



# OSU PARKING UTILIZATION STUDY 2014-2015

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## FALL TERM

CAPITAL PLANNING & DEVELOPMENT

UNIVERSITY LAND USE PLANNING

JANUARY 21, 2015

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- Attachment F – OSU Campus Parking Utilization Survey Details

## Additional Information/Contacts

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## Executive Summary

- OSU's campus-wide parking utilization rate for OSU General Use spaces for Fall Term 2014 was seventy-three percent (73%) during the peak hours between 10 am and 2 pm. This utilization rate does not include Residence Hall spaces.
- When the utilization rate is calculated including both OSU General Use and Residence Hall space types, OSU's campus-wide parking utilization rate for Fall Term 2014 was seventy-four percent (74%) during the peak hours between 10 am and 2pm.
- Utilization of OSU General Use (Commuter) parking lots varied from fifteen to 100 percent (15% - 100%). Unlike previous years, utilization was typically higher for parking facilities that are more distant from the campus core, in parking permit zones B and C.
- Campus Sectors E, F, and H had the highest utilization with utilization rates between eighty-one and ninety-eight percent (81-98%). Sectors C and D experienced noticeable declines in utilization rates since the previous academic year, but Sectors F and H had significant utilization increases. The implementation of the zonal parking system beginning Fall Term 2014 appears to have created changes in preferred parking locations, which can be seen in the changes in sector utilization rates from the previous study year.
- Parking garage utilization rate declined from an eighty percent (80%) utilization rate for the 2013-2014 academic year to a seventy-four percent (74%) utilization rate for the 2014-2015 academic year.
- Forty-three percent (43%) of motorcycle areas were utilized during Fall Term 2014.
- OSU General Use spaces decreased from 6,991 to 5,759 between academic years 2013-2014 and 2014-2015. This reduction was primarily due to the reclassification of 993 spaces from OSU General Use spaces (Student spaces) to Residence Hall spaces with the implementation of the zonal parking system. In previous years, Residence Hall parking spaces were captured within in the OSU General Use space type (Student spaces). When the change in parking capacity is calculated including OSU General Use spaces and Residence Hall spaces, parking capacity decreased only three percent (3%) over the last year from 6,991 spaces to 6,752 spaces.
- Since 2010, student enrollment has increased annually between one and eight percent (1%-8%), with a total increase of thirteen percent (13%). The number of employees also has increased by thirteen percent (13%) during the same time period. Consequently, the total population (students and employees) on OSU main campus has increased from approximately 27,000 in Fall Term 2010 to 30,000 in Fall Term 2014.
- Twenty-two percent (22%) of OSU's Total Campus population had purchased parking permits as of the initiation of this year's parking utilization survey, October 21<sup>st</sup>, 2014. This is consistent with percentages from the last four survey years, during which the percent of OSU's Total Campus population with a parking permit varied between twenty and twenty-three percent (20%-23%). As of October 21<sup>st</sup>, 2014, 6,814 Commuter permits were sold compared to 6,952 permits sold during the same period for the previous study year.

## OSU Parking Utilization Study

### Background

The OSU Parking Utilization Study is an analysis of the parking conditions for on-campus parking facilities for the 2014-2015 academic year. The study is completed annually during Fall Term, when enrollment and parking utilization are typically at their highest levels of an academic year. The annual utilization study provides insight into parking utilization for that academic year.

The OSU Parking Utilization Study was developed to comply with policies outlined in the *Oregon State University Campus Master Plan 2004-2015* (CMP) and to inform OSU's parking management and development strategies. The CMP contains policies that specify how OSU will address existing and future parking demand. *CMP Chapter 7 – Parking Plan* requires the planning of new parking facilities if the campus parking utilization rate reaches or exceeds eighty-five percent (85%). The intent of this policy is to ensure that additional parking facilities would be ready for construction if parking usage was to exceed ninety percent (90%) or at the time a new construction project is proposed (CMP 7.2.7). The CMP further specifies that OSU will monitor parking usage rates at least once per year and provide monitoring results to the City of Corvallis (CMP 7.2.10). The *OSU Parking Utilization Study 2014-2015* fulfills these monitoring requirements for the 2014-2015 academic year. Additional monitoring efforts are undertaken periodically and as needed by OSU's Parking Services to further inform OSU's parking management efforts and are not captured in the OSU Parking Utilization Study.

### Methodology

#### Methodology Changes Triggered by the Zonal Parking System

The methodology used for the *OSU Parking Utilization Study 2014-2015* is largely the same as that for studies conducted in previous years. The implementation of a new zonal parking system for the 2014-2015 academic year, however, triggered minor changes to the methodology used for the annual parking utilization survey conducted this year. This report clearly identifies methodology changes that were triggered by the implementation of the zonal parking system. It also identifies instances in which direct, year-to-year comparisons are limited or not possible due to these changes in methodology. The specific changes are discussed throughout the document as they relate to the various report elements.

One of the biggest changes triggered by the implementation of the zonal parking system was the creation of the Residence Hall parking space and lot type. In previous years, most campus residents purchased Student parking permits and parked in Student lots, an OSU General Use lot type. Student residents parking on campus were not distinguished from other Student permit holders commuting to and parking on campus. With the implementation of the zonal parking system, Parking Services began selling Residence Hall parking permits to student residents, and several OSU General Use lots were converted to Residence Hall lots.

The Orchard Court Lot (3322) is an exception to this trend. This lot provides parking exclusively to Orchard Court residents, but it is managed by University Housing and Dining Services, which issues permits to Orchard Court residents. Because Parking Services does not manage this lot or sell permits for it, it is not identified by Parking Services as a Residence Hall lot in the zonal parking system. In this report, however, the Orchard Court parking lot is identified as a Residence Hall lot as it functions the same as other Residence Hall lots, providing parking exclusively to student residents.

Additionally, there is a slight difference between how this report and Parking Services refer to parking lot types. To reduce confusion when comparing reports from year-to-year, this report continues to use

the term OSU General Use lots to refer to lots that are available to students, employees, and visitors for daily parking on campus. With the implementation of the zonal parking system, Parking Services refers to these lots as Commuter lots. In an attempt to bridge the difference between this report and other OSU materials related to parking, “Commuter” is often included in parentheses immediately following references to “OSU General Use lots”.

### Timeframe

The annual parking utilization study is conducted during the fourth week of the fall academic term, which is typically the point in an academic year when a university is at its peak enrollment. The study takes place over a two-day period that includes both a typical laboratory day (e.g., Tuesday) and a typical lecture day (e.g., Wednesday).

During the 2014-2015 academic year, the utilization count occurred on Tuesday, October 21<sup>st</sup> and Wednesday, October 22<sup>nd</sup>. The percent utilization reported in this study for individual lots and sectors is calculated based on the average of the two daily counts.

### Parking Space and Lot Types

The implementation of a zonal parking system beginning Fall Term 2014 created minor changes to the types of parking spaces and lots OSU manages, creating several new space types and one new lot type. Parking spaces, however, continue to be divided into two general categories: General Use and University Support (*Table 1: OSU Parking Categories*). General Use spaces provide short-term and all-day parking for students, staff, and visitors, and typically require a permit or daily/hourly fee. These are parking spaces available to the general public commuting daily to campus to visit, work, or attend classes on campus. General Use parking space types include: Commuter, ADA, ADA Van, ADA Wheelchair, Carpool, Electric Vehicle, Free, Metered, OAAEO (Office of Affirmative Action and Equal Opportunity reserved spaces), Reserved, Short Term, Visitor and Motorcycle.

**Table 1: OSU Parking Categories**

<b>General Use</b>	<b>University Support</b>
Commuter	Residence Hall
ADA	Dedicated
ADA Van	Government
ADA Wheelchair	Loading Zone
Carpool	Service
Electric Vehicle	Car Share
Free	Construction
Metered	
OAAEO	
Reserved	
Short Term	
Visitor	
Motorcycle*	

\* Not included in utilization calculation due to space - area variations

University Support space types are spaces that are not open to the general public. They provide short-term loading areas, service vehicle parking, over-night parking for vehicles restricted to campus, or over-night parking for university residents. Spaces that are temporarily unavailable due to construction are also included among University Support spaces. The seven University Support space types include: Residence Hall, Dedicated, Government, Loading Zone, Service, Car Share, and Construction.

Within OSU’s main campus, there are four types of parking lots: OSU General Use (Commuter zone lots), Non-OSU, Non-Public, and Residence Hall (*Attachment A – Parking Lot Overview Map*). OSU General Use lots provide permitted commuter parking, short-term visitor and metered parking, or free parking. Non-OSU lots are parking areas located within main campus that are utilized by an entity other than OSU typically through a lease agreement. Non-OSU lots include parking areas for the EPA, Hilton Garden Inn, the GEM, and the OSU Foundation. Non-Public lots are those lots in which access is restricted or limited to a specific university group; examples of these lots are the Magruder Hall West Lot (3362), Motor Pool West Lot (3334), and the Facilities Services Shops Lot (3208). Non-Public lots also include small lots and loading areas that provide only Non-Public parking for service vehicles or timed vehicle loading and unloading.

The Residence Hall lot type is new this academic year and was implemented as part of the new zonal parking system. Residence Hall lots provide permitted Residence Hall parking exclusively to student residents living on campus (*Table 2: Lots Converted to Residence Hall Use*). In the past, only the Orchard Court Lot (3322), the Madison Avenue Co-Op Lot (3213), and the lots serving the GEM (3223, 3224) provided parking exclusively to the residents of the student housing complexes those lots serve. Because these lots provided long-term parking for Orchard Court, the OSU co-ops, and GEM residents only, they were not available to the general public and were classified as Non-Public lots. This academic year, the lot type for the Orchard Court Lot (3322) was updated to Residence Hall. With the closure of OSU's housing co-ops, the Madison Avenue Co-Op Lot (3213) was converted to OSU General Use lot (Commuter zone lot) in the B zone. The lots serving the GEM (3223, 3224) were re-designated as Non-OSU lots because they are managed by a private, student-housing provider who leases the GEM and its associated parking facilities. Several lots that previously had been designated as OSU General Use lots were converted to Residence Hall lots to provide 993 additional parking spaces exclusively to residents of OSU student housing facilities and dorms. These lots are not available to Commuter zone permit holders.

**Table 2: Lots Converted to Residence Hall Zone**

Number	Description	Sector	Spaces
3322	ORCHARD CT. LOT*	B	88
3332	CROP SCIENCE BUILDING WEST LOT	B	214
3204	ADAMS AVE NORTH LOT	D	22
3205	ADAMS AVE NORTHEAST LOT	D	77
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	90
3270	BLOSS HALL SOUTH LOT	G	59
3280	MAY WAY LOT	G	116
0205_PFL5	PARKING GARAGE (5TH FLOOR)	G	178
3286	SPORTS COMPLEX WEST LOT	H	237
Total			1,081

\*In previous studies, Orchard Court lot (3322) was considered a Non-Public lot because it provided parking only to residents of Orchard Court. With the creation of the Residence Hall parking lot type, it was converted to a Residence Hall lot. Because the Orchard Court lot was considered a Non-Public lot, its spaces were not counted as General Use spaces in previous parking utilization surveys as were spaces in the other lots listed above.

Parking lots also are assigned one of three different lot statuses: Decommissioned, Temporary Closure, and Active. Decommissioned parking lots have been permanently removed from the OSU parking inventory. Lots that are closed temporarily for a defined period of time are classified as Temporary Closure. A lot can be temporarily closed for special events, for maintenance activities, or to provide construction staging areas. All other lots that have available General Use and University Support spaces are considered Active lots, regardless of the lot type.

### Utilization Calculation and Space Types included in Annual Report

Although OSU manages and collects data on all campus parking space types individually, the OSU Parking Utilization Study only includes General Use spaces located in Active, OSU General Use lots (Commuter lots); these are the only spaces available for use by students, staff, and visitors commuting daily to campus. University Support space types and all spaces within Residence Hall, Non-OSU, Non-Public, and Temporary Closure lots are not available for use by the general public visiting campus daily. Spaces in these categories, therefore, are excluded from the parking utilization calculation.

The Motorcycle space type is the only General Use parking space type not included in the parking utilization calculation. In most locations on campus, motorcycles park in designated areas rather than individual spaces, so the parking capacity of a motorcycle area can vary greatly depending on how users park their vehicles. For this reason, it is difficult to accurately, and consistently assess utilization rates for motorcycle parking because the spaces available (capacity) can vary from day to day, depending on

how users park their motorcycles. Motorcycle space use is included in the parking utilization study, but it is reported separately from the General Use space types.

As mentioned previously, the Residence Hall space type and Residence Hall lot type are new categories this year, created as a part of the zonal parking system to provide parking exclusively to the residents of OSU student housing. This year, student residents were able to purchase permits for designated Residence Hall lots in the BR zone or CR zone. Orchard Court residents were provided with a permit specific to the Orchard Court Lot (3322) issued by University Housing and Dining Services. Because parking spaces reserved for student residents are not available to commuting students, staff, and visitors, Residence Hall spaces and lots were not calculated in the overall utilization rate. Although it functions differently than commuter parking, student resident parking remains an important part of the OSU parking system and is included in this report. A utilization rate for Residence Hall Lots is calculated and reported independently from the overall parking utilization rate. Additionally, this report also calculates a separate overall utilization rate for Residence Hall and General Use spaces combined.

In years past, students living in on-campus housing facilities other than Orchard Court or the OSU co-ops purchased Student parking permits and were free to park in any of Student/Visitor lots (an OSU General Use lot type). Only residents of Orchard Court, the OSU Co-Ops, and the GEM were provided with parking in Non-Public parking lots available exclusively to the residents of those housing facilities. Thus, in previous years, most student residents were captured in the overall parking utilization calculation. This management change contributes to the overall change in the total number General Use spaces reported from academic year 2013-2014 to academic year 2014-2015, and it contributes to the slight change in the parking utilization rate over the same period. This is discussed in more detail later in this report.

## Parking Facilities

The two types of parking facilities on campus are surface parking lots and a multi-level parking structure. Both types of facilities may include permitted, metered, and resident parking spaces. While the majority of lots on campus provide permitted parking only, there are metered spaces in parking facilities throughout campus (*Table 3: Lots with Metered and Short-Term Spaces*). Free parking spaces are limited to one surface parking lot: South 17<sup>th</sup> St. and A Avenue Lot (3289) in Sector G. The provision of free parking in this lot was a condition required by the City of Corvallis with the approval of the vacation of city right-of-way on 17<sup>th</sup> Street.

The City of Corvallis manages parking facilities along city-owned streets located within and adjacent to the OSU campus boundary. These facilities include both metered and free parking.

Metered spaces are located on the east side of 15<sup>th</sup> Street south of Jefferson Avenue. Free, on-street parking is provided along Orchard Avenue between 27<sup>th</sup> and 30<sup>th</sup> streets in Sector C; on 11<sup>th</sup> Street and Madison Avenue in Sector D; and on 16<sup>th</sup>, 17<sup>th</sup>, and A streets in Sector G. These City-owned facilities are not managed by OSU and are not included in the utilization study.

**Table 3: Lots with Metered and Short-Term Spaces**

Number	Description	Sector	Spaces
3332	CROP SCIENCE BUILDING WEST LOT	B	1
3234	PARK TERRACE ST WEST LOT	C	138
3243	BENTON HALL WEST LOT	C	4
3261	COLEMAN FIELD EAST LOT	C	6
3262	KERR ADMINISTRATION SOUTH LOT	C	6
3263	KERR ADMINISTRATION WEST LOT	C	22
3268	S BENTON PL	C	6
3293	STUDENT LEGACY PARK SOUTH LOT	C	14
3295	S 30TH ST METER	C	4
3300	S 26TH ST	C	45
3303	SACKETT HALL NORTH LOT	C	1
3313	BATES HALL NORTH LOT	C	18
3206	MCNARY HALL NORTH METER LOT	D	8
3210	JEFFERSON WAY AND 14TH ST LOT	D	24
3219	WASHINGTON AVE	D	3
3283	RALPH MILLER LN	F	4
3270	BLOSS HALL SOUTH LOT	G	4
0205_PFL3	PARKING GARAGE	G	110
Total			418

### Additional Parking Facilities (New Lots)

One parking facility has been added to OSU's inventory of General Use parking facilities since the completion of the 2013-2014 OSU Parking Utilization Study (*Table 4: new General Use and University Support Parking Areas*). The Madison Avenue Co-Op Lot (3213) was added back to the General Use inventory, adding 36 commuter spaces and 4 reserved spaces. Previously, these spaces provided resident parking exclusively for co-op residents and was thus designated a Non-Public lot. As a Non-Public lot, it was not part of the overall parking utilization calculation of previous studies.

**Table 4: New General Use and University Support Parking Areas**

Number	Description	Sector	Spaces
3213	MADISON AVE CO-OP LOT	D	40
		Total	40

### Decommissioned Parking Facilities

Two parking facilities were removed from the parking inventory for the 2014-2015 academic year: the South Sackett Place Meter Lot (3292), located on the west side of Buxton Hall; and the University Plaza South Lot (3279), located south of Western Boulevard on the corner of Western Boulevard and 15<sup>th</sup> Street. (*Table 5: Decommissioned Parking Areas*). The South Sackett Place Meter Lot (3292) was restriped as a loading area, converting two (2) General Use spaces and five (5) University Support spaces to a loading zone and fire lane. In 2013, OSU began leasing the University Plaza property from the OSU Foundation, adding 175 General Use spaces and three (3) University Support spaces in the University Plaza South Lot (3279) to the parking inventory for academic year 2013-2014. This year, however, these spaces were removed from the parking inventory because the *OSU Campus Master Plan 2004-2015* prohibits the university from managing parking located on property that does not have the OSU Zone zoning designation in the Corvallis Land Development Code. The University Plaza South Lot now provides parking exclusively for tenants of the University Plaza building.

**Table 5: Decommissioned Parking Areas**

Number	Description	Sector	General Use & University Support Spaces
3292	S SACKETT PL METER	C	7
3279*	UNIVERSITY PLAZA SOUTH LOT	H	178
		Total	185

\* The University Plaza South lot provides parking to tenants of the University Plaza Building only. OSU no longer manages this lot as part of its permitted parking inventory.

## Campus Population

### Student Enrollment

Since the 2010-2011 academic year, student enrollment on OSU's main campus has increased annually between one and eight percent (1% - 8%) for the Fall Term, with a total increase of thirteen percent (13%). Refer to *Table 6: Student Enrollment Trends* for enrollment trends over the past five years. Students enrolled exclusively in Extended Campus (Ecampus) courses are not included in the adjusted Main Campus Enrollment, since these Extended Campus students are not taking courses on OSU's Corvallis campus.



**Table 6: Student Enrollment Trends**

Academic Year	Fall Term			
	October Enrollment	Extended Campus Enrollment*	Main Campus Enrollment**	Percent Change of Main Campus Enrollment***
2010-2011	23,761	2,271	21,490	8%
2011-2012	24,977	2,642	22,335	4%
2012-2013	26,393	3,175	23,218	4%
2013-2014	27,925	3,767	24,158	4%
2014-2015	28,886	4,503	24,383	1%

\* Extended Campus Enrollment represents all students enrolled exclusively in Ecampus-offered courses; these student are not enrolled in any OSU Corvallis on-campus courses.

\*\* Main Campus Enrollment is total enrollment minus Extended Campus enrollment.

\*\*\*Percent change is the change in main campus enrollment when compared with the previous year's main campus enrollment.

Source: OSU Office of Institutional Research, Enrollment/Demographic Reports, Enrollment Summary, <http://oregonstate.edu/admin/aa/ir/enrollmentdemographic-reports> ; Enrollment Summary, November 2014

### OSU Employment

To support OSU's enrollment increases over the past five years, employment on campus also has increased. Since 2010, the number of OSU employees has increased by thirteen percent (13%), including faculty and unclassified, classified and temporary staff (*Table 7: Employment Trends*). Faculty and unclassified staff comprise seventy percent (70%) of the employees on campus. Classified staff represents approximately twenty-five percent (25%), and temporary employees represent five percent (5%). Graduate assistants and student employees are not included as staff as they are captured within the student enrollment data.

**Table 7: Employment Trends**

Academic Year	Faculty	Classified	Temp	Total	Percent Change*
2010-2011	3,528	1,274	447	5,249	2%
2011-2012	3,721	1,325	466	5,512	5%
2012-2013	3,840	1,392	420	5,652	3%
2013-2014	3,967	1,450	356	5,773	2%
2014-2015	4,157	1,483	294	5,934	3%

\* Percent Change is the change in the total number of employees when compared with the previous year's total employee population for the same term.

Source: OSU Office of Institutional Research, Faculty/Staff Reports, Employment Reports, <http://oregonstate.edu/admin/aa/ir/faculty-and-staff-reports> ; Monthly Employment Report, September 2014

### Overall Campus Population

The overall campus population includes both student and employee populations and represents the majority of parking facility users. Over the past five years, the overall population on campus has risen by thirteen percent (13%). As *Table 8: Campus Population* illustrates, the total population on OSU main campus has increased from nearly 27,000 in Fall Term 2010 to approximately 30,000 in Fall Term 2014.

**Table 8: Campus Population**

Academic Year	Fall Term - October			Percent Change**
	Main Campus Enrollment*	Employment	Total	
2010-2011	21,490	5,249	26,739	7%
2011-2012	22,335	5,512	27,847	4%
2012-2013	23,218	5,652	28,870	4%
2013-2014	24,158	5,773	29,931	4%
2014-2015	24,383	5,934	30,317	1%

\* Main Campus Enrollment is total enrollment minus Extended Campus

\*\* Percent Change is the change in total population when compared with the previous year's total population for the same term.

Source: OSU Office of Institutional Research, Enrollment/Demographic Reports, Enrollment Summary, and Employment Reports, <http://oregonstate.edu/admin/aa/ir/>; Enrollment Summary, November 2013; Monthly Employment Report, September 2013

## Parking Permit System

### Overview

OSU implemented a new, zonal parking system for the 2014-2015 academic year. The purpose of the zonal parking system is to better utilize existing campus parking facilities, to help reduce campus-related parking impacts in surrounding neighborhoods, and to reduce vehicle congestion and emissions in and around campus by increasing the probability that users will quickly find available parking in their desired location.

The zonal parking system requires an OSU-issued parking permit to park in any OSU General Use (Commuter) or Residence Hall parking lot on campus. The majority of OSU's parking facilities provide either General Use (Commuter) or Residence Hall parking. The zonal parking system divides these facilities into seven Commuter zones (A1, A2, A3, B1, B2, B3, C) and two Residence Hall zones (BR, CR) (*Attachment E – Zonal Parking Overview*). Permits are priced by zone. Pricing was set to create an economic incentive to more intensively utilize OSU's historically underutilized facilities; premium pricing was set for historically high-demand, A Zone lots, while value pricing was set for historically low-demand, C Zone lots. B Zone permit pricing was set at the middle of the range, as these lots historically had moderate demand.

OSU's Parking Services sells annual, monthly, daily and hourly permits for all general-use, Commuter zones. Residence Hall zone permits are sold on an annual basis. For short-term visits, individuals also can purchase daily or hourly passes online, from a pay station, or directly from Parking services, and there are metered spaces in several lots on campus (*Table 3: Lots with Metered and Short-Term Spaces*). Specialty permits are sold for motorcycles, utility carts, carpools, and service vehicles. Those with an ADA placard may park in any ADA space on campus with a valid permit for any of the seven Commuter zones. Campus departments also can purchase reserved or dedicated spaces on an annual basis.

### Permit Sales

OSU's parking system, Beaver Bus shuttle services, and some transportation options programs are funded through the sale of parking permits. Over the past four years, the percent of OSU's total campus population with a parking permit has remained relatively constant, varying between twenty percent and twenty-three percent (20% - 23%) of the total campus population. Twenty-two percent (22%) of the

population had purchased parking permits as of the initiation of this year’s parking utilization survey, October 21<sup>st</sup>, 2014 (Table 9: Permit Sales – Fall Term; Figure 1: OSU Population with Parking Permits – Fall 2010 to Fall 2014).

In previous academic years, OSU sold and tracked permit sales by user type: Faculty/Staff or Student/Visitor. With the implementation of a zonal parking system this academic year, Parking Services no longer sold permits by user group. Permits were sold and priced by parking zone rather than user group. For this reason, this year’s parking utilization survey compares annual permit sales for the total campus population, combining Faculty/Staff permit sales with Student/Visitor permit sales for past academic years. As of the parking utilization survey date, October 21<sup>st</sup>, 2014, 6,718 permits were sold, a slight decrease from the 6,952 permits sold for the same period in the previous academic year 2013-2014. Over the past five years, however, permit sales have increased fifty-four percent (54%) from 4,416 permits sold to 6,814 permits sold.

**Table 9: Permit Sales - Fall Term**

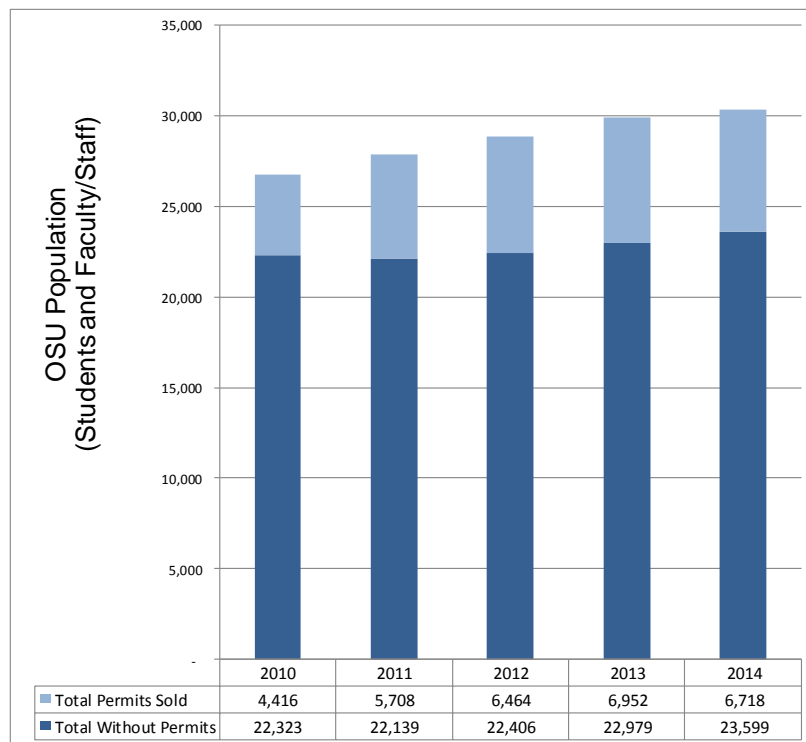
Academic Year	Total Permits Sold*	Total Campus Population <sup>^</sup>	Percent with Permit	Percent Change**
2010-2011	4,416	26,739	17%	~
2011-2012	5,708	27,847	20%	29%
2012-2013	6,464	28,870	22%	13%
2013-2014	6,952	29,931	23%	8%
2014-2015	6,718	30,317	22%	-3%

\*Total Permits Sold for academic years prior to 2014-2015 is the sum of annual and term permits sold, minus any permits returned as of the utilization count. For academic year 2014-2015, this value is the sum of annual and monthly permits sold for all zones, minus any permits returned as of the date of the utilization count.

\*\*Percent Change is the change in total permits sold compared to the previous year’s total permit sales.

<sup>^</sup>Total Campus Population as calculated in Table 7

**Figure 1: OSU Population with Parking Permits – Fall 2010 to Fall 2014**



## Parking Capacity

### Methodology Refinement

Three years ago, Oregon State University refined the parking capacity and utilization data collection and reporting methodology. The adjustment in methodology resulted in utilization studies that more closely reflected the experience of students, staff, and visitors using OSU's parking facilities. The change in methodology also established a basis for future analysis of individual space types. Under the new methodology, data is collected on all parking space types in all active parking facilities on campus. Parking utilization calculations and reporting, however, include only General Use space types located in Active, OSU General Use parking facilities because these are the facilities available to students, staff, and visitors commuting to and parking on campus. The 2014-2015 study is the fourth report using this methodology.

Although the change in reporting methodology has allowed for a more accurate assessment of parking utilization on campus, the shift to reporting only General Use spaces in OSU General Use lots limits a direct comparison of the total parking capacity over the past five years. Studies conducted prior to academic year 2011-2012 included spaces in Non-Public lots and city-managed parking along city-owned streets within the campus boundary. University Support parking spaces also were included. The inclusion of these parking facilities inflated the total capacity of parking facilities on campus by 618 spaces (454 in non-public lots and city-owned streets and 164 Service spaces) in utilization studies completed prior to the 2011-2012 academic year. Because the parking utilization study pertains only to OSU-managed parking facilities available to the general public, Non-Public parking and free parking on city-owned streets were not included in the *OSU Parking Utilization Study: 2011-2012* or subsequent studies. *Table 10a: Parking Lot Capacity for OSU General Use Lots* includes a column for the adjusted total capacity of OSU parking facilities to correct for the inflation of parking capacity in academic years prior to 2011-2012. Totals in this column for academic years prior to 2011-2012 reflect the total parking capacity reduced by 618 spaces. It is important to note that this adjustment is not a true loss in capacity, as the inclusion of Non-Public lots and spaces inflated the total capacity reported in these years.

OSU's shift to the new zonal parking system this academic year (2014-2015) further complicates year-to-year comparisons of total parking capacity. In years past, students living on campus in student housing facilities other than Orchard Court, the OSU Co-Ops, and the GEM were required to purchase regular Student permits to park their vehicles on campus. Resident students with Student parking permits were not distinguished from Student parking permit holders who were commuting and parking daily. The implementation of the zonal parking system created a Residence Hall permit type and a Residence Hall lot type designated specifically for on-campus resident parking; 993 OSU General Use Student/Visitor and Faculty/Staff spaces were reclassified to Residence Hall parking spaces. Because these spaces are not available to students, faculty, staff, and visitors commuting to and parking on campus daily, they are not considered OSU General Use spaces for the 2014-2015 parking utilization study. Residence Hall space types were not included in the overall parking utilization calculation. Resident parking, however, remains an important component of OSU's parking management strategy, so utilization of Residence Hall parking lots has been calculated independently from the OSU General Use parking utilization calculation. Additionally, this report shows calculations for campus-wide parking capacity and utilization rates both with and without Residence Hall spaces included.

### Parking Capacity

When calculated separately, OSU General Use parking capacity on campus decreased by eighteen percent (18%) or 1,232 spaces compared to last year. This reduction, however, was primarily due to the reclassification of 993 spaces from OSU General Use spaces (Student, Staff, Visitor spaces) to Residence Hall spaces (*Table 10a: Parking Lot Capacity for OSU General Use Lots; Table 10b: Parking Lot Capacity for OSU General Use Lots: Other Category*). Residence Hall spaces are not included in the parking utilization calculation because they are not available to daily commuters to campus, but resident parking remains an important element of OSU's overall parking management strategy, providing parking to campus residents. In previous years, the majority of campus residents purchased Student parking permits and parked in OSU General Use spaces. With the implementation of the zonal parking system beginning Fall Term 2014, residents wishing to park on campus are required to purchase a Residence Hall parking permit for one of the identified Residence Hall parking zones (*Attachment E – Zonal Parking Overview*). When the change in parking capacity is calculated including the 993 new Residence Hall spaces, parking capacity decreased only three percent (3%) over the last year from 6,991 spaces to 6,752 spaces (this does not include 88 Orchard Court spaces that were Non-Public spaces last year because as Non-Public spaces they were not included in last year's capacity calculation).

**Table 10a: Parking Capacity for OSU General Use Lots**

Academic Year	Commuter		ADA			Other*	Total General Use Spaces	Adjusted General Use Spaces <sup>^</sup>	New Residence Hall Spaces	Existing Residence Hall Spaces**	Total General Use & Residence Hall Spaces
	Staff	Student	ADA	Van	Wheelchair						
2010 - 2011	4,273	1,864	258			1,230	7,625	7,007	n/a	n/a	n/a
2011 - 2012 <sup>^^</sup>	4,277	1,837	218	80	1	821	7,234	7,234	n/a	n/a	n/a
2012 - 2013	4,268	1,825	211	76	6	934	7,320	7,320	n/a	n/a	n/a
2013 - 2014	3,961	1,975	222	74	7	752	6,991	6,991	n/a	n/a	n/a
2014 - 2015 <sup>^^^</sup>	4,783 <sup>†</sup>		201	73	8	694	5,759	5,759	993	88	6,840

Note: ADA and Other counts were aggregated for academic years through 2010 - 2011

\*Prior to the 2011-2012 count, this category included "university support" spaces which are not open to the general public. See Table 10b for a breakdown of space types in this category.

\*\*Prior to the 2014-2015 report and the creation of the Residence Hall space type, 88 spaces at Orchard Court were considered Non-Public, and not included in the Parking Utilization Study.

<sup>^</sup>Adjusted General Use Spaces reflects the corrected capacity of OSU General Use Lots; 454 spaces in Non-OSU and Non-Public lots and 164 Service spaces were removed from the OSU General Use capacity as part of the methodology refinement completed as part of the *OSU Parking Utilization Study 2011-2012*.

<sup>^^</sup>The *OSU Parking Utilization Study 2011-2012* was conducted during Spring Term 2012.

<sup>^^^</sup>Space types were reclassified in 2014-2015 academic year as part of the zonal parking system.

<sup>†</sup> Student and Staff space types were combined into a single "Commuter" space type as part of the zonal parking system implementation for academic year 2014-2015.

**Table 10b: Parking Capacity for OSU General Use Lots: Other Category**

Academic Year	Reserved	Visitor	Metered	Free	Service	OAAEO'	Carpool''	EV'	Short Term''	Total Other Spaces
2010 - 2011					1,230					1,230
2011 - 2012	118	35	190	478	n/a	n/a	n/a	n/a	n/a	821
2012 - 2013	123	39	191	581	n/a	n/a	n/a	n/a	n/a	934
2013 - 2014	141	51	196	364	n/a	n/a	n/a	n/a	n/a	752
2014 - 2015	123	23	238	35	n/a	16	8	25	226	694

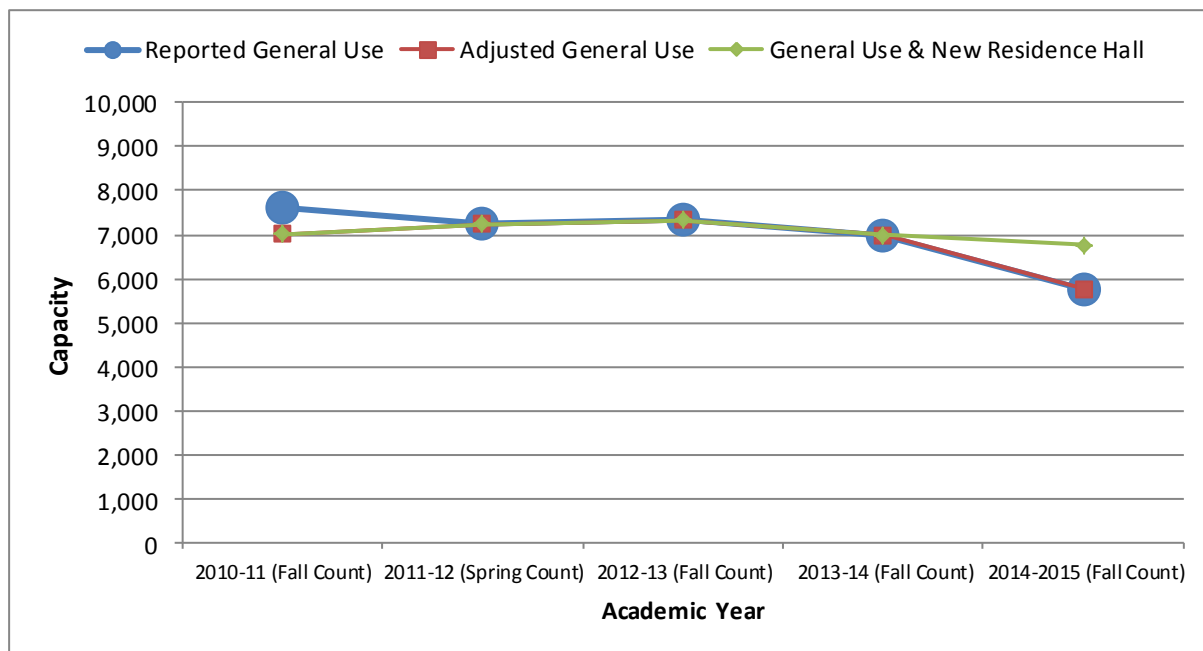
' New space type classification for academic year 2014-2015. Previously included in the Reserved category.

'' New space type classification for academic year 2014-2015. Previously included in the Staff/Student category.

The remaining reduction in parking capacity is primarily due to the reconfiguration of existing lots and the construction of new student facilities. Between October 2013 and October 2014, construction in portions of the Reser Stadium Lot (3281) and the Park Terrace Street East Lot (3233) reduced the parking capacity of these lots. The reconfiguration and restriping of parking in the W Jefferson Way Lot (3302), Adams Ave Lot (3217), and the S Benton Place Lot (3268) also resulted in minor reductions to parking capacity. Temporary construction closures and new ADA parking facilities have further contributed to a reduction in parking capacity this past year. The conversion of regular parking spaces to ADA spaces typically results in a net loss in total number of spaces within a lot due to the additional space required for the access aisle. Facilities temporarily closed due to construction will return to the parking capacity inventory when reopened.

Over the last five years, parking capacity has decreased only slightly from 7,007 spaces for academic year 2010-2011 to 6,752 spaces for academic year 2014-2015, when General Use and new Residence Hall parking capacities are considered together. *Table 10a: Parking Lot Capacity for OSU General Use Lots* provides the parking capacity per type by academic year, including the adjusted capacity for academic years prior to 2011-2012 and Residence Hall capacity for the 2014-2015 academic year. When adjusted to accurately reflect the number of General Use and Residence Hall spaces, a comparison of the current parking capacity with that of the previous five years reveals a decrease of 255 parking spaces or a four percent (4%) decrease in General Use and Residence Hall parking spaces since 2010.

**Figure 2: OSU General Use & Residence Hall Parking Capacity – Fall 2010 to Fall 2014**



*Figure 2: OSU General Use & Residence Hall Parking Capacity – Fall 2010 to Fall 2014* illustrates the overall trend in total parking capacity over the past five years. Annual reported capacities are shown in blue and the adjusted capacities are shown in red. The adjusted capacity accounts for the 618 city-managed, non-public, and service spaces included in the study prior to the 2011-2012 academic year. Adjusted OSU General Use capacity with Residence Hall capacity included is shown in green. The reduction in total capacity over the past five years is not as significant when adjustments are made to account for the 618 non-OSU and non-public spaces that were included in the first year (2010-2011) of

capacity counts and for the 993 spaces that were converted from OSU General Use spaces to Residence Hall spaces in the 2014-2015 academic year.

Prior to the 2011-2012 academic year, motorcycle areas were not included in parking utilization studies. OSU started tracking motorcycle areas in the 2011-2012 academic year because these facilities provide parking for students and staff, but motorcycle parking is tracked separately from other parking types. Because multiple motorcycles can park in one area or parking stall/space, it is difficult to accurately track motorcycle parking capacity and utilization, as it can vary greatly depending on how users park their vehicles. For this reason, motorcycle parking is not included in the annual campus parking utilization calculation.

**Table 11: Motorcycle Areas**

Academic Year	Motorcycle Areas
2010 - 2011	~
2011 - 2012*	47
2012 - 2013	72.5
2013 - 2014	73
2014 - 2015	76

~Motorcycle areas previously not surveyed

\*Count conducted in Spring Term

Since the 2011-2012 academic year, there has been an increase in the number of Motorcycle Areas on campus. The increase is due to the both the addition of new motorcycle facilities and the restriping of large, single areas into multiple, smaller areas or spaces. Refer to *Table 11: OSU Motorcycle Areas* for the number of motorcycle areas in OSU General Use lots.

## Parking Utilization

### Campus Utilization

Parking utilization is calculated as the ratio of occupied spaces to the total number of OSU General Use spaces in Active, General Use parking facilities<sup>1</sup>. OSU's parking utilization rate for Fall Term 2014 was seventy-three percent (73%) during the peak hours between 10 am and 2 pm (*Table 12a and 12b: OSU Parking Utilization*). This is a slight decrease from the seventy-five percent (75%) utilization rate from the previous year. Because utilization is calculated as the ratio of occupied spaces to the total number of OSU General Use spaces in Active, General Use facilities, utilization rates can be influenced by either a change in capacity or a change in the number of vehicles parked on campus. Over the past year, there has not been a great change in the overall campus parking capacity or number of occupied spaces.

The creation of the Residence Hall space type and the Residence Hall lot type as part of the zonal parking system implemented this academic year has had the greatest influence on the overall utilization rate. When Residence Hall parking capacity (1,081 Residence Hall spaces) and occupied Residence Hall spaces (867.5 Residence Hall spaces) are included in the overall parking utilization calculation, the campus-wide utilization rate is seventy-four percent (74%). The overall utilization rate of Residence Hall parking facilities is eighty percent (80%) (*Table 13: Residence Hall Parking Utilization*).

<sup>1</sup> The parking utilization is calculated for the twelve (12) General Use space types in Active, OSU General Use Lots not including Motorcycle spaces. It also does not include the seven (7) University Support space types in the OSU General Use lots or any of the spaces in the Non-OSU, Non-Public, Residence Hall or Temporarily Closed lots.

**Table 12a: OSU Parking Utilization**

Sector	2010-2011			2011-2012			2012-2013		
	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization
A	130	116	89%	195	124	63%	207	141	68%
B	950	801	84%	884	697	79%	898	708	79%
C	2,293	2,090	91%	1,839	1,648	90%	1,853	1,652	89%
D	1,217	1,075	88%	1,268	1,034	82%	1,278	1,079	84%
E	226	159	70%	173	145	84%	167	127	76%
F	1,397	500	36%	1,353	317	23%	1,335	361	27%
G	1,366	912	67%	1,337	873	65%	1,292	796	62%
H	46	10	22%	185	97	52%	290	131	45%
Total OSU									
General Use	7,625	5,663	74%	7,234	4,931	68%	7,320	4,994	68%

**Table 12b: OSU Parking Utilization**

Sector	2013-2014			2014-2015		
	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization
A	216	115	53%	209	142.5	68%
B	800	700	88%	668	524.5	79%
C	1,655	1,488	90%	1587	1008	64%
D	1,005	902	90%	896	598	67%
E	169	142	84%	163	135.5	83%
F	1,342	482	36%	1206	982	81%
G	1,329	1,106	83%	984	752	76%
H	475	294	62%	46	45	98%
Total OSU						
General Use	6,991	5,226	75%	5,759	4,188	73%
Residence						
Hall Spaces				1,081	867.5	
Total OSU General Use and Residence Hall				6,840	5,055	74%

**Table 13: Residence Hall Parking Utilization**

Lot Number	Lot Description	Sector	Total Resident Spaces	Occupied Spaces	Utilization
3322	ORCHARD CT. LOT	B	88	70.5	80.1%
3332	CROP SCIENCE BUILDING WEST LOT	B	214	180	84.1%
3204	ADAMS AVE NORTH LOT	D	22	22	100.0%
3205	ADAMS AVE NORTHEAST LOT	D	77	77	100.0%
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	90	45	50.0%
3270	BLOSS HALL SOUTH LOT	G	59	58.5	99.2%
3280	MAY WAY LOT	G	116	116	100.0%
0205_PFL5	PARKING GARAGE (5TH FLOOR)	G	178	87.5	49.2%
3286	SPORTS COMPLEX WEST LOT	H	237	211	89.0%
		Total	1,081	867.5	80.2%

As Tables 12a and 12b: OSU Parking Utilization illustrate, the total campus parking utilization has varied between sixty-eight percent and seventy-five percent (68% -75%) over the past five years. The utilization rate for 2014-2015 academic year is consistent with this trend, whether calculated without



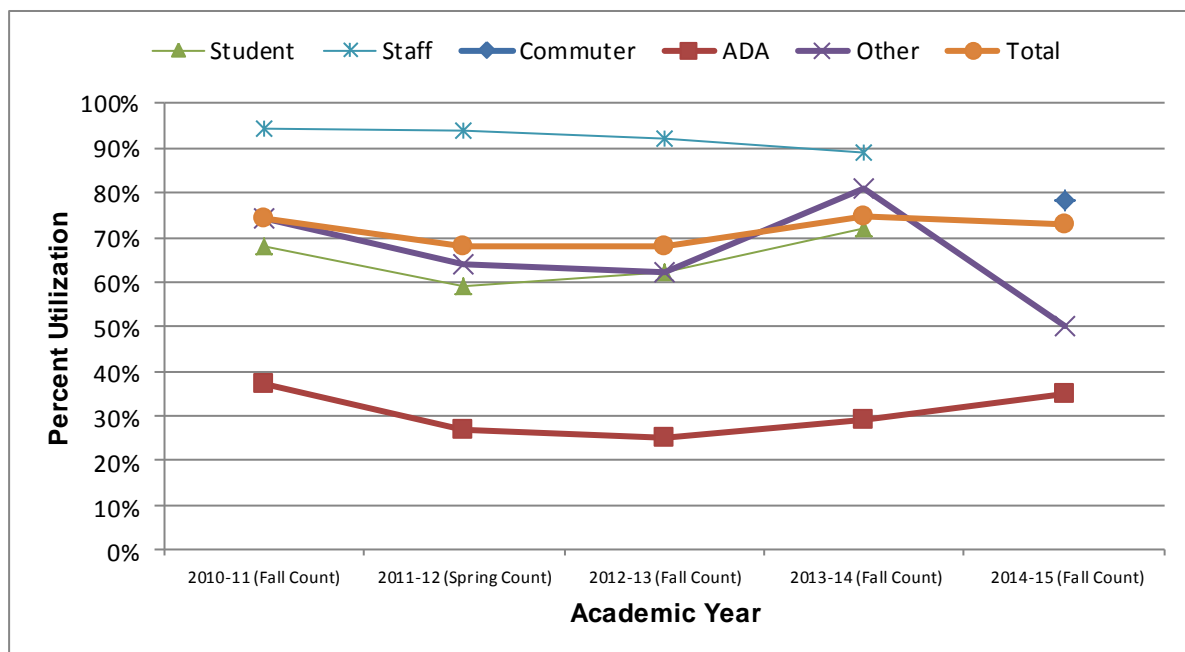
Residence Hall parking (73% utilization rate) or with Residence Hall parking (74% utilization rate). The small change in parking capacity and utilization rates from the 2013-2014 to the 2014-2015 academic years appears to indicate that as of October 2014, the zonal parking system had not greatly influenced the overall utilization rate.

It appears the zonal parking system has influenced where people park on campus. As *Attachment B: Parking Lot Utilization Map* illustrates, the utilization of OSU General Use parking facilities varies from zero percent (0%) to one hundred percent (100%). In previous years, parking areas near the campus core typically had higher utilization rates, while parking lots in sectors more distant from the campus core had lower utilization rates. During the 2013-2014 academic year, Sectors C and D had the highest utilization with utilization rates of ninety percent (90%). In this academic year, Sectors C and D had the lowest utilization rates with utilization rates of sixty-four percent (64%) and sixty-seven percent (67%) respectfully. Sector H had the highest utilization rate (98%), followed by Sector E (83%) and Sector F (81%) – all more distant from the campus core.

**Parking Utilization by Type**

Changes in parking space type categories implemented as part of the zonal parking system limit the ability to compare utilization by parking space type from this year to previous years. The greatest change is the conversion of Staff and Student parking space types to the single Commuter parking space type. This is reflected in *Figure 3: Percent Utilization of Parking Space Type – Fall 2010 to Fall 2014*, which shows only a single Commuter parking data point, the 2014-2015 count. Meanwhile, data points for the Student and Staff space types end after the 2013-2014 academic year. In general, the Other category primarily includes the same parking space types as previous years (Reserved, Metered, Visitor, Free) with the addition of Carpool, OAAEO, Electric Vehicle, and Short Term space types, which represent a fairly small portion of overall parking capacity. ADA parking space types remain the same and can be compared year-to-year.

**Figure 3: Percent Utilization of Parking by Space Type – Fall 2010 to Fall 2014**



Prior to this year, the percent utilization of the different types of parking spaces had been fairly consistent over the previous four years, as illustrated in *Figure 3: Percent Utilization of Parking by Space Type – Fall 2010 to Fall 2014*. Greater annual swings in the percent utilization of ADA and Other spaces are expected given the relatively small number of ADA and Other spaces as compared to Commuter (previously Student and Staff) spaces.

OSU collects data on motorcycle area capacity and utilization (*Table 14: Utilization of Motorcycle Areas*) independent from other OSU General Use space types. Motorcycle areas have been included in parking utilization studies since academic year 2011-2012. Because more than one motorcycle can park within a single delineated area, motorcycle areas are assessed and reported separately from General Use space types. Motorcycle areas with at least one motorcycle were counted as utilized. Generally, the number of occupied motorcycle areas has remained consistent over the last four years. It is difficult to draw conclusions about the intensity of use or trends in utilization, however, because motorcycle areas vary in size and their capacities can vary depending on how users park in the areas.

**Table 14: Utilization of Motorcycle Areas**

Sector	2011 - 2012*			2012 - 2013			2013 - 2014			2014-2015		
	Capacity (Areas)	Occupied Areas	Percent Utilization	Capacity (Areas)	Occupied Areas	Percent Utilization	Capacity (Areas)	Occupied Areas	Percent Utilization	Capacity (Areas)	Occupied Areas	Percent Utilization
A	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
B	8.0	3.5	44%	7.0	4.0	57%	6.0	4.5	75%	7.0	4.5	64%
C	23.0	13.0	57%	48.5	24.5	51%	47.0	23.0	49%	53.0	24.5	46%
D	9.0	2.5	28%	8.0	5.0	63%	7.0	3.5	50%	4.0	1.0	25%
E	3.0	0.5	17%	3.0	1.0	33%	3.0	2.0	67%	3.0	1.5	50%
F	1.0	1.0	100%	1.0	0.0	0%	1.0	0.0	0%	1.0	0.0	0%
G	5.0	2.5	50%	5.0	2.0	40%	5.0	2.0	40%	8.0	1.5	19%
H	0.0	0.0	n/a	0.0	0.0	n/a	4.0	0.0	0%	0.0	0.0	n/a
<b>Total</b>	<b>49</b>	<b>23</b>	<b>47%</b>	<b>72.5</b>	<b>36.5</b>	<b>50%</b>	<b>73</b>	<b>35</b>	<b>48%</b>	<b>76</b>	<b>33</b>	<b>43%</b>

\*Utilization survey conducted during Spring Term

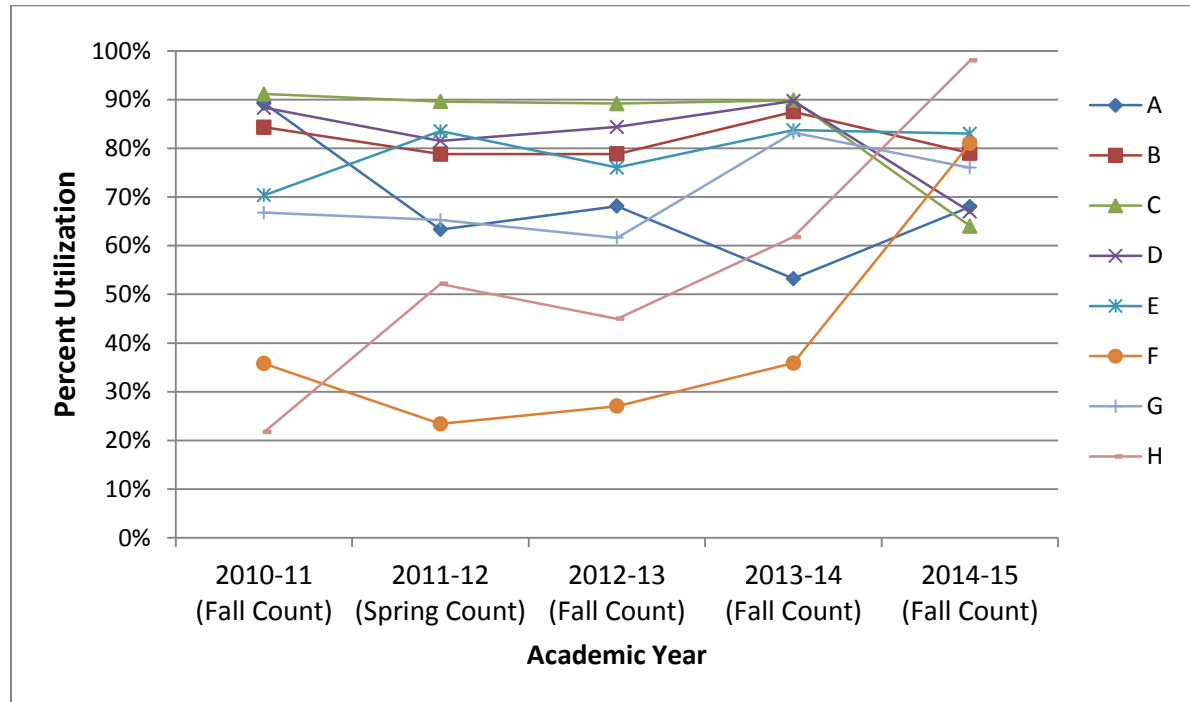
### Parking Utilization by Sector

The *OSU Campus Master Plan 2004-2015* divides main campus into nine sectors, and there are parking facilities in all sectors.<sup>2</sup> Prior to the 2014-2015 academic year, utilization rates in Sectors B, C, E and F remained fairly consistent (*Figure 4: Sector Parking Utilization – Fall 2009 to Fall 2013*). The implementation of the zonal parking system beginning this fall, however, appears to have created changes in preferred parking locations, which can be seen in sector utilization rates. Utilization rates in Sectors B and E have remained consistent over the past five years. Sectors C and D experienced noticeable declines in utilization rates, but Sectors F and H had significant utilization increases. Sectors A and G have not remained consistent over the years, but they also have not seen great increases or decreases over the years; rather these sectors have seen modest fluctuations from year to year.

<sup>2</sup> For more information, please refer to Chapter 4 - Campus Development of the *OSU Campus Master Plan (2004-2015)*.

Attachment C: Sector Utilization Map illustrates both individual parking lot utilizations and the sector utilization. On a sector by sector basis, Sectors E and H had the highest utilization, while Sectors C and D had the lowest utilization.

Figure 4: Sector Parking Utilization – Fall 2009 to Fall 2013



**Parking Structure Utilization**

Since academic year 2011-2012, OSU has collected parking utilization data for the parking structure by floor, with the parking on ramps between floors being included with the lower floor’s counts (Table 15: Parking Garage General Use Spaces and Motorcycle Areas by Floor). The five-story structure is located in the northwest corner of Sector G in close proximity to the OSU Beaver Store, Reser Stadium, Gill Coliseum, Dixon Recreation Center, CH2M Hill Alumni Center, and the LaSells Stewart Center. The parking garage primarily provides Commuter parking, but there are also ADA, Carpool, Metered, Reserved, and Residence Hall parking spaces within the facility. The parking garage provides daily parking for students, employees, OSU Beaver Store patrons, event parking, and resident parking.

Table 15: Parking Garage General Use Spaces and Motorcycle Areas by Floor

Number	Floor	General Use											Short Term	Total	Motorcycle (areas)	
		Commuter	ADA	Van	Wheelchair	Reserved	Visitor	Metered	Free	OAAEO	Carpool	EV				
	First	93	16	5	0	1	0	0	0	0	0	1	6	0	122	2
	Second	231	0	0	0	0	0	0	0	0	0	0	0	0	231	2
0205	Third	114	0	0	0	8	0	110	0	0	0	0	0	0	232	1
	Fourth	221	0	0	0	0	0	0	0	0	0	0	0	0	221	1
	Fifth*	0	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a
	<b>Total</b>	<b>659</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>806</b>	<b>6</b>	

\* For the 2014-2015 academic year, the fifth floor of the Parking Garage has been designated as OSU Residence Hall Parking, which is not a General Use space type, removing this area from the General Use reporting. Refer to Table 3 for the number of Residence Hall spaces in the parking garage.

Parking garage utilization rate declined from an eighty percent (80%) utilization rate for the 2013-2014 academic year to a seventy-four percent (74%) utilization rate for the 2014-2015 academic year. Previously, between the 2012-2013 academic year and the 2013-2014 academic year, the garage utilization rate jumped from fifty-two percent to eighty percent (52% - 80%).

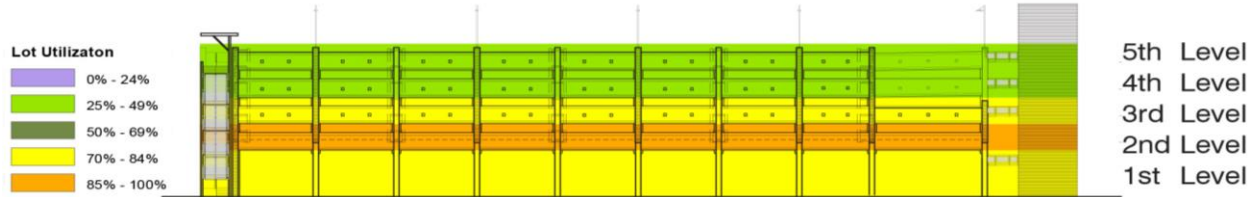
A review of General Use parking utilization by parking garage floor provides a more nuanced picture of utilization changes (*Table 15: Parking Garage General Use Spaces and Motorcycle Areas by Floor; Table 16: Parking Garage Utilization of General Use Vehicle Spaces by Floor; Figure 5: Utilization of Parking Garage by Floor – Fall 2014*). On the first floor of the parking garage, all but one of the Commuter parking spaces were utilized, but the ADA parking was not heavily utilized at the time of the survey. Because all ADA parking provided by the parking structure is located on the first floor of the parking garage, there is a high percentage of ADA spaces on the first floor relative to Commuter spaces. ADA spaces, by design, typically have a lower utilization rate than other space types because they are intended to provide available parking to those needing accessibility accommodations. When the utilization rate for the floor is calculated, a lower utilization rate for the ADA spaces creates the appearance that the first floor is less utilized or less desirable to users than it had been in the past, but in reality, there remains high demand for general Commuter spaces on this floor. The utilization rate on the second floor has remained fairly consistent over the last four years, varying between ninety-six percent (96%) and one hundred percent (100%) utilized. On the third floor, the utilization rate was down from ninety percent (90%) last year to seventy-eight percent (78%) utilized this year. The utilization rate for the fourth floor dropped from seventy-eight percent (78%) to forty-two percent (42%), but it remained significantly higher than the utilization rates for the 2012-2013 and 2011-2012 academic years, which were eight percent (8%) and sixteen percent (16%) respectively. Finally, the fifth floor was not included in the OSU General Use parking utilization calculation because the entire floor was converted to Residence Hall parking with the implementation of the zonal parking system this academic year.

**Table 16: Parking Garage Utilization of General Use Vehicle Spaces by Floor**

Number Floor	General Use Spaces	Occupied Spaces												Percent Utilization	
		Commuter	ADA	Van	Wheelchair	Reserved	Visitor	Metered	Free	OAAEO	Carpool	EV	Short Term		Total
First	122.0	92.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	79%
Second	231.0	226.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	226.0	98%
0205 Third	232.0	81.5	0.0	0.0	0.0	6.0	0.0	94.5	0.0	0.0	0.0	0.0	0.0	182.0	78%
Fourth	221.0	92.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.0	42%
Fifth*	0.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total</b>	<b>806.0</b>	<b>491.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>	<b>94.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>596.0</b>	<b>74%</b>

\* For the 2014-2015 academic year, the fifth floor of the Parking Garage has been designated as OSU Residence Hall Parking, which is not a General Use space type, removing this area from the General Use reporting.

Residence Hall parking is not a parking space type that is included in the OSU General Use category because it does not provide daily parking to students, staff, and visitors commuting daily to campus. Because Residence Hall parking is an important part of parking management, however, it was tracked separately, and the 5<sup>th</sup> floor of the parking garage had a utilization rate of forty-nine percent (49%). This is a higher rate than previous years, but year-to-year comparisons may be misleading since the fifth floor previously provided OSU General Use parking.

**Figure 5: Utilization of Parking Garage by Floor – Fall 2014**

## Future Management of Parking Facilities

OSU continues to focus on efficiently managing its parking system while simultaneously working to encourage the use of transportation modes other than the single occupancy vehicle. These efforts must be pursued concurrently and in partnership with OSU neighbors and city and regional transportation management efforts to reduce congestion and demand on parking and transportation facilities on and around campus, to reduce greenhouse gas emissions, and to efficiently and effectively use limited state and local funding.

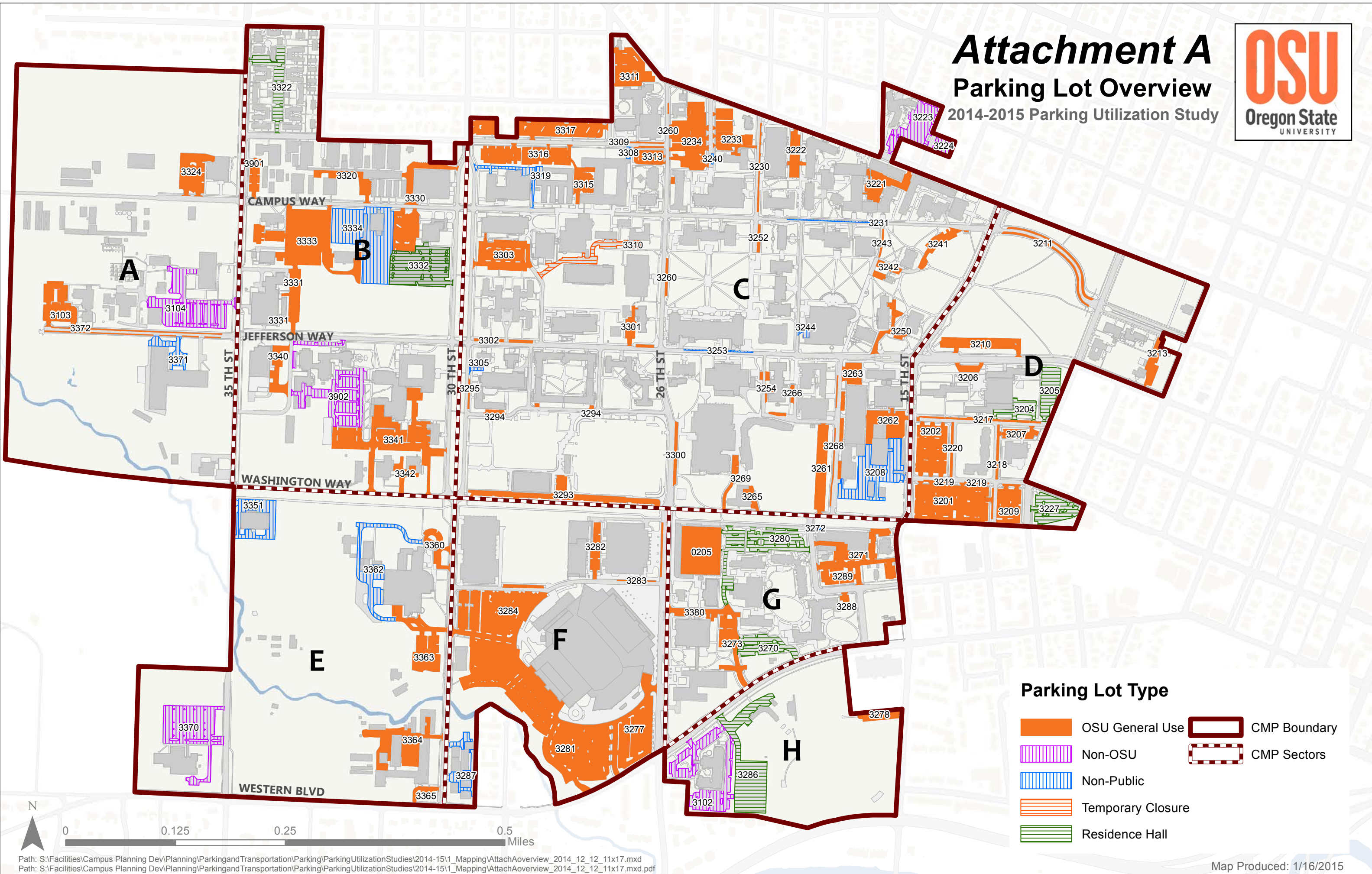
The 2014-2015 academic year is the first year in which OSU has implemented a zonal parking system. The zonal parking system is intended to better utilize existing campus parking facilities, help reduce campus-related parking impacts in surrounding neighborhoods, and reduce vehicle congestion and emissions in and around campus by increasing the probability that users will quickly find available parking in their desired location.

Since implementing the zonal parking system, OSU Parking Services continues to refine the management of the zonal parking system. Parking Services regularly monitors utilization rates and permit sales to inform appropriate management adjustments to the system. As a new system to which both users and management are adjusting, the zonal parking system is likely to require refinements in the coming years. Additionally, the development and implementation of the zonal parking system was planned to occur concurrently and in partnership with the roll-out of new neighborhood parking districts to be managed by the City of Corvallis. City-managed, neighborhood parking districts, however, failed to gain approval in a city referendum this November. This is an additional development that will likely drive refinements to the zonal parking system.

# Attachment A

## Parking Lot Overview

2014-2015 Parking Utilization Study



### Parking Lot Type

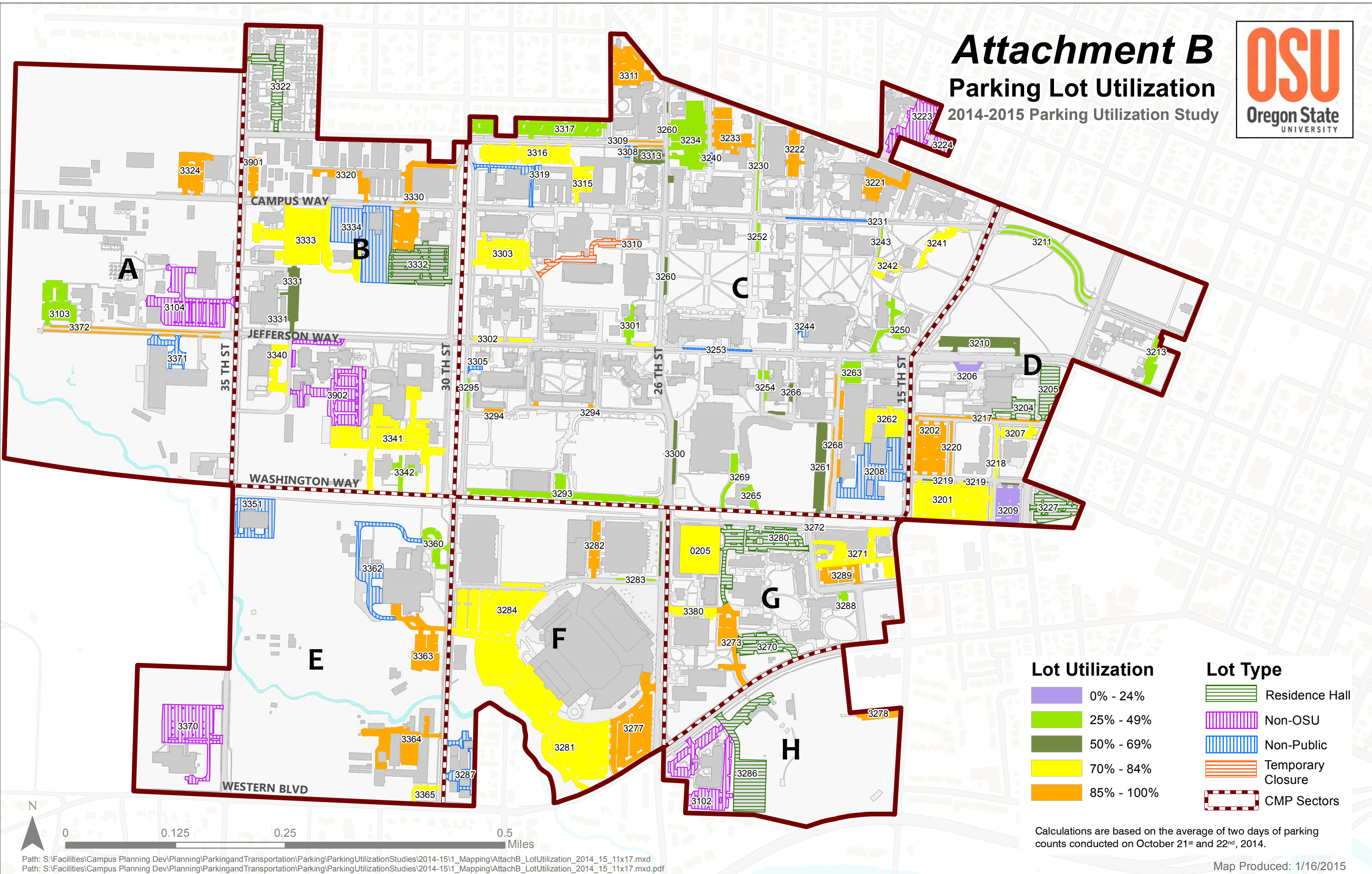
- OSU General Use
- Non-OSU
- Non-Public
- Temporary Closure
- Residence Hall
- CMP Boundary
- CMP Sectors



# Attachment B

## Parking Lot Utilization

2014-2015 Parking Utilization Study



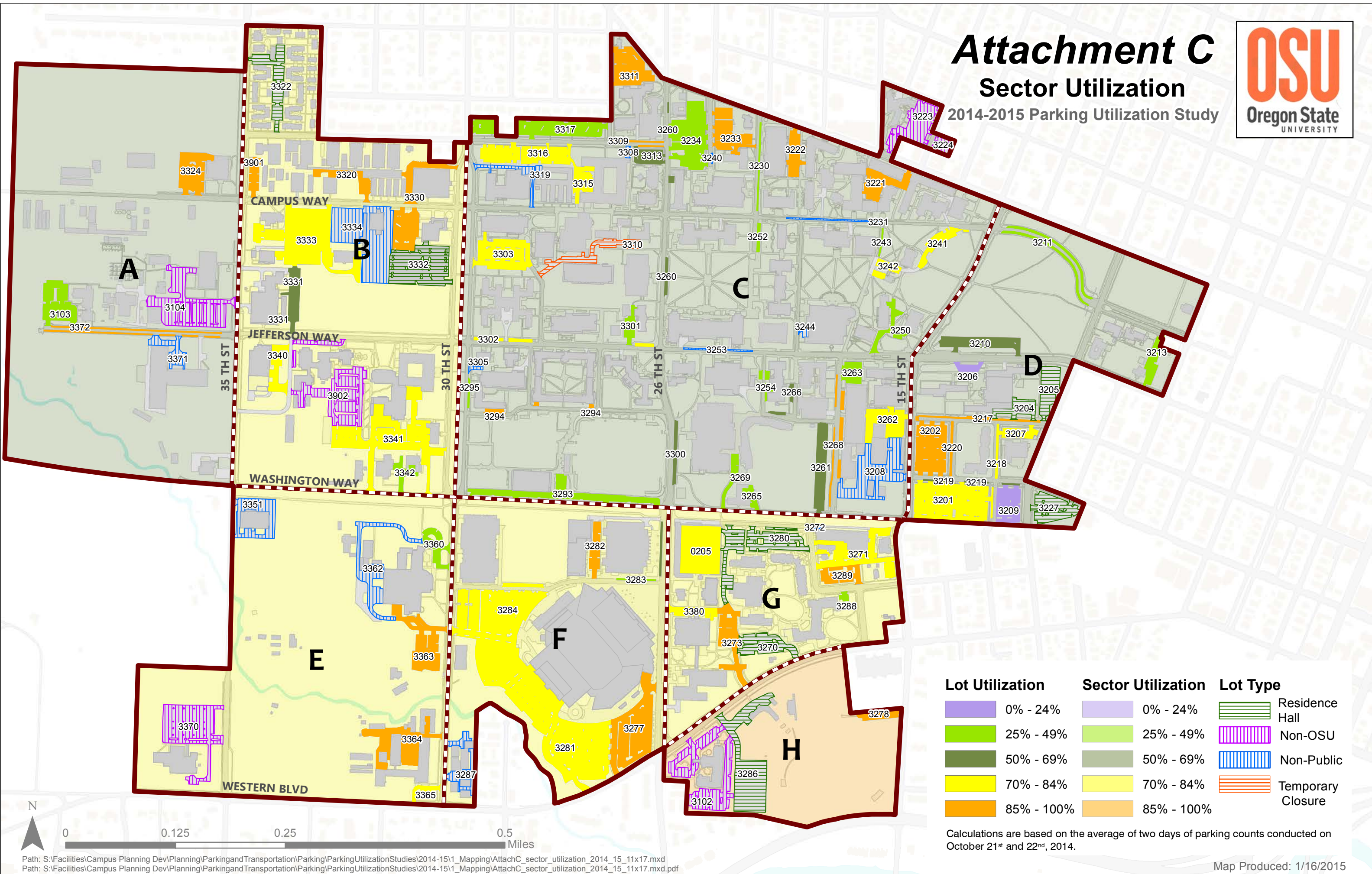
Lot Utilization		Lot Type	
	0% - 24%		Residence Hall
	25% - 49%		Non-OSU
	50% - 69%		Non-Public
	70% - 84%		Temporary Closure
	85% - 100%		CMP Sectors

Calculations are based on the average of two days of parking counts conducted on October 21<sup>st</sup> and 22<sup>nd</sup>, 2014.

# Attachment C

## Sector Utilization

2014-2015 Parking Utilization Study



Lot Utilization		Sector Utilization		Lot Type	
	0% - 24%		0% - 24%		Residence Hall
	25% - 49%		25% - 49%		Non-OSU
	50% - 69%		50% - 69%		Non-Public
	70% - 84%		70% - 84%		Temporary Closure
	85% - 100%		85% - 100%		

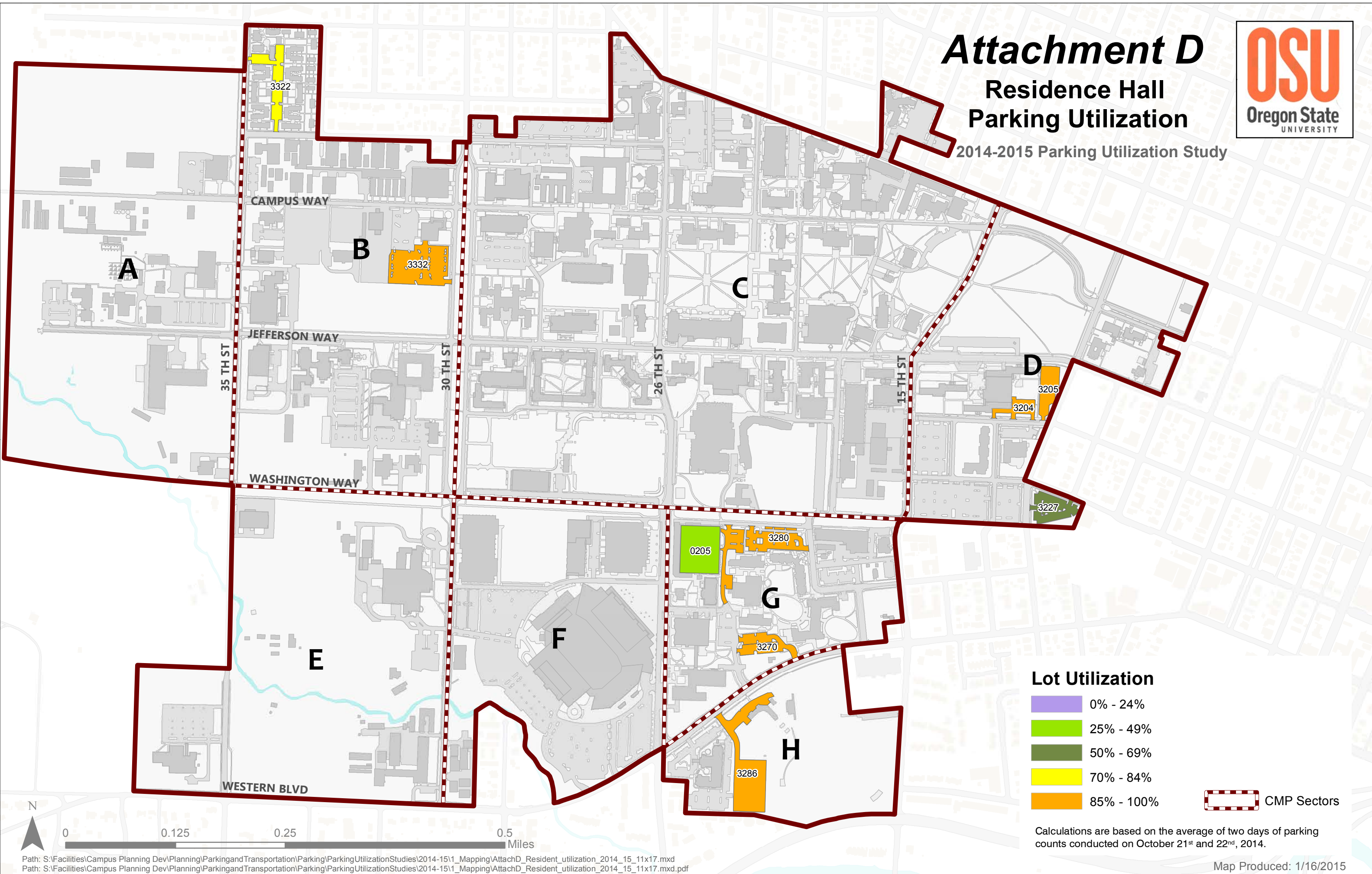
Calculations are based on the average of two days of parking counts conducted on October 21<sup>st</sup> and 22<sup>nd</sup>, 2014.



# Attachment D

## Residence Hall Parking Utilization

2014-2015 Parking Utilization Study



### Lot Utilization

- 0% - 24%
- 25% - 49%
- 50% - 69%
- 70% - 84%
- 85% - 100%

CMP Sectors

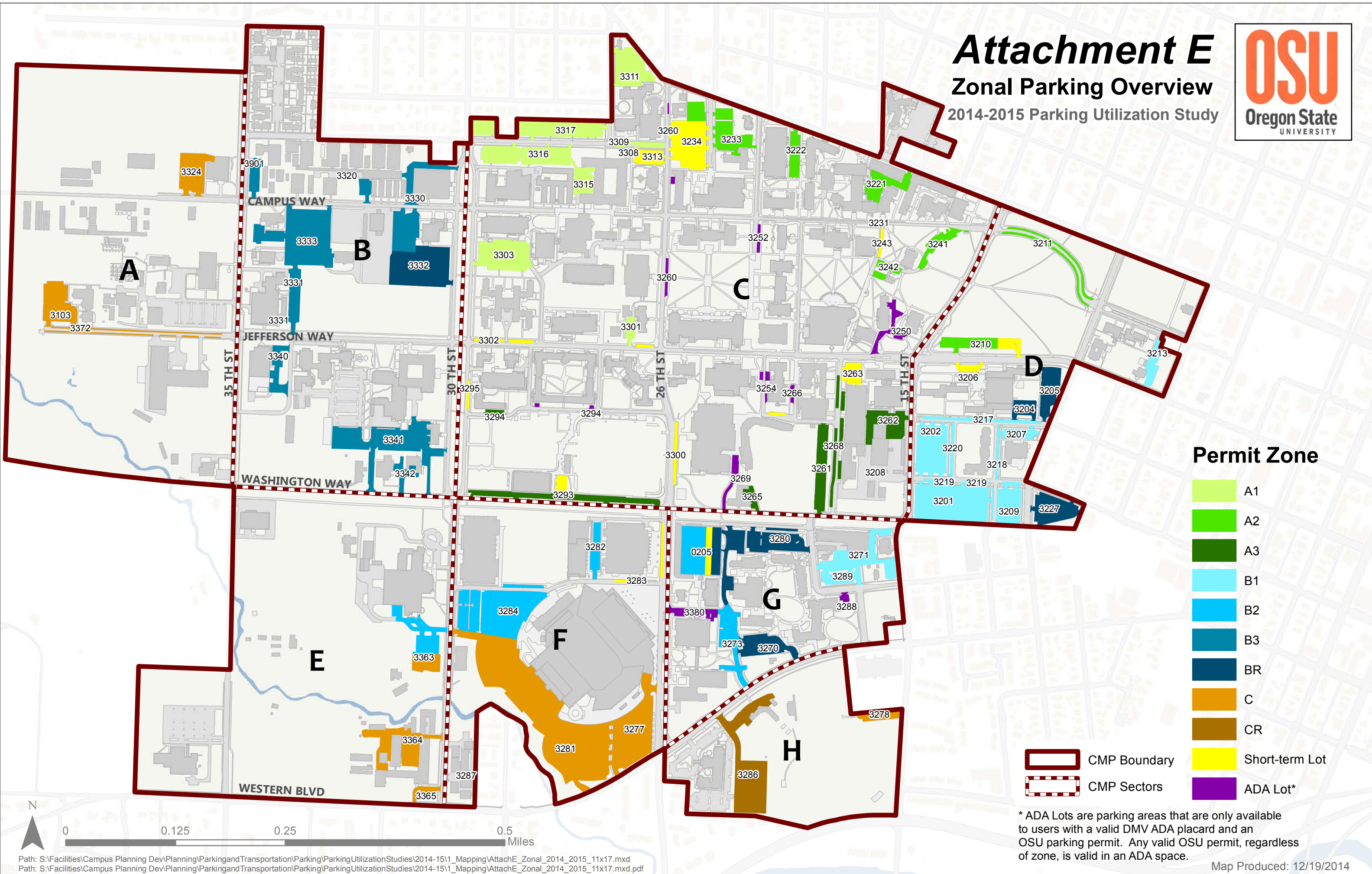
Calculations are based on the average of two days of parking counts conducted on October 21<sup>st</sup> and 22<sup>nd</sup>, 2014.

Map Produced: 1/16/2015

# Attachment E

## Zonal Parking Overview

2014-2015 Parking Utilization Study



### Permit Zone

- A1
- A2
- A3
- B1
- B2
- B3
- BR
- C
- CR
- Short-term Lot
- ADA Lot\*

- CMP Boundary
- CMP Sectors

\* ADA Lots are parking areas that are only available to users with a valid DMV ADA placard and an OSU parking permit. Any valid OSU permit, regardless of zone, is valid in an ADA space.

