Overview

- Business model
- System statistics
- Recent Improvements
- Parking Surveys
- Future Issues
- Options going forward
- Questions
Business Model

- Parking Services operates as a self-sufficient revenue generating auxiliary
- No state funds from legislature
- No tuition dollars
- Parking permit fees cover cost of running program
- Fines set to cover enforcement costs and to discourage abuse
Parking System Statistics

As of September approximately:

- 10,000 permits/year (9,500 fall semester)
- Approximately 6200 permitted spaces in 27 lots
- 150 space visitor pay lot
- 174 ADA spaces
- 70 short term spaces

300 open spaces at peak times; 1,000+ off-peak
Recent Improvements to Parking

- Added Bison Lot: ~190 spaces
- Added Yellowstone Lot: ~ 94 spaces
- Added East Stadium Lot: ~ 300 spaces
- Garage opens in January with a net gain of ~150 spaces

Over 700 new spaces added between September 2015 and January 2017; we are keeping up with demand.
What the Garage will add:

- 340 Garage (G) permit spaces
- 199 hourly spaces
- 11 ADA spaces
- Approximately 400 SB spaces will open up across campus in January when the garage opens.
  - 252 in S. Gatton Lot when R5 and Hourly move into the Garage
  - ~300 current SB parkers have bought G permits or will get them by January; about half will be on campus at a time
Parking Survey Results

- Surveyed 1000 students and 750 employees; 675 responses
- Distance: half of those surveyed live 1-4 miles; 23% live more than 10 miles away
- Frequency: half surveyed park on campus 5 days a week; 22% never park on campus
- ~28% of regular parkers come and go more than once per day
- Over 70% or regular parkers here by 9:00am
- 62% of parkers never use alternative transportation
If Parking Services charged $10 more per permit we should:

- Plow snow more frequently: 4%
- Sand lots when slippery: 14%
- Add parking lots as necessary: 36%
- Fund bike improvements: 8%
- Fund more Streamline service: 8%
- None of the above: 29%

Doing more will cost more
Parking Survey Results (cont’d)

Pay lot survey conducted in the fall of 2015:
- 69% of pay lot patrons were students
- 26% were visitors
- 5% were faculty and staff
- 19% were faculty, staff and students who already have a parking permit for campus.
Future Issues Affecting Parking

- Growth
- Long Term R&R
  - Lots getting older, more maintenance intensive
  - Maintenance costs will increase over time
  - Not enough $$ programmed to meet needs in future
- Future development
  - On campus
  - Off campus
  - P3
Future Issues Affecting Parking (cont’d)

- City may expand MSU Resident Parking District
  - Restricts options for commuters; drives them to campus lots
  - 200-300 additional parkers possible in MSU lots
  - Working with city to minimize impact to MSU

- Public Transit impact on parking demand

- Alternative Transportation: walking, biking etc.
Options Going Forward

- **Focus on R&R**
  - Permits increase $10/year for 4 years to fund long term R&R
- **Build more surface parking (not needed for 3-5 years)**
  - For 200 space lot permits increase $4-$5/year if bonded
  - If not bonded, one time permit increase of $10-$20/year assuming lots built every 3-5 years.
- **Build another garage**
  - Costs escalate rapidly based on design, size
- **Fund alternative transit modes**
  - Parking impact unclear
  - What should parking responsibility be?
Questions?
Minimal Shuttle Service

Details
- 1 Shuttle, 2 hours in early am; 2 hours in late pm stadium to SUB
- 6 stops
- Cycle time: 30 minutes +
- $59K/year or $4-$5 permit if contracted, much more if university operated
  (4 hrs/day 225 days/year at $65/hour)

Issues
- Cost of busses (if university operated)
- Capacity: Need more than one shuttle bus if university operated
  (maintenance/breakdowns)
- Long cycle time
- Shelters?
- No shuttle off-peak (or X-mas or spring break)
- Doesn’t serve demand throughout the day
- Doesn’t serve central or northern campus destinations
Shuttle Options: Moderate Service

Details:
- 2 buses 0700-2000
- 225 days/year (excludes X-mas break, spring break, holidays)
- 15 minute cycle time
- SUB to stadium with intermediate stops at Fieldhouse and Huffman
- Cost: $380K/year or approximately $28 per permit and rising over time
  (26 hours of transit/day for 225 days/yr at $65/hour)

Issues:
- Shelters?
- Doesn’t serve central or northern campus destinations
- Inefficient: some buses will be empty or underutilized
- Doesn’t prevent people from driving to campus
Shuttle Options: Full Service

Details:
- 4 buses during peak hours, 2 buses the remainder of the day
- 225 days/year
- 6-8 minute cycle time during peak hours
- SUB to Stadium and north side (ABB)
- $497K/year or about $39 per permit and rising over time
  (34 hours of transit per day, 225 days at $65/hour)

Issues:
- Shelters
- Inefficient: some buses on some cycles will be empty or underutilized