

**University District Zoning and Planning Regulatory Review
List of Stakeholders (9/08 draft for discussion)**

Stakeholder	Level of involvement*	Comments
Neighborhood organizations	Task force	All 5 already involved
Business organizations	Task force	May need additional outreach (focus group?) for associations of “edge” of district
City and University staff	Task force	Provide staff support for process
Dormitory managers	Interview	Need contact information, questions
University Housing and Residential Life	Interview	Need contact information, questions
Fairview Hospital	Interview	Need contact information, questions
Augsburg College	Interview	Need contact information, questions
Developers – Opus, Doran, etc.	Focus group or interview	Will need to determine who should be included
Landlords – possibly from loose association in area	Focus group	Will need to determine who should be included
Students, including MSA and GAPSA	Focus group	Will need to determine who to involve, what topics to focus on
Immigrant communities, possibly through mosques	Notify/inform or focus group	May need focus group to ensure diverse representation
Associations of homeowners, including condos, townhomes, and co-ops	Notify/inform	May need focus group if determined not represented enough
Religious organizations, such as Interfaith Campus Coalition	Notify/inform	Target more specifically if directly impacted
Inter-Fraternity Council and Pan-Hellenic Council	Notify/inform	Target more specifically if directly impacted
Industrial businesses and property owners	Notify/inform	Target more specifically if directly impacted
Central Corridor LRT project	Notify/inform	City and U staff involved in CCLRT
Schools and libraries, including report on status	Notify/inform	Target more specifically if directly impacted
Arts and cultural community	Notify/inform	Target more specifically if directly impacted
St Paul, including St Anthony Park neighborhood	Notify/inform	Target more specifically if directly impacted

* Potential levels of involvement:

- Task force – active member of biweekly meeting; helps steer process
- Interview – key individuals interviewed on areas of expertise, feedback requested
- Focus group – convened as a group of similar people/organizations to provide feedback to process
- Notify/inform – keep informed as to all major milestones, invited to all public meetings; input solicited as part of general public process

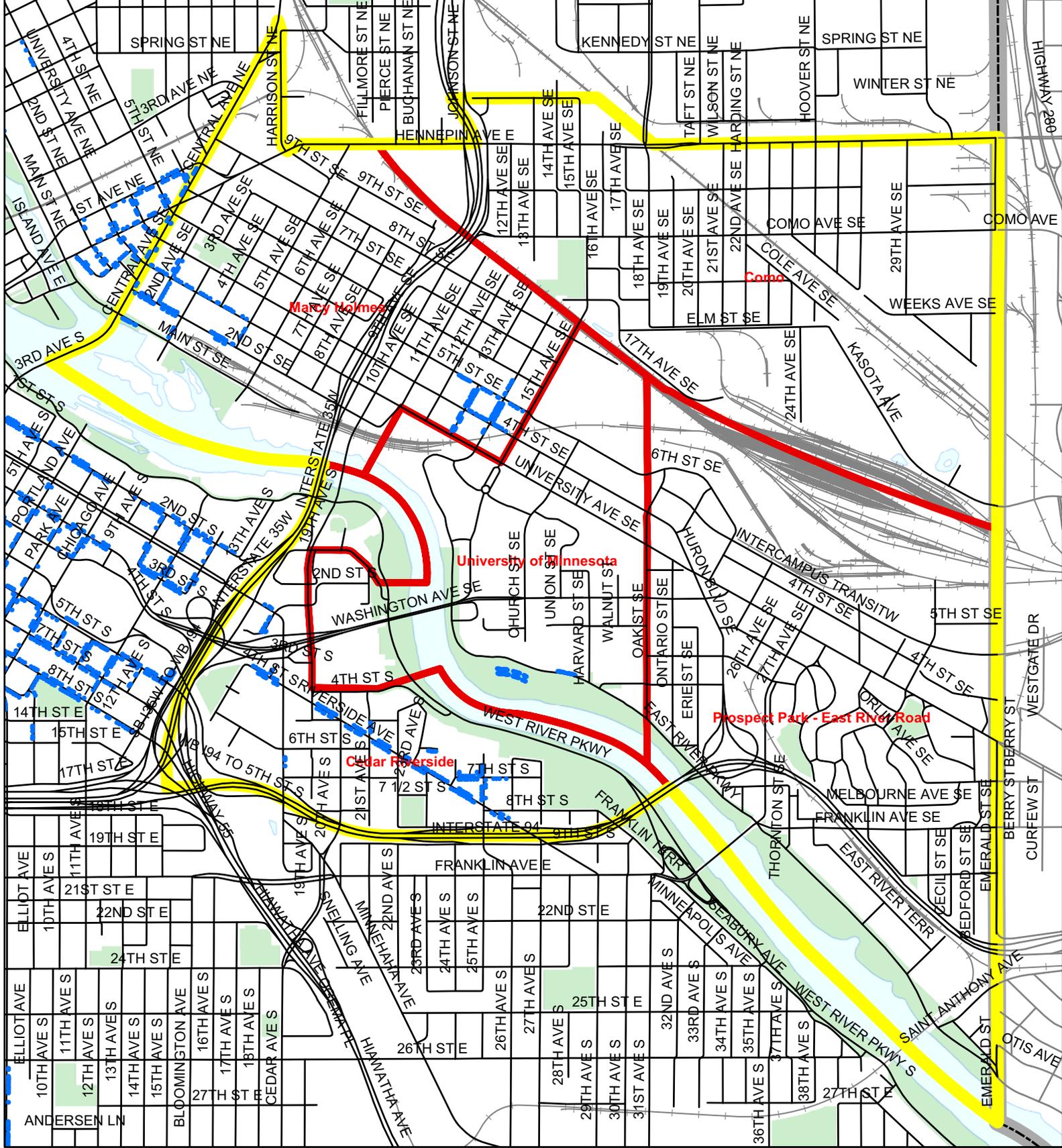
**University District Zoning and Planning Regulatory Review Task Force
Parking Issues – 8/2008 Draft**

Problems	Potential Solutions	Factors to Consider
<p>Parking requirements for student-oriented housing are too low based on typical number of cars parked, and create spillover onto area streets; residents can't park in front of homes</p>	<ul style="list-style-type: none"> • Increase parking requirements based on number of bedrooms (e.g. 0.5/bedroom); or • Address in other ways (see below), as larger parking areas/garages may not be desirable 	<ul style="list-style-type: none"> • Would effectively make it more difficult to build certain types of buildings • Would need to address how this could be tailored to specific types of developments • City policy/practice has largely moved towards reducing, not increasing, parking requirements
<p>Critical parking areas managed so that too many parking permits are issued for limited number of on street spaces</p>	<ul style="list-style-type: none"> • Reconfigure parking permit process to further restrict number issued • Make more on-street spaces available, to increase supply • Encourage transit usage to decrease driving 	<ul style="list-style-type: none"> • May consider limiting parking to certain hours of the day, to discourage long-term parking
<p>Lack of comprehensive approach to on-street/public parking across district means that problems are shifted from one area to another</p>	<ul style="list-style-type: none"> • Develop consistent solutions across the area to minimize spillover effects 	<ul style="list-style-type: none"> • Needs and conditions may vary by neighborhood, making consistent approach challenging
<p>Commercial parking spills over into surrounding neighborhoods</p>	<ul style="list-style-type: none"> • Work to ensure adequate parking provided in commercial areas, including shared parking arrangements • Combine approach with review of critical parking areas 	<ul style="list-style-type: none"> • City currently working to lower commercial parking requirements • Building central parking facilities requires significant funding, coordination
<p>Addressing parking needs for students who only need cars on occasion</p>	<ul style="list-style-type: none"> • Incentives for parking in underutilized or remote facilities for less frequent users • Promotion of car sharing programs 	<ul style="list-style-type: none"> • Would need significant coordination and some incentives to make it work

**University District Zoning and Planning Regulatory Review Task Force
Major Issues – 8/26/08 Draft for Discussion Purposes**

Neighborhood Issue	What can be done?	Additional factors
Parking requirements – large number of students per unit means the parking requirement should be increased	This could be incorporated into an overlay district, perhaps using the 0.5 parking spaces per bedroom standard, as recommended in the Marcy Holmes Neighborhood Master Plan	The City has some competing policy directions regarding parking. A pending zoning text amendment reduces some parking requirements (though it does acknowledge U area parking will be addressed separately). Direction for pedestrian oriented overlays and LRT stations, located in this area, also support reduced parking.
Restrictions on on-street parking – including metering and critical parking areas	Would require coordination with Public Works department	Already in place for much of the area, though may need evaluation to determine if more is needed.
Review of base zoning in University District area	Could be conducted through a rezoning study, as proposed in a text amendment introduced subsequent to release of Impact Report	Would need to ensure compliance with comprehensive plan. Also, five-neighborhood area is very large and diverse, so would need to narrow the scope of what area would be considered.
More inspections and enforcement of property and license standards to counteract poor property management, discourage illegal occupancy, promote good maintenance of sites	Would require coordination with Regulatory Services and other departments, including Public Safety and City foreclosure initiatives	May need to identify additional resources to increase enforcement activities. Possibility of special services district could provide needed funding to step up efforts.
More neighborhood input into project design – particularly with developments approved through administrative review process – and revision of design standards	Could be addressed through separate project to pursue district-level design guidelines; also through modifications to 1-4 unit review standards.	Neighborhood-specific design guidelines are advisory, and not enforceable as regulations. Standards may be implemented on a pilot level for projects seeking public assistance.
Occupancy standards – adjustments need to limit number of unrelated individuals living in a structure of a certain size	May be able to address through parking requirements	A text amendment was introduced CM Gordon that would likely increase allowed occupancy for unrelated individuals.

Demographics- District 59B 2000 Census	Cedar Riverside / West Bank	SE Como	Marcy-Holmes	Nicollet Island / East Bank	Prospect Park / East River Road	University of Minnesota	Mid-City Industrial	Total Minus Seward	Seward	Total Including Seward
Total Population	7545	5691	9009	828	6326	4026	15	33,440	7174	40,614
Male	3860	3172	4695	455	3298	2040	11	17,531	3562	21,093
Female	3685	2519	4314	373	3028	1986	4	15,909	3612	19,521
Under 5	562	246	172	22	236	2	2	1,242	415	1,657
5 to 9	297	170	137	11	182	2	0	799	319	1,118
10 to 14	274	130	87	12	159	1	0	663	284	947
15 to 19	1233	322	712	13	816	2887	0	5,983	367	6,350
20 to 24	1804	2097	4322	40	1983	1052	4	11,302	979	12,281
25 to 34	1398	1346	1795	166	1201	56	6	5,968	1559	7,527
35 to 44	717	463	699	158	525	18	2	2,582	1150	3,732
45 to 54	474	424	485	177	531	3	0	2,094	950	3,044
55 to 59	182	114	154	88	180	1	0	719	277	996
60 to 64	162	76	100	70	129	1	0	538	182	720
65 to 74	278	137	159	53	201	3	0	831	355	1,186
75 to 84	123	127	130	16	132	0	1	529	242	771
85+ Over	41	39	57	2	51	0	0	190	95	285
Median	23.6	24.7	23.6	44.5	24.3	19.4	26.0		32.5	
18 & Over	6212	5070	8551	777	5624	4009	13	30,256	5972	36,228
Male	3187	2832	4451	428	2960	2034	11	15,903	2944	18,847
Female	3025	2238	4100	349	2664	1975	2	14,353	3028	17,381
21 & Over	4636	4365	6761	762	4287	488	13	21,312	5622	26,934
62 & Over	528	341	398	111	463	3	1	1,845	795	2,640
65 & Over	442	303	346	71	384	3	1	1,550	692	2,242
Male	191	119	121	43	187	1	0	662	231	893
Female	251	184	225	28	197	2	1	888	461	1,349
One Race	7145	5540	8693	816	6082	3928	15	32,219	6688	38,907
White	3174	4550	6844	715	4839	3540	13	23,675	4673	28,348
Black / African American	2428	315	439	39	481	130	2	3,834	1441	5,275
Native American	67	74	76	5	70	10	0	302	153	455
Asian / Pacific Islander	1190	545	1105	53	639	216	0	3,748	305	4,053
Some other race	286	56	229	4	53	32	0	660	116	776
2 or more	400	151	316	12	244	98	0	1,221	486	1,707
Hispanic	426	168	454	16	155	98	0	1,317	213	1,530
Number of Households	5759	5691	8367	816	5617	190	15	26,455	7161	33,616
Householder	2838	2342	4264	522	2441	88	8	12,503	3721	16,224
Spouse	467	746	477	158	555	3	1	2,407	823	3,230
Child	1313	731	487	68	750	6	2	3,357	1316	4,673
Other relative	527	163	268	7	111	1	0	1,077	374	1,451
Nonrelative	614	1709	2871	61	1760	92	4	7,111	927	8,038
In Group Quarters	1786	0	642	12	709	3836	0	6,985	13	6,998
Institutionalized	149	0	0	0	176	0	0	325	0	325
Non-institutionalized	1637	0	642	12	533	3836	0	6,660	13	6,673
Number of households	2838	2342	4264	522	2441	88	8	12,503	3721	16,224
Family Households	1098	922	1677	179	792	6	1	3,765	1351	5,116
W/Children under 18	604	367	604	33	350	4	1	1,620	648	2,268
Married Couples	467	746	477	158	555	3	1	2,407	823	3,230
Female/No Husband	437	165	173	13	186	2	0	976	371	1,347
Male/No Wife	194	81	117	8	51	1	0	452	157	609
Nonfamily Households	1740	1350	3497	343	1649	82	7	8,668	2370	11,038
Householder living alone	1404	567	2015	289	762	45	4	5,086	1780	6,866
Householder 65+	222	112	181	25	83	3	1	627	429	1,056
Average household size	2.03	2.43	1.96	1.56	2.30	2.16	1.88		1.92	
Average family size	3.23	2.80	2.89	2.34	2.88	3.00	4.00		2.98	
Total Housing Units	2918	2376	4369	576	2494	92	12	12,837	3805	16,642
Occupied Housing Units	2838	2342	4264	522	2441	88	8	12,503	3721	16,224
Vacant Housing Units	80	34	105	54	53	4	4	334	84	418
Owner-occupied Housing	291	847	519	208	689	7	0	2,561	1290	3,851
Renter-occupied Housing	2547	1495	3745	314	1752	81	8	9,942	2431	12,373

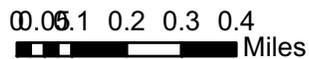


University District

City-Maintained Parking Meters

Legend

- Parking Meter
- Centerline
- University District
- District Neighborhoods
- City Boundary
- Railroad



MINNEAPOLIS EAST BANK

Como Ave. SE

- Visitor/public parking, daily rates
- Visitor/public parking, hourly rates
- Meter parking
- Carpool parking until 9:00 am
- Contract parking
- ▶ Facility entrance and/or exit
- ♿ Disability parking area (number indicates capacity)
- ☎ Campus/emergency telephone
- 🏍️ Motorcycle contract parking area
- ℹ️ PTS self-service information

- Campus Shuttle System Routes**
- East Bank Circulator
 - Washington Ave. Bridge Circulator
 - Campus Connector
- Routes begin and end here**
- ✳️ Routes begin and end here
 - 🚌 Bus stop (color indicates route)
 - 🚏 Campus Connector Express Stop (BOTH regular and express buses stop here)

Map scale: One inch is approximately 685 feet.
6/07 110,000

Como and 29th Ave. Vicinity

This inset map shows the area around Como Ave. SE and 29th Ave. SE. Key locations include Hennepin Ave. E, Como Student Community Cooperative, Inc., University Stores North Bldg., Como Recycling Facility, PTS FLEET OFFICE, Printing Services, Campus Mail, Fairmont Ave. SE, Food Stores Bldg., Weeks Ave. SE, University Stores South Bldg., and ReliOn Center. Bus stops C64, C65, C66, C67, C68, and C69 are marked.

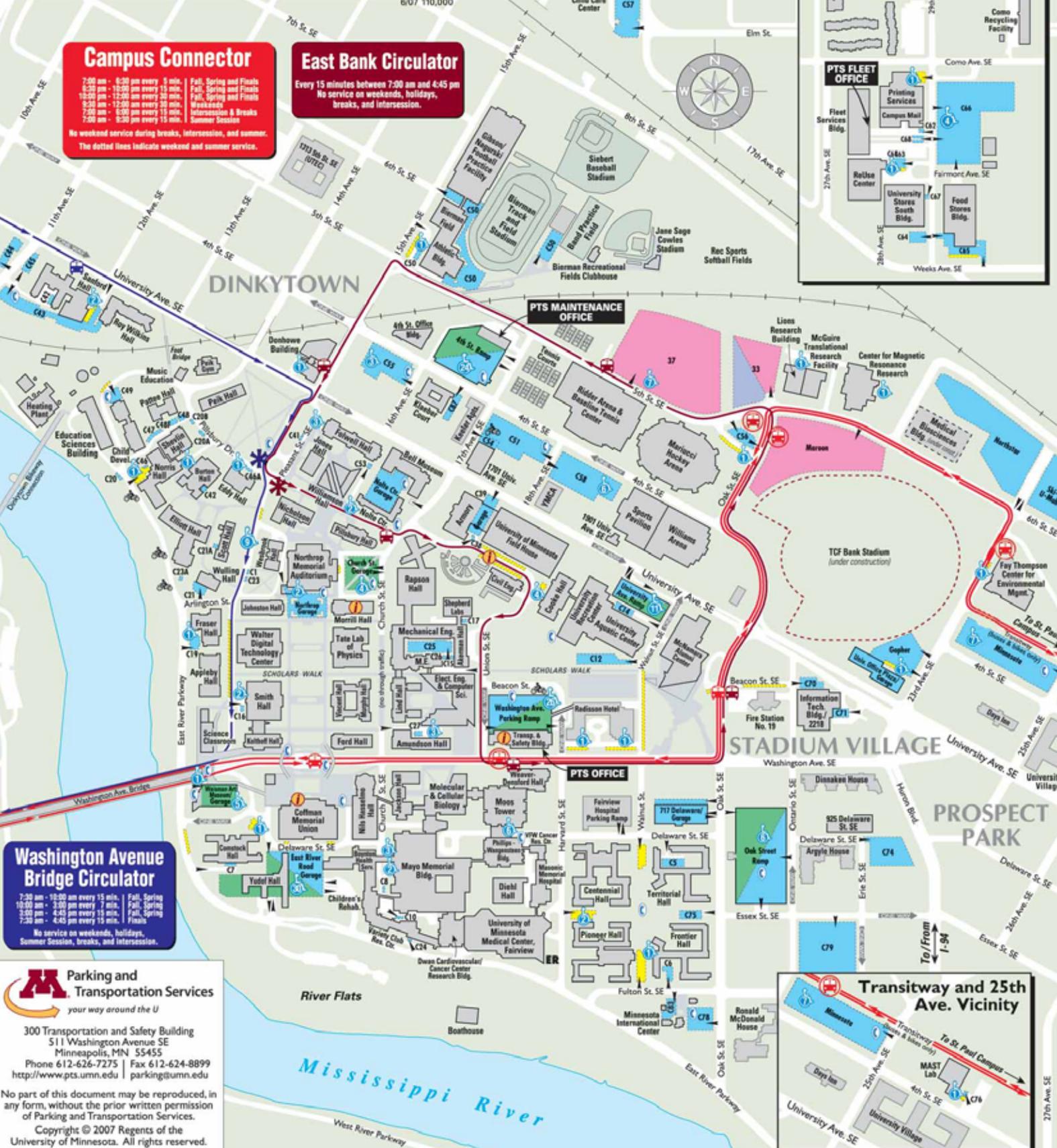
Campus Connector

7:00 am - 8:30 am every 5 min. Fall, Spring and Finals
 8:30 am - 10:00 am every 15 min. Fall, Spring and Finals
 10:00 am - 12:00 pm every 20 min. Fall, Spring and Finals
 12:00 pm - 1:00 pm every 15 min. Weekly
 1:00 pm - 2:00 pm every 15 min. Information & Breaks
 2:00 pm - 3:00 pm every 15 min. Summer Session
 3:00 pm - 4:00 pm every 15 min. Summer Session

No weekend service during breaks, intercession, and summer.
 The dotted lines indicate weekend and summer service.

East Bank Circulator

Every 15 minutes between 7:00 am and 4:45 pm
 No service on weekends, holidays, breaks, and intercession.



Washington Avenue Bridge Circulator

7:30 am - 10:00 am every 15 min. Fall, Spring
 10:00 am - 3:00 pm every 7 min. Fall, Spring
 3:00 pm - 4:45 pm every 15 min. Fall, Spring
 7:30 am - 4:45 pm every 15 min. Finals

No service on weekends, holidays, Summer Session, breaks, and intercession.

M Parking and Transportation Services
 your way around the U

300 Transportation and Safety Building
 511 Washington Avenue SE
 Minneapolis, MN 55455
 Phone 612-626-7275 | Fax 612-624-8899
 http://www.pts.umn.edu | parking@umn.edu

Transitway and 25th Ave. Vicinity

This inset map shows the area around Transitway and 25th Ave. SE. Key locations include University Ave. SE, University Village, MAST Lab, and various bus stops. A red line indicates a route connecting to St. Paul Campus.

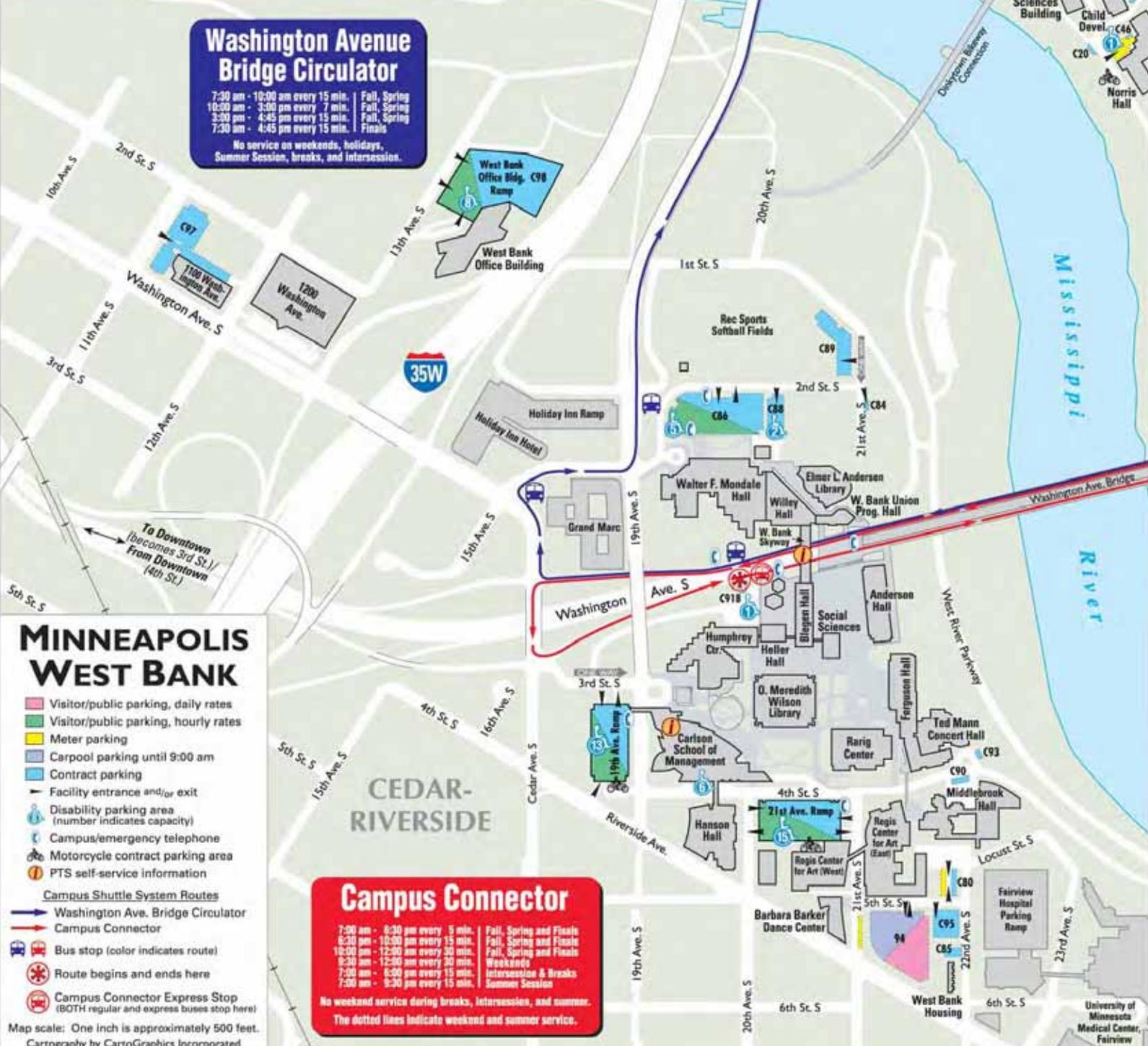
No part of this document may be reproduced, in any form, without the prior written permission of Parking and Transportation Services.
 Copyright © 2007 Regents of the University of Minnesota. All rights reserved.
 Cartography by CartoGraphics Incorporated



Washington Avenue Bridge Circulator

7:30 am - 10:00 am every 15 min. Fall, Spring
 10:00 am - 3:00 pm every 7 min. Fall, Spring
 3:00 pm - 4:45 pm every 15 min. Fall, Spring
 7:30 am - 4:45 pm every 15 min. Finals

No service on weekends, holidays, Summer Session, breaks, and intersession.



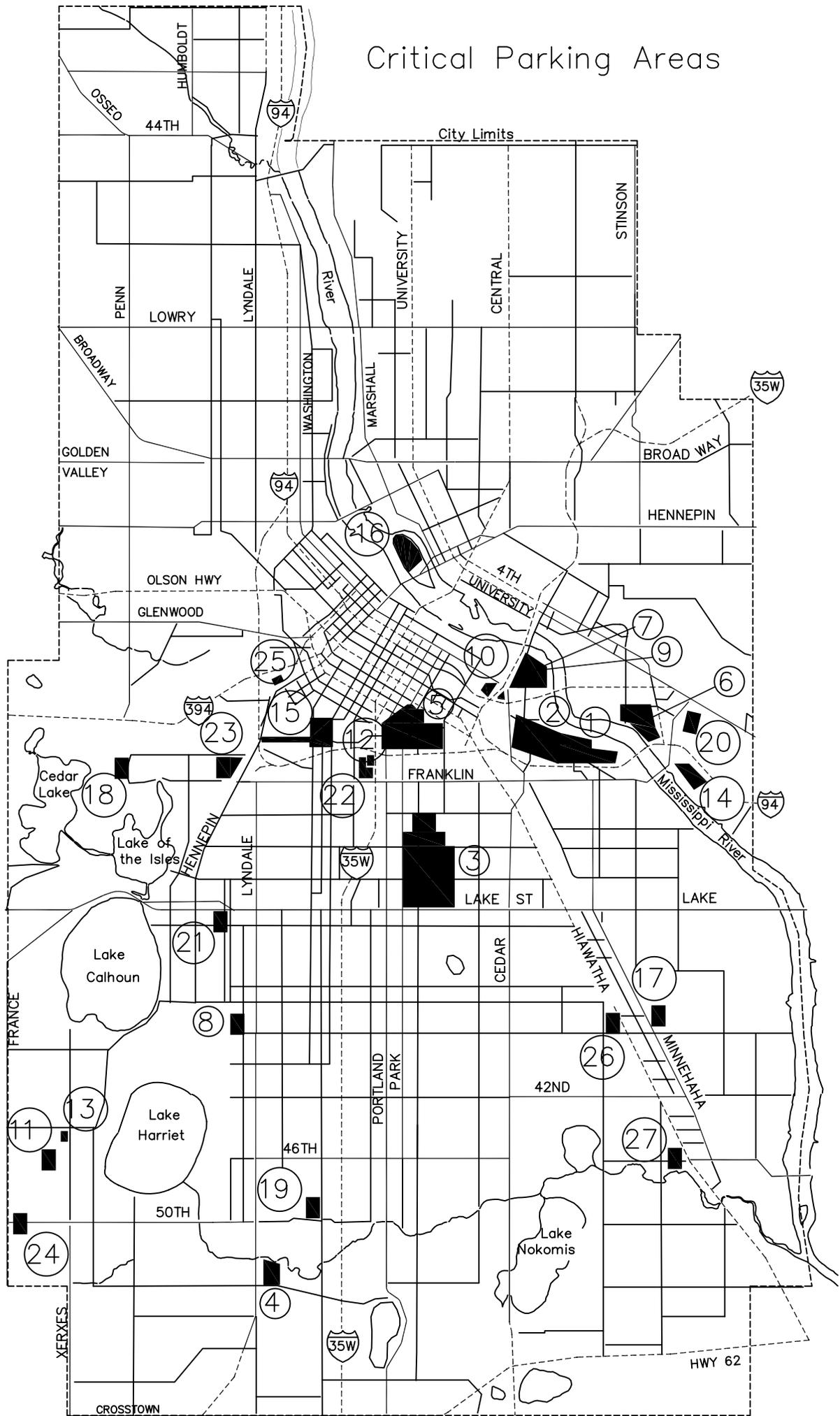
Campus Connector

7:00 am - 8:30 pm every 5 min. Fall, Spring and Finals
 8:30 pm - 10:00 pm every 15 min. Fall, Spring and Finals
 10:00 pm - 12:00 am every 30 min. Fall, Spring and Finals
 9:30 am - 12:00 am every 30 min. Weekends
 7:00 am - 8:30 pm every 15 min. Intersession & Breaks
 7:00 am - 9:30 pm every 15 min. Summer Session

No weekend service during breaks, intersessions, and summer. The dotted lines indicate weekend and summer service.

- MINNEAPOLIS WEST BANK**
- Visitor/public parking, daily rates
 - Visitor/public parking, hourly rates
 - Meter parking
 - Carpool parking until 9:00 am
 - Contract parking
 - Facility entrance and/or exit
 - Disability parking area (number indicates capacity)
 - Campus/emergency telephone
 - Motorcycle contract parking area
 - PTS self-service information
- Campus Shuttle System Routes**
- Washington Ave. Bridge Circulator
 - Campus Connector
 - Bus stop (color indicates route)
 - Route begins and ends here
 - Campus Connector Express Stop (BOTH regular and express buses stop here)
- Map scale: One inch is approximately 500 feet.
 Cartography by CartoGraphics Incorporated

Critical Parking Areas



478.710. Critical traffic and parking areas.

(a) Establishment authorized. The city council may, after recommendation of the city engineer, and after receiving a written application as specified in this section, designate a critical traffic and parking area consisting of certain streets or parts thereof in a compact and contiguous area. The city council shall also specify special traffic and parking restrictions within each critical traffic and parking area thus established.

(b) Findings. No critical traffic and parking area may be established unless the city council shall have made the following findings:

(1) The area is detrimentally impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities during the proposed hours of restriction;

(2) The area does not have sufficient off-street vehicular parking for the use and convenience of the residents thereof in the vicinity of their homes;

(3) Vehicle noise, pollution or congestion will work unacceptable hardships on the residents of the area if present parking is allowed to continue unregulated;

(4) The health, safety and welfare of residents of the area and the city as a whole and the attractiveness and livability of specific neighborhoods will be promoted by a system of preferential parking enacted under this section.

c) Procedure for establishment. A written application signed by one resident in each of at least seventy-five (75) percent of the dwelling units located within the proposed critical traffic and parking area shall be required before the city council may consider the designation of a specified critical traffic and parking area. The applicant is responsible for selecting one of the following alternatives:

(1) Permit parking, time limited (residents with permit no limit), general public (subject to posted time limit, days and hours of enforcement).

(2) Permit parking, residents with permit only, specified hours/days.

(3) Permit parking, resident with permit only anytime

Such application shall be made to the city clerk who shall certify whether the application contains the required signatures and then

refer it to the city council and the city engineer. The city council may then direct the city engineer to conduct a traffic and parking survey of the traffic conditions in the vicinity of the proposed zone and recommend either the granting or the denial of such designation, based on a verification of proper "findings" and compliance with the following qualifying criteria:

a. Permit parking, time limited. Requires a determination that the number of resident vehicles within the requested critical traffic and parking area exceeds the number of off-street parking spaces in the area.

b. Permit parking, resident with permit only, specified hours/days. Requires a determination that the number of resident vehicles within the requested critical traffic and parking area exceeds the number of on-street parking spaces in the area, or a determination that the number of non-resident parkers during the requested hours/days of enforcement exceeds thirty three (33) percent of the number of on-street spaces in the area.

c. Permit parking, resident with permit only, anytime. Requires a determination that the number of resident vehicles within the requested critical traffic and parking area exceeds the number of on-street and off-street parking spaces in the area.

Minimum size area shall be one (1) block.

(d) Residential parking permit authority. The establishment of a critical traffic and parking area shall provide for the issuance of parking permits subject to the following requirements:

(1) The city engineer shall identify the location, hours and days to be regulated by the parking permit procedure.

(2) An application for a permit shall be on a form prepared by the city engineer and shall contain the name and address of the owner, make, model and license number of the vehicle, and such other information as is reasonably necessary to enforce the provisions of this section. This application shall be presented with a valid driver's license and such other information as may be necessary to prove residency within the designated critical traffic and parking area. No person shall furnish false information in an application for a vehicle permit. A false application shall be grounds for revocation of the permit and is punishable pursuant to section 1.30 of the Minneapolis City Code.

(3) A non-refundable fee shall accompany each application as follows:

- a. Twenty-five dollars (\$25.00) for each permit renewed annually, transferred (duplicate), or for replacement of stolen or lost permit.
- b. Ten dollar (\$10.00) additional fee for each application in a newly established area (prior to the first renewal period).
- c. In addition, the following pro-rated fee schedule shall apply to each residential parking permit issued:
 - 1. Twenty-five dollars (\$25.00) for permits purchased during the first six (6) months of the permit cycle;
 - 2. Fifteen dollars (\$15.00) for permits purchased during the second five (5) months of the permit cycle;
 - 3. A one (1) month grace period prior to the annual renewal date will be given for new permits issued;
 - 4. A maximum of two (2) residential parking permits will be issued per licensed driver.

(4) The permit decal shall be placed on the center of the vehicle's rear bumper or as close as possible to the rear license plate.

(5) Permits shall be made available on a yearly, renewable basis within those areas recommended in the city engineer's report and authorized by the city council action and issued to the following individuals:

- a. Residents;

- b. An owner, manager, or their designee, of a business, institution, or recreational/entertainment facility located within the designated critical traffic and parking area. Maximum of two (2) permits unless otherwise approved by city council member.

(6) Temporary parking permits for bona fide visitors vehicles or service vehicles shall be available to residents of a critical traffic and parking area on the following basis:

Visitor permits --One (1) transferable permit issued at a one-year fee of ten dollars (\$10.00) to each requesting dwelling unit. Additional temporary permits available at a cost of two dollars (\$2.00) per permit for specific dates or five dollars (\$5.00) each for extended periods of two (2) to thirty (30) [days], not reusable.

Service vehicle permits --One (1) transferable permit issued at a one-year fee of ten dollars (\$ 10.00) to each requesting dwelling unit. Additional temporary permits issued to residents at a cost of two dollars (\$2.00) per permit or five dollars (\$5.00) each for extended periods of two (2) to thirty (30) days for specific dates, not reusable.

7) The provisions of this chapter shall not abrogate the scope of parking privileges granted handicapped persons as defined in sections 478.520

through 478.560 of this Code or by statutes of the State of Minnesota, or the provisions of the snow emergency ordinance section 478.1000 relating to parking. In addition the provisions of this chapter shall not abrogate the authority of the city to post temporary or permanent parking restrictions for safety, traffic flow, construction or maintenance purposes.

(8) Any permit issued is only valid within the specified area for which it was issued.

(9) The following vehicle types are not eligible for residential parking permits: recreational vehicles, trailers, buses, trucks with ICC or LCC license plates, taxicabs, commercial vehicles and commercial passenger vehicles as prohibited under section 478.240.

(10) The city council may establish special terms, time limits, day and hours of enforcement, and number of permits after a study and recommendation by the city engineer.

e) Disestablishment or modification. The city council may disestablish a critical traffic and parking area after finding that the circumstances that originally prompted the establishment of the area no longer pertain. The city council may modify the streets included in a critical traffic and parking area if it determines that a change of circumstances warrants such modification. The city council member and transportation and public works committee may amend time limits and hours of enforcement of a critical traffic and parking area if it determines circumstances warrant such modification and the residents within the area support the change. (76-Or-137, § 1, 8-13-76; 80-Or-039, § 1, 3-14-80; 80-Or-151, § 1, 6-27-80; 86-Or-030, § 1, 2-14-86; 93-Or-084, § 1, 6-11-93; 98-Or-060, § 1, 6-26-98)

From: Sporlein, Barbara L.

Sent: Monday, September 08, 2008 11:00 AM

To: Mayor Users; Council Staff ; Council Members; CPED Supervisors; Wertjes, Jon M

Subject: Revisions to the Off-street Parking Requirements in the Zoning Code

Greetings Mayor, Council members and colleagues. As you may know, revising the off-street parking requirements in the zoning code has been on the pending zoning code text amendments work plan for some time. The off-street parking regulations prescribe the number of parking spaces developers and property owners must provide for residential, commercial, industrial, and institutional uses. The revisions are intended to ensure that our parking standards more closely align with adopted City policies and plans related to land use, transportation, community character, and environmental sustainability, including the recently updated Comprehensive Plan and Access Minneapolis.

CPED Planning staff has done extensive research into best practices from peer cities and has engaged a cross-departmental staff team in reviewing and commenting on proposed regulations. In general, the direction of the draft revisions call for more flexible and context-sensitive minimum parking requirements, more widespread use of bicycle parking requirements, and reasonable limits on the amount of automobile parking that can be provided.

Based on widespread interest and applicability, staff has scheduled the following supplemental opportunities for community input (standard public hearing and comment period will occur during official review). Notices have been and will be going out shortly and an informational web page will be operational in the coming days.

Thursday, Sept. 18th, 4:30 – 6:30 p.m. – **Downtown-focused open house**. Room 319 City Hall.

Wednesday, Oct. 1st, 10:00 – 11:00 a.m. – **Focus group with business associations**. Northeast Library meeting room, 2200 Central Ave. NE

Thursday, Oct. 16th, 6:30 – 8:30 p.m. – **Neighborhood-focused open house**. Martin Luther King Recreation Center multi-purpose room, 4055 Nicollet Ave

The tentative schedule for Planning Commission, Council and Mayoral consideration of the proposed revisions is November-December. If you would like more information or a briefing about the proposed revisions, please contact Jason Wittenberg at extension 2297 or me. Thank you.

Barbara Sporlein, Director of Planning

Department of Community Planning and Economic Development (CPED)

City of Minneapolis

612-673-2597; barbara.sporlein@ci.minneapolis.mn.us

Best Practices in Parking Management near Universities

For Discussion Purposes Only – September 9th, 2008 ZPPR Meeting

UC San Diego

In response to parking and traffic issues near the university, UC-San Diego partnered with the Metropolitan Transit System and the North County Transit District to triple the geographic extent of the free fare zone. Transit ridership doubled in nearly one year. While this specific solution may not be feasibly applied in Minneapolis, there are opportunities to explore that could have a similar impact. Examples include enhanced bus shelters in key locations throughout the neighborhoods, further marketing of U-Pass, and restructuring of current bus routes.

Riverside, CA

A small area plan was adopted in January of 2008 for the area surrounding UC-Riverside, which explored possible solutions to the on-street parking problems the community and university face. One proposed solution was to increase parking minimums in multiple-family dwellings in the university area, thereby alleviating some pressure for on-street parking demand. Another solution was to limit on-street parking to residents only, including a careful analysis of how many parking permits to be issued per household, and the prohibition of parking without a permit during certain hours.

University of Michigan

In Ann Arbor, MI the university does not allow students to obtain an on-campus parking permit during their freshman and sophomore years. The intent is to discourage on-campus car ownership with the hope of several side-effects:

1. Students living off-campus in subsequent years feel less of a need to own a car
2. Parking spaces in the ramps remain open to commuters, lessening the chance that commuters will park on local streets during the day

University of Gainesville Florida

The university offers free parking to carpools of three or more students/faculty members to encourage limited use of on-campus parking facilities and alleviate on-street parking pressure in surrounding neighborhoods.

University of Wisconsin – Madison

In Madison, WI the university's "Flex Parking Program" operates in a similar fashion as a toll lane on the freeway. A sensor is placed in the student or faculty vehicle, and automatically deducts the parking fee from an account set up through the university. Instead of having unlimited parking passes at key locations, the pro-rated charge has reduced parking demand in certain areas. By possibly incorporating a price-demand system, users could see further incentive in traveling to the university during non-peak hours.

UC Berkeley & University of Washington

Both campuses and others around the country (including the University of Minnesota) have greatly reduced transit pass costs. This has been shown to vastly increase transit ridership and reduce demand for both on- and off-street parking in university areas.

Ideas from Internal Staff Meeting on August 28th, 2008

- Create stronger support for satellite parking at the University of Minnesota St. Paul campus and the State Fair Grounds. There is opportunity to make this option more viable, and more accessible to commuters attending the U of MN.
- Sell “multiple access” passes at a reduced rate to University Students for use of parking facilities on campus. The passes would be good for a predetermined length of time and only allow entrance or exit a certain number of times before the pass expired. These passes can act as a medium- to long-term parking solution for students who only need a vehicle for travel from school and home.
- Parking contracts could also be marketed for off-peak travelers, specifically those attending night classes only.
- Work closely with Metro Transit to ensure efficient use of Carpool/vanpool parking lots, enhance bus shelters in key locations near campus, and consider select expansion of the campus area free shuttle service.
- Explore the expansion of shared car programs such as Zipcar and HouCar.
- Keep alternative forms of transportation such as bicycle parking in mind when designing new facilities or developments throughout campus.