semi-remote)
- \$120/Year surface, \$192/Year ramp

### University of Utah, Salt Lake City, Utah

- Vehicles must be registered to park on campus
- Registered vehicles cannot use visitor spaces
- 16 Types of permits offered - related to location of parking
- Faculty Staff Permit \$35.00/Year
- Student Permit \$17.50/Year
- Reserved Permit \$325.00/Year

### University of Kansas, Lawrence, Kansas

- All vehicles must be registered
- 20 Types of permits offered
- Cost is \$20 - \$83/Year
- Visitors can return 2 parking tickets per year
- New employees given free parking permit until first paycheck

### Arizona State University, Phoenix, Arizona

- All student, staff, faculty vehicles must be registered
- \$40.00 - \$60.00/Year for registration
- \$25.00/Year Motorcycle registration
- \$300/Year reserved space
- \$1.50/Day visitor parking