

# UND PARKING

April 2018



## I. Three Parking Options

- I. “Flat Rate”
- II. “Demand Based”
- III. Privatize Parking Services

## II. Feedback

## III. Additional Recommendations

## IV. Questions

## FACILITIES



# Ohio State U. Moves Forward on Plan to Outsource Parking—for \$375-Million

*By Don Troop* | APRIL 20, 2012 PREMIUM CONTENT FOR SUBSCRIBERS. [SUBSCRIBE TODAY](#)

Over the wishes of its faculty, Ohio State University said it would seek bids this month from private investors interested in taking over the institution's vast parking operation. Under the proposal, the university would lease its 36,000...



1. Increased frequency of parking enforcement

Currently parking enforcement is staffed to hit every space one time per day. It was suggested that this should be increased and more concentration given in the areas of major infractions.

An increase in towing was suggested for enforcement. Towing is avoided as much as possible due to the costs the violator could incur. Currently violators will receive tickets for violations (ranging from \$10-\$100). After owing \$100.00 in tickets (for a permitted vehicle, \$60.00 in tickets for unidentified vehicles) the vehicle will receive a boot immobilizing it until violations are taken care of. The vehicle will be towed only after the boot has been on the vehicle for 36 hours or more.



2. Increase violation rates (some rates were higher in the past) for allowable violations not governed by the Century Code.

Century Code does not govern “administrative tickets”, parking is looking at higher rates rate for violations to be consistent instead of having such a low range. Currently the minor ticket rates range from \$10-\$30. Maybe increasing to \$30.00 will be more of a deterrent for violations. Parking Services will send the committee a proposed list of new ticket rates compared to current ticket rates for review.



3. Revise policy to eliminate “shared” permits
  - a. Documentation needed (registration or insurance card with the same address) by requesting permit holder in order to add an additional vehicle to their account
  - b. New nominal charge to add an additional vehicle to your account

The challenge for this is that it would make it difficult to show registration/insurance remotely or on-line.

Discussion on how many active vehicles should be allowed per individual (older vehicles need to remain for historical record of enforcement/violations in an inactive status). Current you can add 5 cars to a permit.

It was suggested that Parking Services run a report showing the number of staff and students that currently have multiple vehicles listed under their permit. **(See report below)**

Current UND permits with more than one car linked to them.

F/S Admin		Residential Housing	
A	1930	Head Resident	5
AD	12	APT	164
PMA	87	H18	331
RAMP A	126	HAPT	201
AVP	3	HJFS	119
PR	57	HMU	113
		HPR	187
<b>Total</b>	<b>2215</b>	<b>Total</b>	<b>1120</b>
		Commuter Student	
		RAMP S	167
		S	2024
		<b>Total</b>	<b>2191</b>

General agreement that a nominal charge and reduce # of cars on a permit should reduce unwanted permit sharing. In addition, maybe a higher ticket cost for violating “shared permits”.

X

4. Eliminate parking spaces (400 spaces)
  - a. 2017 & 2018 demo projects
  - b. Remove Princeton St. gravel lot (“A Lot”)
  - c. Minimal parking spaces loss due to Clifford lot reconstruction
  - d. Minimal parking spaces loss due to Columbia Hall reconstruction
  - e. Remove REA gravel lot (or REA invests in the lot)

5,900 parking spaces were utilized during peak time on campus at a recent count this winter. All together UND has over 12,000 parking spots (closer to 10,500 when you exclude apartments). It was suggested that once any parking lot has reached the end of its “life” it be assessed to possibly be taken off line if not in a high use area.

Below is information from Parking Services regarding Permit Sales by Type:

Permit Sales by Type - Totals  
from 08/01/2017 to 03/01/2018

JOHNSTONE, FULTON, SMITH	312
OFF CAMPUS "S" STUDENT PERMIT	4213
SELKE/NOREN/MCVEY/BRANNON/WEST/UPLACE	933
STUDENT RAMP PERMIT	343
SWANSON HALL/CONFERENCE CENTER/GREEK HOU:	255
WALSH/BEK/HANCOCK/SQUIRES/GREEK HOUSING	587
Total Residence Hall	2087



**X**

**Implement a tier / demand based parking system starting August 2019**

5. Tier one rate (gold lots) – estimated 927 spaces
  - a. All surface parking in the campus core (Univ. Ave. / English Coulee / railroad tracks / Columbia St.)
  - b. Includes the top or 5<sup>th</sup> floor (uncovered) of the parking ramp
  - c. Does not include floors 1-4 of the parking ramp (parking ramp rate and or automated daily rate spaces (visitors))
  
6. Tier three rate (bronze lots) – estimated 1,940 spaces
  - a. REA parking lots
  
7. Tier two rate (silver lots) – estimated 5,457 spaces
  - a. All other parking lots excluding tier one lots, tier 3 lots, parking ramp and 24-hour lots

**X**

**Implement a tier / demand based parking system starting August 2019**

8. 24-hour rate (green lots) – estimated 1,595 spaces
  - a. Available only to residence hall students and students living in Greek housing
  - b. Residence hall students and students living in Greek housing with a 24-hour permit cannot not buy an additional UND parking permit, but can park in automated daily rate lots for the posted rates

There was discussion of the difference between the “hunting permit” that UND currently has vs. the Tier system mentioned in 5-8. The Tier system is more of a Supply and Demand priced system. premium spots come at a higher cost. The “hunting” is more isolated to just the tier in which you can park. The higher the permit cost the less over selling of those spaces, which also reduces the need for “hunting” and corresponding traffic.

Our current shuttle schedule is every 15-20 minutes. Shuttle availability might need to be adjusted to encourage people to purchase the permits in the lower cost area, along with the need to look at shuttle stop locations. This would have to be adjusted for both students and staff.

Gold lots will probably go more quickly. More students will purchase them than we think. Parking permits can be opened up to staff in the summer prior to being opened up to students if desired.

This system would have a learning curve associated after implementation as with anything new, in order to balance out the # of spaces with the permit demand and pricing.



**Implement starting August 2019 if ticket surcharge is approved in advance**

9. Free parking on nights after 4:00, weekends and holidays
  - a. Implement a sur-charge on event tickets and event rental contracts for events without ticket sales to offset net revenue loss to parking services

This is to try to make campus more open and inviting to night events. It would help

The net cost impact of this would be around \$100,000.00, but around \$40,000 comes out of UND department budgets currently. One suggestion was to include it in a MIRA adjustment or a ticket surcharge for events and or event contracts (theatre, sports, music, etc.).

Night shift employee could utilize parking without added parking permit costs.

Parking enforcement labor savings from night and weekend enforcement can be re-directed to more enforcement during the day.



**Implement at the conclusion of the redevelopment of the steam plant site & Campus Rd. improvements**

10. Turn “A” lot adjacent to Carnegie Hall back into an automated daily rate lot (visitor)

This would make it more convenient and a more profitable lot. There will most likely be some staff push-back since this was converted from visitor to staff parking due to lost parking in that area due to construction.



## Recommend switching the ramp to a single ramp rate in August 2018

11. Additional automated daily rate spaces in the parking ramp based on annual parking ramp permit sales to balance out the use of the parking ramp spaces in order to maximize the parking ramp revenue (revenue priority: priority 1 = annual ramp permits, priority 2 = additional automated daily rate parking above the current minimum number of spaces and priority 3 = top floor / uncovered tier one (gold) permit usage.
  - a. Resident Hall students and Greek Housing students needing 24-hour parking have the option of buying a parking ramp permit.

The parking ramp is expensive to maintain. We need more revenue from the ramp and in the long term, this would make the parking ramp more efficient. Push back may come from students no longer have \$155 parking available on the upper floors.



12. Launch “Pay by Phone” app for visitors in automated daily rate lots and other prime locations in non-automated daily rate lots (permit lots close to main building entrances).

Pay by Phone app would be a very flexible option to use, can quickly be deployed and inexpensive to set up in any lot.



13. Open up access to purchase reserved parking permits. Reserved parking permits will also give you access to “Pay by Phone” spaces when traveling to other buildings for meetings, Tier 1 spaces, Tier 2 spaces and Tier 3 spaces, but not 24-hour resident spaces, other reserved spaces and non “Pay by Phone” spaces in the parking ramp (annual parking ramp permit spaces).

This would ensure a person a spot in a good location but they could also “park down” in other locations if needed.

## Comments:

Parking Services MIRA payment will add around \$45 per permit in FY2018.

The student body representatives were concerned about the jump in the parking permits and the impact it would have on the students. They informed that the students would end up not purchasing a permit and take their chances parking without a permit or look farther away from campus to park for free and walk. The

parking on residential streets would worsen – moving it out even further. They compared UND's permit prices to NDSU and NDSU would be less expensive (NDSU's permit is \$185 which is more than UND's, but they have a remote parking option at the Fargo Dome for \$30. UND could check on remote parking at the Alerus Center).

We will check into NDSU parking fees vs. their budget and how their parking is being funded. In addition, parking services will look into their transportation costs and related student fees.

There are a few parking lots (Clifford, Columbia and Med. School) that will be redone to help show how an increase in permit fee is helping.

Gold Parking: Many in the Gold Parking lot areas would end up parking in the morning, staying in that spot and walking throughout campus during the day as needed. If they leave – the spots would be harder to find (UND would control the # of permits sold for each tier of parking so this should not happen).

Staff: If staff have a lot of meetings throughout the day and they end up parking in one of the far away cheaper lots – it would be hard for them as they could not just drive their vehicle to the next meeting – especially during the cold winter months. Shuttle services would have to be worked to improve in this segment.



