

Transportation Policies and Operating Procedures  
for the Minneapolis Campus

Office of Physical Planning  
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Outline

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As indicated in the outline, circulation, parking, transit and police enforcement are discussed in terms of current adopted policies, current operating procedures, and recommended operating procedures.

The source for each statement is indicated using the abbreviations specified below:

- (LRDP) St. Paul Long Range Development Plan
- (C&P) 1967 Report of the Ad Hoc Committee on  
Circulation and Parking
- (PS) Parking Services
- (TS) Transit Services
- (PD) University Police Department

## I. Circulation

### A. Current Adopted Policies

- (C&P) 1. Planning for parking, circulation and transit should not be isolated from each other.
- (C&P) 2. Decrease the number of motor vehicles oriented to the campus.
- (C&P) 3. Reduce vehicular traffic within the campus and separate insofar as possible, vehicular, bicycle, and pedestrian traffic.
- (C&P) 4. Develop a pedestrian oriented campus in the core area of major academic use while providing convenient parking and circulation facilities.
- (C&P) 5. Develop by-pass routes for through traffic in University area.
- (C&P) 6. Develop a ring road concept for the three principal campus areas.
- (LRDP) 7. Circulation modes within the campus shall be ordered according to the following priority: pedestrian, bicycle, transit, and automobile.
- (LRDP) 8. Any one vehicular route shall perform the minimum number of functions (local access, through access, parking).
- (C&P) 9. Bicycle parking areas should adjoin transit stops and bicycle routes should be identified.
- (C&P) 10. Bicycle movement should be prohibited in major pedestrian areas of the campus (i.e. Mall, the Knoll, McNeal-Snyder Hall).

(LRDP) 11. Service roads shall be minimized.

(TS) 12. The University provides a car pool service that is designed to facilitate driver/rider matches for trips to the Campus.

(PD) 13. There are no restrictions regarding bicycle riding on Campus.

B. Current Operating Procedures

(TS) Vehicular traffic on Church Street (between Morrill Hall and Washington Avenue) is restricted to emergency, service and official University vehicles, buses and taxis. Vehicular traffic on Pillsbury Drive (between Pleasant and Church Streets) is restricted to buses, emergency, service and official University vehicles.

C. Recommended Operating Procedures

(C&P) 1. Provide effective University cooperation with other agencies to insure wise development of highway facilities to and through the University community.

(LRDP) 2. All means of transportation and parking at the Twin Cities Campus shall be treated as a total transportation system, thus allowing trade-offs in rate and service to achieve overall University goals.

II. Parking

A. Current Adopted Policies

1. General

(C&P) a. All possible steps should be taken to reduce parking needs on campus.

(C&P) b. Faculty and staff should be able to park reasonably close to their places of work.

(C&P) c. Parking facilities for commuter students should be conveniently located in relation to both the freeways and the academic buildings.

(C&P) d. Parking facilities for resident students are to be planned at the rate of one space for every four students.

(C&P) e. Whenever possible, centralized areas should be provided for parking of service vehicles and receiving of deliveries.

(PS) f. All faculty, staff and students should pay a fee to park in the facilities provided.

(PS) g. Parking Services must operate on a self-supporting basis i.e. parking revenues must pay for capital expenses as well as operating and maintenance costs.

(PS) h. Parking lots are considered as an interim land use.

## 2. Specific

(C&P) a. Planning should be initiated for the construction of three ramp garages,

(C&P) 1. one in the 4th Street area to accommodate a minimum of 2,400 cars and

(C&P) 2. two on both sides of Washington Avenue and 19th Avenue to accommodate 1,000 cars.

(C&P) b. Planning should be initiated for the construction of garages in the vicinity of Oak and Beacon Streets.

(C&P) c. Planning should be initiated for the construction of surface parking lots in the area east of Oak Street and south of Washington Avenue.

(C&P) d. Temporary lots could be constructed along the south side of Fourth Street as well as on other outlying vacant University-owned land.

## B. Current Operating Procedures

### 1. General

(PS) a. Parking Services is responsible for all paid parking areas on the Twin Cities Campus which includes contract lots, transient lots and parking meters.

(PS) 1. Contracts are valid 24 hours a day, seven days a week.

(PS) 2. To be eligible for a contract space one must be on University payroll at least 3/4 time.

(PS) 3. Payments on contract parking are made through payroll deductions or fee statements.

(PS) 4. Waiting lists are maintained for persons wishing to transfer from a lot or ramp to a garage and vice versa. Lists are maintained on a first come basis, and space is assigned from the top of the lists. One cannot transfer from lot to lot, ramp to ramp or garage to garage.

- (PS) b. Transient Parking
1. Transient parking facilities are generally located on the campus periphery. They are open to anyone on a daily rate (pay enter) or time rate basis.
- (PS) 2. One lot on West Bank and one on East Bank is reserved for car poolers.
- (PS) c. Parking Meters
- Meters are located throughout the Twin Cities Campus on streets, off streets and in lots. Time limits range from 40 minutes to 9 hours depending on location and need.
- (PS) d. Disabled Parking
1. Disabled contracts are sold at reduced rates on a yearly basis for permanent disabilities and on a temporary basis for temporary disabilities.
- (PS) 2. To be eligible for a disabled contract one must have an obvious mobile type disability or present a letter from his doctor.
- (PS) 3. A permit entitles the bearer to park in any of the established disabled parking areas on the Twin Cities Campus.
- (PS) e. Service Vehicle Parking
1. Service vehicle contracts are available to off campus service people who use their private vehicles in performing their duties.
    - (PS) a. Contracts can be purchased by the year or on a temporary basis.
    - (PS) b. To be eligible for such a contract an individual must present a letter of request on company stationery.

- (PS) c. Contract rates are the same as regular lot contracts.
- (PS) d. Service vehicle parking areas are located throughout the Twin Cities Campus in off-street areas and lots.
- (PS) 2. Service vehicles marked with the name of the firm on the outside of the vehicle may park anywhere on the street.
- f. Motorcycle/Bicycle Parking
- (PD) 1. Motorcycle parking areas are provided where motorcyclists may park free.
- (PD) 2. Some bicycle parking racks are provided. Bicyclists, however, are not required to park in racks.
- (PS) g. Rates
- 1. Parking income must be sufficient to maintain and improve present facilities as well as to construct new facilities.
- (PS) 2. Rate increases are requested only when it becomes necessary so that the self-supporting concept of Parking Services can be maintained.
- (PS) 3. Contract rates are uniform regardless of location. However, rates do vary with type of facility (i.e., garages - \$198, ramps - \$162, surface lots - \$138, and handicapped contracts - \$108/year.)

#### C. Recommended Operating Procedures

- (C&P) 1. Begin immediate development of additional parking structures.
- (C&P) 2. Maintain a high proportion of parking space in surface lots.
- (C&P) 3. Develop system of vehicle registration for all faculty, staff and students.
- (C&P) 4. Increase parking fees in all facilities by approximately one-third.

### III. Transit

#### A. Current Adopted Policies

- (LRDP) 1. The class change time interval between the St. Paul Campus and the Minneapolis Campuses shall be the same so that the majority of users may take back-to-back classes.
- (LRDP) 2. The number of mode changes in any given journey shall be minimized.
- (C&P) 3. The University should actively encourage and support the development of an effective metropolitan mass transit system.
- (C&P) 4. The Como area should be served by any transit facility built in the future.
- (C&P) 5. A special transit system should be developed to increase the mobility of handicapped persons from designated parking areas on campus.
- (C&P) 6. A delivery transit system should be developed to serve centralized service points.
- (C&P) 7. Develop special express bus service to the campus.
- (C&P) 8. Improve transit movement on the campus to make outlying campus areas more accessible.
- (C&P) 9. Develop a separate transit system for the campus and connect it with the metropolitan system.
- (LRDP) 10. The use of transit for access and intercampus movement shall be maximized.
- (TS) 11. The University provides free transit service for students, faculty, and staff for trips between locations on West Bank, East Bank, and St. Paul Campuses.
- (TS) 12. The University and the MTC share the cost for the express bus service on a 50-50 basis.
- (TS) 13. The Office of Transit Services is responsible for the operation, scheduling and coordination of the University Intercampus Bus System, the University Express Bus System, the University's park and ride facilities, the University Avenue shuttle bus and the computerized car pool.
- (TS) 14. Transit Services is to provide an efficient place to place orientated transit system to meet intercampus transportation needs of the University student, staff and faculty.
- (TS) 15. The University Intercampus Bus routes are not to operate in competition with the Metropolitan Transit Commission routes.



## B. Current Operating Procedures

### 1. General

No information available.

### 2. Specific

- (TS) a. The intercampus bus system operates along two routes to provide free transportation to students, staff and faculty who move between the campus areas. On a fare basis the intercampus system also services the Como Avenue parking facility and several off campus stops along Como, Larpenteur, Cleveland, and University Avenues.
- (TS) b. The University Express Bus System is operated in conjunction with the Metropolitan Transit Commission on a shared cost basis. The Express Bus System is a collector system operated on a regular fare basis. The system provides direct service to the three campuses along ten routes.
- (TS) c. The Transit Services Office in conjunction with Parking Services operates two remote intercept facilities. The fairground's parking facility is serviced by a direct bus to the East Bank and West Bank Campuses. The Como facility is serviced as a fee stop on the intercampus bus route.
- (TS) d. The University Avenue Shuttle Bus provides free transportation for University employees between the East Bank Campus and those University operations located on University Avenue.
- (TS) e. To encourage the use of car pools, Transit Services operates a free computerized car pool matching service for interested University employees and students.

## C. Recommended Operating Procedures

- (TS) 1. The Metropolitan Transit Commission should assume responsibility for the University Express Bus System.
- (C&P) 2. Improve intra-campus bus service and continue studies leading toward more effective transit services.
- (C&P) 3. Encourage carpooling by designating specific prime lots for carpoolers.

## IV. Police and Enforcement

### A. Current Adopted Policies

No information available.

## B. Current Operating Procedures

- (PD) 1. In accordance with Board of Regents' Ordinances, Parking Services enforces parking regulations and issues citations for violations in paid parking areas. University Police enforce all other parking areas.
- (PD) a. Hennepin County citations are issued on the Minneapolis Campus and monies are paid to Minneapolis.
- (PD) b. Ramsey County citations are issued on the St. Paul Campus with monies paid to Falcon Heights.
- (PS) c. The University receives no monies from these citations.
- (PS) 2. Three full time monitors and one part-time monitor are employed by Parking Services to enforce regulations in paid parking areas.
- (PD) 3. Posting of campus streets for traffic regulations is initiated by the Police Department and the Office of Physical Planning according to Highway Codes.
- (PD) 4. Vehicles are towed from Campus areas by an authorized towing service.
- 5. The University Police Department has an average of 11-12 patrolmen authorized to enforce parking regulations in nonpaid parking facilities.

## C. Recommended Operating Procedures

University Police Department operational procedures are covered by Minnesota Statutes, Board of Regents' Ordinances and Minneapolis Ordinances under their deputization.