

April 25, 1985

TO: Planning Advisory Committee: Twin Cities Campus Long Range Parking Study
FROM: Twin Cities Campus Assembly Parking and Transportation Committee
SUBJECT: Review of the Long Range Parking Study (referred to below as the Report)

- I. We wish to commend Vice President Lilly and the Advisory Committee for addressing problems that have not recently received sufficient attention. We heartily endorse the Report's recommendations (pages i-iv and 42-58) that the total amount of parking space be expanded as soon as possible, that the Twin City Campus be made more accessible to visitors, and that revisions be made in a number of parking policies.
- II. We recommend that the following amendments and additions be incorporated in the Report.
 - A. Throughout the Report the term, "transient parking", should be replaced by "daily parking", and the term, "transient," by "daily".

(Rationale: The word "transient" has bad connotations for the transient parker. There are a number of places in the Report where use of the term, "transient", seems to suggest that the provision of more daily parking space will not have a high priority).
 - B. On page iv of the Report replace the two indented paragraphs in the middle of the page with this wording:

The University's goal should be to provide for 100 percent of the anticipated University generated demand, subject to the constraint that parking cost must be covered by parking revenue. At the same time, it

is recognized that parking demand will vary depending on price and the availability of alternative modes of transit, and that the University should use these means to moderate and control parking demand.

The following priorities with respect to convenience of location should govern the allocation of parking space on the Twin Cities Campus.

Priority 1: Visitor parking, both scheduled or reserved and unscheduled, shall be given first priority. The locations of parking spaces for this purpose should vary from the interior to the perimeter of the campus.

Priority 2: Contract parking should be provided for faculty and staff at locations from interior to perimeter to off campus.

Priority 3: Daily parking should be provided for faculty, staff, students and others, at locations primarily on the perimeter to off campus.

(Rationale: The current wording does not sufficiently emphasize the need to move aggressively to expand the total amount of parking space. It also leaves itself open to the interpretation that the "daily" parker will not only be given the most remote space, but will also have to wait longest for the creation of new space.

- C. On page 53 of the Report replace the lower half of the page with this wording:

GENERAL POLICY

The University's goal should be to provide for 100 percent of the anticipated University generated parking demand, subject to the constraint that parking cost must be covered by parking revenue.

Discussion: In order to minimize parking impacts on surrounding land uses, the University should attempt to satisfy 100 percent of the anti-

anticipated University generated parking demand. At the same time it is recognized that parking demand will vary depending on price and the availability of alternative modes of transit (such as ridesharing and the use of transit), and that the University should use these means to moderate and control parking demand to the degree that they are more cost effective.

The following priorities with respect to convenience of location should govern the allocation of parking space on the Twin City Campus.

Priority 1: Visitor Parking, both scheduled or reserved and unscheduled, shall be given first priority, at locations which vary from the interior to the perimeter of the campus.

Priority 2: Contract parking should be provided for faculty, staff and students at locations from interior to perimeter to off campus.

Priority 3: Daily parking should be provided for faculty, staff, students and others, at locations primarily on the perimeter and off campus.

D. Amend Policy 6 as follows:

- (i) Delete the word "perpetually".
- (ii) Add the following sentence after the words; "...on a temporary basis."

"Each contract will be paid for by and assigned to the individual, not the administrative unit, unless a high turnover rate of occupants of the same space, or other demonstrated need for sharing space, clearly justifies an exception to this rule.

(Rationale: The rule that each contract be paid for by and assigned to an individual, not an administrative unit, is sound, and some currently permitted exceptions to this rule may not be legitimate.

On the other hand, some exceptions are clearly necessary. Our feeling is that it is best to explicitly acknowledge this need).

E. Amend Policy 7 as follows: All paid parking is administered by Parking Services.

F. Amend Policy 10 as follows: Add the words, "for comparable locations", at the end of the second sentence.

G. Amend Policy 18 as follows:

Add the sentence: "The length of time an official vehicle may park in a given space may be restricted".

H. Policy 20 should read as follows:

Arrangements to provide parking space for workers on any major construction project should be determined by negotiations between the University and the contractor, with a view to achieving a reasonable balance between the parking needs of construction workers on the one hand, and of faculty, staff, students and visitors on the other.

(Rationale: It seems that this may have been the intent of the wording in the Report. The revised wording is an attempt to remove ambiguities).

I. Add new policy as follows:

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. This parking impact study will include an analysis of the short term (construction) and long term (normal use) impact and demand that the facility will make on parking

space and must demonstrate that such impact and demand can be reasonably accommodated by existing and/or planned parking facilities.

In particular, the study should assess the relative impacts on available parking space of locating a new building on a new site versus the site of an existing building which could be demolished.

(Rationale: The Report predicts that 2600 parking spaces may be lost over the next ten years, primarily as a result of new construction. This loss constitutes a very high cost. Since it can be mitigated by locating new buildings on the sites of old buildings, this option should be carefully evaluated. In addition, the possibility of providing some parking space in the basement of new buildings should be considered).

J. Add new policy as follows:

Policy 22 Alternatives to Provision of Parking Space

Substitute services (such as the Route 52 buses and carpooling facilities) should be encouraged so long as the incremental cost to the University of providing the service is estimated to be less than the cost of providing the equivalent parking space.

(Rationale: the Report is ambiguous in its attitude to this issue. Some passages express scepticism regarding the potential of substitutes for parking space. Other passages express a more positive attitude. But none indicate the criterion for estimating the optimal balance. This policy statement should not be construed to mean that steps to create new parking space should be postponed until further experiments with substitute services have been implemented.

- K. Add new Policy as follows:

Policy 23 Prohibited Parking

Parking is prohibited on any properties which have not been designated as a parking facility or appropriately marked parking area, except that a truck may be temporarily parked for the purpose of loading or unloading where no loading dock is available.

- L. On pages 30 and 32 of the Report substitute the following in place of the lower half of page 30 and the top paragraph on page 32.

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 slightly 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. However, during 1983-84 Route 52 system ridership rebounded again, apparently after the initial shock waves associated with the peak-hour surcharge had subsided.

Recent Route 52 Commuter Bus System Ridership (Table 22)

<u>Fiscal Year</u> <u>(July 1-June 30)</u>	<u>Total annual</u> <u>Ridership</u>	<u>% change from</u> <u>Previous year</u>
1977-78	643,353	+16.3
1978-79	796,807	+23.9
1979-80	943,779	+18.4
1980-81	1,058,926	+12.2
1981-82	1,055,993	- 0.3
1982-83	944,355	-10.6
1983-84	982,349	+ 4.0

The University promotes carpooling through a ridershare program and by reserving selected parking areas for carpools only. Ridershare 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 and staff that have revealed that approximately 12% carpool.

Increasing transit usage or carpooling would decrease the demand for parking. During the 1984-85 school year, the 52-L route was slightly modified and the result to date has been a ridership increase of almost 19%. Thus, there may be potential for significant growth in the system, if funds are provided for expansion. Given attractive parking incentives, and efficient promotion, carpooling might similarly increase. A substantial increase in the usage of these modes would most likely occur if gas prices should increase significantly. The University should not neglect efforts to promote transit usage and ridesharing as any gain in ridership in these areas would improve the parking situation. It should be noted that parking demand projections contained in this report assume levels of

transit use and carpooling will not substantially increase.

M. Below are listed further comments of lesser significance:

1. There are some minor map errors on page 5. The contract lot on the east side of Experimental Engineering is incorrectly located and a similar lot on the east side of Akerman Hall is not shown at all.
2. It may be possible to make more use of the Como lot than is projected in the report as there could probably be more transit service to that lot than the Report indicates.
3. The size of the Como lot is understated by 11%. It has 704 spaces, not 635 (page 3).
4. The numbers don't add up right on the "East Bank" "Open" column on page 28.
5. All pages of the Report including maps, etc. should be numbered.
6. Does the paragraph entitled "Applicability" on page 53 mean both properties "leased by" and "leased from" the University?
7. Throughout the policy section the phrase "first-come, first-serve" should be "first-come, first-served."
8. On page 15 of the Report where it reads, "People who wish to use..... services provided at the University", make the following changes:
 - (i) Substitute "Others" in place of "People".
 - (ii) Add the words: ",including students, staff and faculty who occasionally need short-term hourly parking space."
9. We have attached an updated version of FIGURE 3.
10. We have attached a proposal for what might be a more logical ordering of the proposed Parking Policies.

III. We look forward to hearing from you regarding your reactions to our recommendations.

Ed Coen
Chair

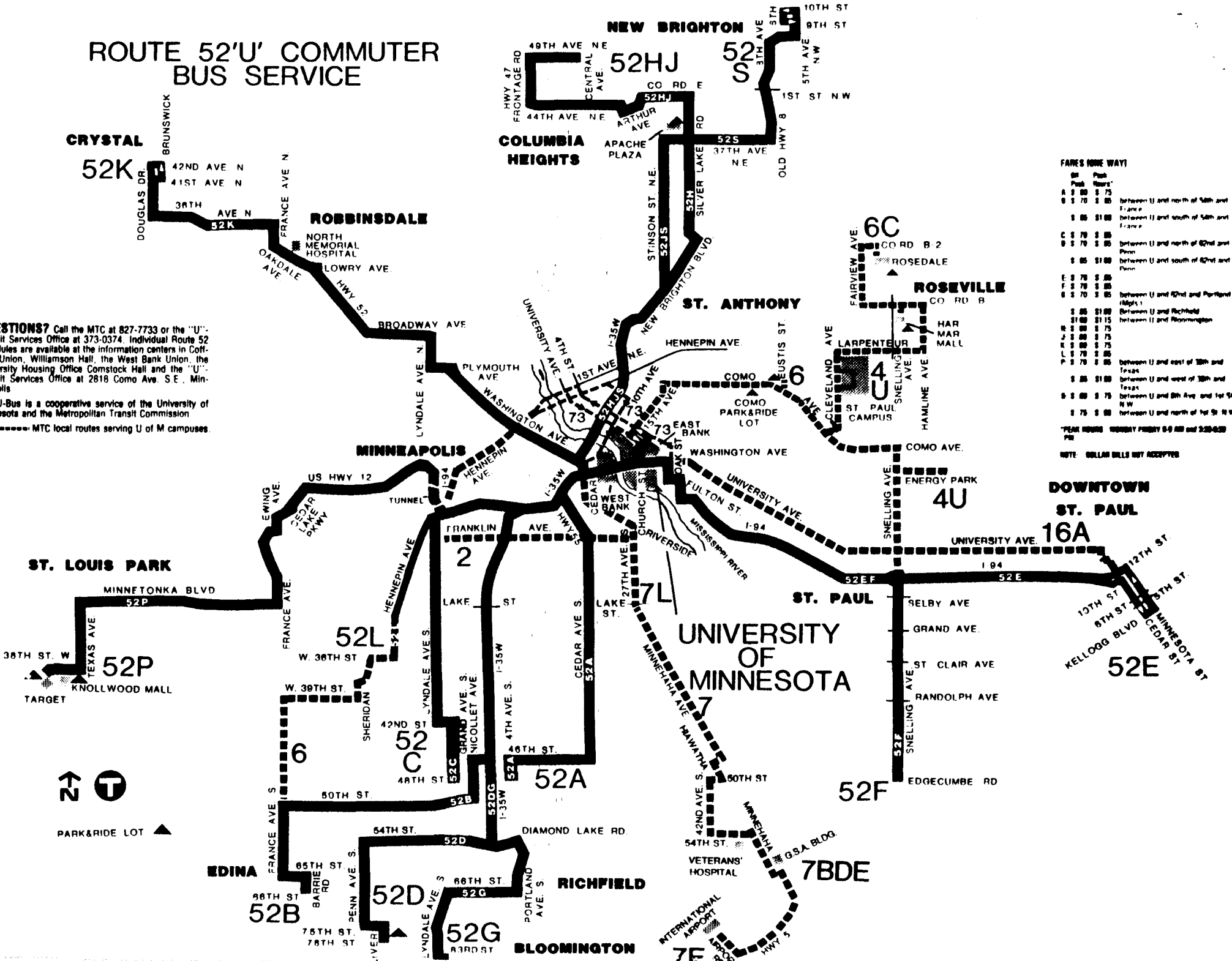
E.C.

cc. Professor Donald Kahn, Chair, Twin City Campus Assembly
Student Affairs Committee
Professor Jack Merwin, Chair, Senate Consultative Committee
Marilee Ward, Clerk of the Senate, 424 Morrill Hall
Julie Bates, Chair, MSA Research and Planning Committee

PARKING POLICIES - PROPOSED REORDERING

<u>PROPOSED ORDER</u>	<u>CURRENT ORDER</u>	<u>POLICY TITLE</u>
J	1	Faculty/Staff Parking
K	2	Student & Part-time Faculty/Staff Parking
I	3	Access to Transient Parking Facilities
N	4	Handicapped Parking
F	5	Eligibility and Use of Contract Spaces for non-University Vehicles
E	6	Method of Allocation of Contract Spaces
A	7	Administration of Parking Spaces
L	8	Visitor Parking Facilities
C	9	University Vehicles (Parking Fees)
H	10	Residence Hall Contract Parking
M	11	Special Events
R	12	Loading Zones
G	13	Reciprocal Contract Parking
T	14	Provision of Parking for New Buildings
B	15	Pricing
O	16	Motorcycle Parking
D	17	Enforcement of Parking Regulations
P	18	Official University Parking Spaces
Q	19	Service Vehicle Parking Spaces
V	20	Construction Related Vehicle Parking
U	21	Parking Impact of New Buildings
W	22	Alternatives to Provision of Parking Space
S	23	Prohibited Parking

ROUTE 52 'U' COMMUTER BUS SERVICE



FARES (ONE WAY)

From	To	Fare
A	Peak	\$1.75
B	Off Peak	\$1.00
C	Off Peak	\$1.00
D	Off Peak	\$1.00
E	Off Peak	\$1.00
F	Off Peak	\$1.00
G	Off Peak	\$1.00
H	Off Peak	\$1.00
I	Off Peak	\$1.00
J	Off Peak	\$1.00
K	Off Peak	\$1.00
L	Off Peak	\$1.00
M	Off Peak	\$1.00
N	Off Peak	\$1.00
O	Off Peak	\$1.00
P	Off Peak	\$1.00
Q	Off Peak	\$1.00
R	Off Peak	\$1.00
S	Off Peak	\$1.00
T	Off Peak	\$1.00
U	Off Peak	\$1.00
V	Off Peak	\$1.00
W	Off Peak	\$1.00
X	Off Peak	\$1.00
Y	Off Peak	\$1.00
Z	Off Peak	\$1.00

NOTE: DOLLAR BILLS NOT ACCEPTED

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.



PARK & RIDE LOT