



OSU PARKING UTILIZATION STUDY 2015-2016

FALL TERM

CAPITAL PLANNING & DEVELOPMENT
UNIVERSITY LAND USE PLANNING
FEBRUARY 10, 2016

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Additional Information/Contacts

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Executive Summary

- OSU's campus-wide parking utilization rate for OSU General Use spaces for Fall Term 2015 was seventy-four percent (74%) 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 2015 was seventy-five percent (75%) during the peak hours between 10 am and 2pm.
- Utilization of OSU General Use (Commuter) parking lots varied from ten to 100 percent (10% - 100%).
- Campus Sector E had the highest utilization with a ninety-one percent (91%) utilization rate. Sectors A, B, D, and F all had utilization rates above seventy-five percent (75%). Sectors G and H had the lowest utilization rates, sixty-five percent (65%) and thirteen percent (13%) respectively. Sector H experienced a noticeable decline in utilization rate since the previous academic year, which was likely due to the change in the designation of the Sports Complex West Lot (3286) from a Residence Hall lot (CR zone) to an OSU General Use lot (C zone).
- Parking garage utilization rate declined from a seventy-four percent (74%) utilization rate for the 2014-2015 academic year to a fifty-nine percent (59%) utilization rate for the 2015-2016 academic year.
- Fifty-five percent (55%) of motorcycle areas were utilized during Fall Term 2015.
- The number of OSU General Use spaces increased by ten spaces from 5,759 to 5,769 between academic years 2014-2015 and 2015-2016. The number of Residence Hall spaces decreased by 88 spaces from 1,081 to 993 spaces.
- Two new parking facilities were under construction at the time the survey was conducted, but because they were not yet being utilized, they were not included in the survey data for this report. Combined, the new lots provide 188 new parking spaces.
- Student enrollment increased less than one percent ($\leq 1\%$) between Fall Term 2014 and Fall Term 2015. Since 2011, student enrollment has increased annually between less than one percent and four percent ($<1\%$ -4%), with a total increase of ten percent (10%) over five years. Enrollment increases have slowed over the last two years to one percent or less ($\leq 1\%$).
- Between Fall Term 2014 and Fall Term 2015, the number of employees on campus increased by two percent (2%). The number of employees has increased by ten percent (10%) over the last five years. Consequently, the total population (students and employees) on OSU main campus has increased from 27,847 in Fall Term 2011 to 30,506 in Fall Term 2015.
- 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 20th, 2015. 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 20th, 2015, 6,761 Commuter permits were sold compared to 6,718 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 2015-2016 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 2015-2016* fulfills these monitoring requirements for the 2015-2016 academic year. Additional monitoring efforts are undertaken regularly by OSU's Transportation Services department to further inform OSU's parking management efforts and are not captured in this OSU Parking Utilization Study.

Methodology

Methodology Changes Triggered by the Zonal Parking System

The methodology used for the *OSU Parking Utilization Study 2015-2016* uses the same methodology that was used for the 2014-2015 study. Since OSU began conducting parking utilization studies in 2007, the survey methodology has been modified on two occasions to ensure that the survey data accurately reflects parking utilization on campus and to ensure that the data collected can be used to inform OSU's parking management strategy.

Beginning with the 2014-2015 study, there was a slight change in methodology due to the implementation of the zonal parking system in the fall of 2014, which required OSU to modify the methodology used in previous parking utilization surveys. This report provides an overview of the 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. Prior to the implementation of the zonal parking system, 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 in the fall of 2014, Transportation 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 Transportation Services does not manage this lot or sell

permits for it, it is not identified by Transportation 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 Transportation 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, Transportation 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 2015-2016 academic year, the utilization count occurred on Tuesday, October 20th and Wednesday, October 21st. 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 are 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, OEI/OAAEO (Office of Equity and Inclusion, formerly Office of Affirmative Action and Equal Opportunity) reserved spaces, Reserved, Short Term, Visitor, and Motorcycle.

Table 1: OSU Parking Categories

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

* 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: Car Share, Construction, Dedicated, Government, Loading Zone, Residence Hall, and Service.

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 was first used in the 2014-2015 academic year and was implemented as part of the zonal parking system. Residence Hall lots provide permitted Residence Hall parking exclusively to student residents living on campus (*Table 2: Residence Hall Zone Lots*). Prior to the 2014-2015 academic year, 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 the 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. As part of the methodology and parking management changes implemented in the 2014-2015 academic year, the lot type for the Orchard Court Lot (3322) was updated to Residence Hall, and the Madison Avenue Co-Op Lot (3213) was converted to OSU General Use lot (Commuter zone lot). 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 parking exclusively to residents of OSU student housing facilities and dorms. Residence Hall lots are not available to Commuter zone permit holders.

Table 2: Lots with Residence Hall Parking

<i>Number</i>	<i>Description</i>	<i>Sector</i>	<i>Resident Spaces**</i>
3322	ORCHARD CT LOT*	B	88
3333	NATIONAL FORAGE SEED CENTER EAST LOT	B	213
3205	ADAMS AVE NORTHEAST LOT	D	76
3209	WASHINGTON AVE SOUTHEAST LOT	D	102
3218	S 13TH ST	D	4
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	90
3280	MAY WAY LOT	G	115
0205_PFL4	PARKING GARAGE (4TH FLOOR)	G	80
0205_PFL5	PARKING GARAGE	G	178
3278	SPORTS COMPLEX EAST LOT	H	47
Total			993

*In studies prior to 2014-2015, 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.

**Residence Hall lots primarily have Resident parking spaces, but some lots include other space types as well as Residential Spaces. This total includes only Resident parking spaces.

In this academic year (2015-2016), Transportation Services provided nearly the same number of overall Residence Hall spaces (993), but changed which lots provide Residence Hall parking (see *Attachment E – Zonal Parking Overview*). The Orchard Court Lot (3322), Adams Avenue Northeast Lot (3205), Washington Avenue and 11th Southeast Lot (3227), Parking Garage 5th Floor (0205_PFL5), and May Way Lot (3280) continued to provide Residence Hall parking for a second year. The National Forage Seed Center East Lot (3333), S. 13th St. (3218), Washington Avenue Southeast Lot (3209), Parking Garage 4th Floor (0205_PFL4), and Sports Complex East Lot (3278) previously provided Commuter parking but were converted entirely or partially to Residence Hall parking. The Crop Science Building West Lot (3332),

Adams Avenue North Lot (3204), Bloss Hall South Lot (3270), and Sports Complex West Lot (3286) provided Residence Hall parking last year but were converted to Commuter parking this year.

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.

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. Prior to the 2014-2015 academic year and implementation of the zonal parking system, 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 years prior to the 2014-2015 academic year, most student residents were captured in the overall parking utilization calculation. For this reason, since the 2014-2015 academic year, OSU has reported a separate utilization rate that includes both OSU General Use spaces and Residence Hall spaces in addition to the overall OSU General Use utilization rate.

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

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 2014-2015 study (*Table 4: new General Use Parking Areas*). The Student Experience Center East Lot (3245) was constructed as part of the new Student Experience Center facility and provides accessible parking and one accessible, electric vehicle charging space. In addition to this new facility, 24 temporary parking spaces were added to the Oldfield Animal Teaching Facility West Lot (3324) in November 2014 and removed in December of 2015. These spaces were not included in this study due to their temporary status. Two additional new parking facilities that provide a combined 188 new parking spaces were under construction at the time of the 2015-2016 survey. Because these facilities were not yet complete, they were not included in this study. The LaSells Stewart Center East Lot (3259) opened for parking in December 2015 and the Energy Center South Lot (3339) opened in January 2016.

Decommissioned Parking Facilities

No parking facilities were removed from the parking inventory for the 2015-2016 academic year.

Table 3: Lots with Metered and Short-Term Spaces

<i>Number</i>	<i>Description</i>	<i>Sector</i>	<i>Spaces</i>
3332	CROP SCIENCE BUILDING WEST LOT	B	1
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
3266	WALDO HALL EAST LOT	C	4
3268	S BENTON PL	C	6
3269	DIXON RECREATION CENTER EAST LOT	C	2
3293	STUDENT LEGACY PARK SOUTH LOT	C	14
3295	S 30TH ST METER	C	4
3300	S 26TH ST	C	45
3302	W JEFFERSON WAY	C	31
3303	SACKETT HALL NORTH LOT	C	1
3313	BATES HALL NORTH LOT	C	18
3315	CORDLEY HALL WEST LOT	C	1
3206	M McNARY HALL NORTH METER LOT	D	8
3210	JEFFERSON WAY AND 14TH ST LOT	D	24
3213	MADISON AVE CO-OP LOT	D	20
3218	S 13TH ST	D	8
3219	WASHINGTON AVE	D	3
3277	LASELLS STEWART CENTER WEST LOT	F	27
3283	RALPH MILLER LN	F	5
3270	BLOSS HALL SOUTH LOT	G	4
3271	CASCADE HALL SOUTH LOT	G	3
0205_PFL3	PARKING GARAGE (3RD FLOOR)	G	110
Total			377

Table 4: New General Use Parking Areas

<i>Number</i>	<i>Description</i>	<i>Sector</i>	<i>Spaces</i>
3245	STUDENT EXPERIENCE CENTER EAST LOT	C	3
Total			3

Campus Population

Student Enrollment

Student enrollment increased less than one percent (<1%) between Fall Term 2014 and Fall Term 2015. Since the 2011-2012 academic year, student enrollment on OSU's main campus has increased annually between one and four percent (1% - 4%) for the Fall Term, with a total increase of ten percent (10%) over five years. Enrollment increases over the last two years slowed to one percent or less annually ($\leq 1\%$). Refer to *Table 5: 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 5: Student Enrollment Trends

Academic Year	Fall Term			
	October Enrollment	Extended Campus Enrollment*	Main Campus Enrollment**	Percent Change of Main Campus Enrollment***
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%
2015-2016	29,576	5,110	24,466	0%

* Extended Campus Enrollment represents all students enrolled exclusively in Ecampus-offered courses; these students 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 2015

OSU Employment

To support OSU's enrollment increases over the past five years, employment on campus also has increased. Between Fall Term 2014 and Fall Term 2015, the number of employees on campus increased by two percent (2%). Since 2011, the number of OSU employees has increased by ten percent (10%), including faculty and unclassified, classified and temporary staff (*Table 6: Employment Trends*). Faculty and unclassified staff comprise seventy-one percent (71%) of the employees on campus. Classified staff represents approximately twenty-five percent (25%), and temporary employees represent three percent (3%). Graduate assistants and student employees are not included as staff as they are captured within the student enrollment data.

Table 6: Employment Trends

Academic Year	Faculty	Classified	Temp	Total	Percent Change*
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%
2015-2016	4,318	1,516	206	6,040	2%

* 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, October 2015

Overall Campus Population

The overall campus population includes both student and employee populations and represents the majority of parking facility users. In the last year, the overall campus population has risen one percent (1%). Over the past five years, the overall population on campus has risen by ten percent (10%). As *Table 7: Campus Population* illustrates, the total population on OSU main campus has increased from nearly 28,000 in Fall Term 2011 to approximately 30,500 in Fall Term 2015.

Parking Permit System

Overview

The 2015-2016 academic year is the second year OSU has had a zonal parking system on campus. 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*). Orchard Court residents are provided with a permit specific to the Orchard Court Lot (3322) issued by University Housing and Dining Services. 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 Transportation 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 the Transportation Services Parking Office, 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, carpools, infrequent drivers, 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. On a limited basis, campus departments also can purchase reserved or dedicated spaces on an annual basis.

Table 7: Campus Population

Academic Year	Fall Term - October			
	Main Campus Enrollment*	Employment	Total Population	Percent Change**
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%
2015-2016	24,466	6,040	30,506	1%

* Main Campus Enrollment is the total student enrollment minus Extended Campus only enrollment.

** 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 2015; Monthly Employment Report, October 2015

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 five 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 20th, 2015 (Table 8: Permit Sales – Fall Term; Figure 1: OSU Population with Parking Permits – Fall 2011 to Fall 2015).

Table 8: Permit Sales - Fall Term

Academic Year	Total Permits Sold*	Total Campus Population [^]	Percent with Permit	Percent Change**
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%
2015-2016	6,761	30,506	22%	1%

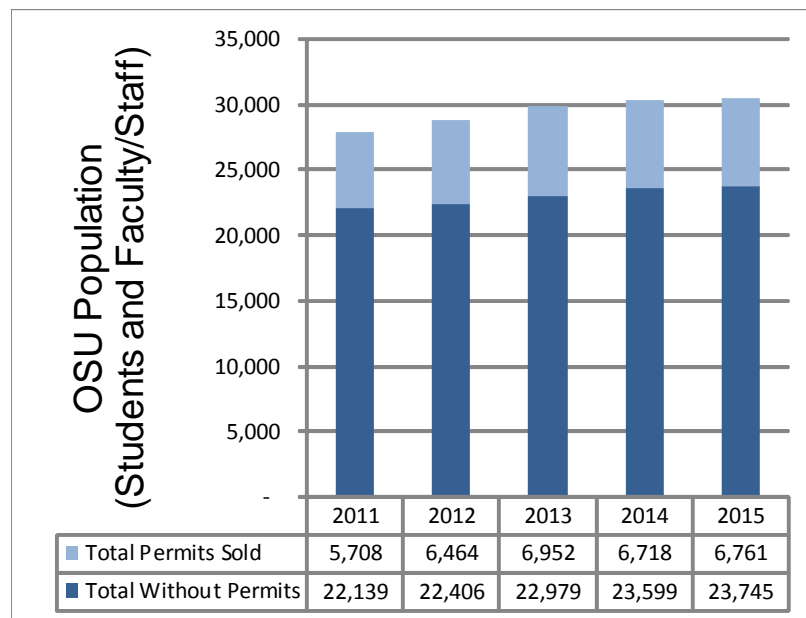
*Total Permits Sold for academic years prior to 2014-2015 is the sum of annual and term permits sold, minus any permits returned as of the utilization count. For academic years 2014-2015 and later, this value is the sum of annual and monthly permits sold for all zones, minus any permits returned as of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

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

[^]Total Campus Population as calculated in Table 7

Prior to the 2014-2015 academic year, OSU sold and tracked permit sales by user type: Faculty/Staff or Student/Visitor. With the implementation of a zonal parking system in Fall Term 2014, Transportation Services no longer sold permits by user group. Permits were sold and priced by parking zone rather than user group. For this reason, the parking utilization survey compares annual permit sales for the total campus population, combining Faculty/Staff permit sales with Student/Visitor permit sales for academic years prior to 2014-2015. As of the parking utilization survey date, October 20th, 2015, 6,761 permits were sold, a slight increase from the 6,718 permits sold for the same period in the previous academic year 2014-2015. Over the past five years, however, permit sales have increased eighteen percent (18%) from 5,708 permits sold to 6,761 permits sold.

Figure 1: OSU Population with Parking Permits – Fall 2011 to Fall 2015



Parking Capacity

Methodology Refinement

Since OSU began conducting annual parking utilization surveys, the methodology used to collect and report parking data has been refined on two occasions. These methodology changes were implemented to gather and report data in a manner that will more accurately reflect the experience of commuters parking on campus daily and will better inform parking management decisions. While changes to the methodology allowed for a better annual snapshot of parking on campus, some year-to-year comparisons are more difficult as a result of these changes.

In the 2011-2012 academic year, changes in the methodology created the ability to analyze parking utilization by space types. This added detail to the analysis that had been more generalized previously and allowed the survey to better reflect the experience of commuters using parking facilities on campus. Since 2011-2012, data has been collected on all parking space types in all active parking facilities on campus. Parking utilization calculations and reporting, however, have included 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. Studies conducted prior to academic year 2011-2012 included University Support parking spaces. Spaces in Non-Public lots and city-managed parking along city-owned streets within the campus boundary also were included. Although the 2011-2012 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 prior to the 2011-2012. A more detailed discussion of this methodology refinement can be found in reports from previous years. The 2015-2016 study is the fifth report using this methodology.

OSU's shift to the zonal parking system in the last academic year (2014-2015) further complicated 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 Residence Hall spaces are not available to students, faculty, staff, and visitors commuting to and parking on campus daily, they are not classified as an OSU General Use space type and are not included in the overall parking utilization calculation. Resident parking, however, remains an important component of OSU's parking management strategy, so the 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 (Tables 9a: *Parking Capacity for OSU General Use Lots*, 11a,b: *OSU Parking Utilization*).

Parking Capacity

When calculated separately, OSU General Use parking capacity on campus remained nearly identical to last year, increasing by ten (10) spaces or about two-tenths of a percent (0.2%). When the change in parking capacity is calculated including Residence Hall spaces, parking capacity decreased about one percent (1%) from the previous year from 6,840 spaces to 6,762 spaces (Table 9a: *Parking Capacity for OSU General Use Lots*). No major parking facilities were constructed or permanently decommissioned at the time of this year's survey. Two new parking facilities were under construction at the time of the

survey but were not included in the survey because they were not yet available for parking. The LaSells Stewart Center East Lot (3259) and the Energy Center South Lot (3339) opened in December 2015 and January 2016, respectively, and provide a combined 188 new parking spaces.

Table 9a: Parking Capacity for OSU General Use Lots

Academic Year	Commuter		ADA			Other*	Total General Use Spaces	New Residence Hall Spaces	Existing Residence Hall Spaces**	Total General Use & Residence Hall Spaces
	Staff	Student	ADA	Van	Wheelchair					
2011 - 2012^^	4,277	1,837	218	80	1	821	7,234	n/a	n/a	n/a
2012 - 2013	4,268	1,825	211	76	6	934	7,320	n/a	n/a	n/a
2013 - 2014	3,961	1,975	222	74	7	752	6,991	n/a	n/a	n/a
2014 - 2015^^^	4,783 †		201	73	8	694	5,759	993	88	6,840
2015-2016	4,853		223	71	9	613	5,769	905	88	6,762

* See Table 9b for a breakdown of space types in this category. Prior to the 2011-2012 count, this category included "university support" spaces, which are not open to the general public.

**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.

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

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

† 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 9b: Parking Capacity for OSU General Use Lots: Other Category

Academic Year	Reserved	Visitor	Metered	Free	OAAEO'	Carpool "	EV'	Short Term "	Total Other Spaces
2011 - 2012	118	35	190	478	n/a	n/a	n/a	n/a	821
2012 - 2013	123	39	191	581	n/a	n/a	n/a	n/a	934
2013 - 2014	141	51	196	364	n/a	n/a	n/a	n/a	752
2014 - 2015	123	23	238	35	16	8	25	226	694
2015 - 2016	158	2	251	27	15	10	24	126	613

' 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.

In years when no major parking facilities are added to or removed from the inventory, small annual fluctuations in the parking inventory are typical, and the changes this year are due to several common factors. Several parking facilities were partially closed due to construction. Ten or more spaces were temporarily closed due to construction in the Monroe Ave. and 16th Street Lot (3221), Park Terrace St. West Lot (3234), Madison Ave. Co-Op Lot (3213), and Bloss Hall South Lot (3270). Facilities temporarily closed due to construction will return to the parking capacity inventory when reopened.

Parking capacity can change when OSU General Use spaces are converted to University support space types. For example, when a Commuter space is converted to a Service space, the result is a loss of one space in the total OSU General Use Capacity.

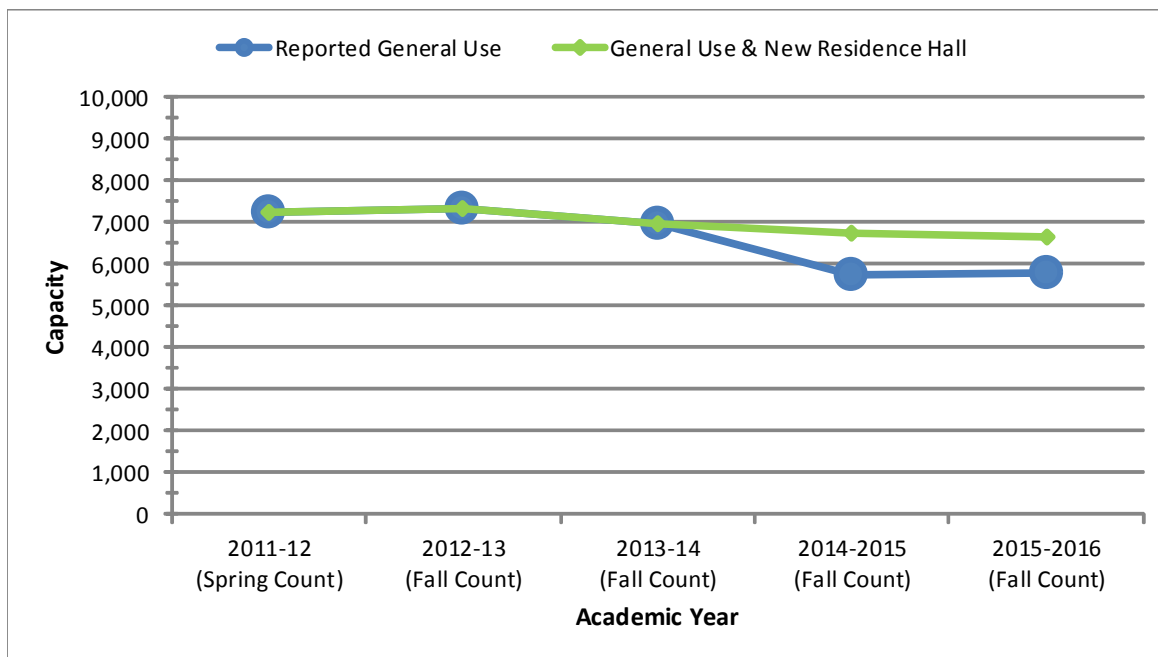
Small annual fluctuations also occur due to capacity fluctuations in gravel parking facilities. These facilities are restriped annually causing some slight changes in the parking lot configuration. Even with regular repainting, striping in gravel facilities wears quickly, and it is difficult to enforce a fixed capacity for these facilities. To some degree, it depends on how closely users park to one another in the facility.

A final cause for minor annual parking capacity fluctuations is OSU’s ongoing improvement of pedestrian facilities and accessibility infrastructure around campus. Often these improvements are intended to improve safety and access to and around OSU’s campus and parking facilities. Depending on the location, it can be necessary to remove a few individual spaces to accommodate these improvements. The conversion of regular parking spaces to ADA spaces also typically results in a net loss in total number of spaces within a lot due to the additional space required for the access aisle.

Over the last five years, parking capacity has decreased from 7,234 spaces for academic year 2011-2012 to 6,762 spaces for academic year 2015-2016, when General Use and new Residence Hall parking capacities are considered together. *Table 9a: Parking Capacity for OSU General Use Lots* provides the parking capacity per type by academic year and Residence Hall capacity for the last two years 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 561 parking spaces or an eight percent (8%) decrease in General Use and Residence Hall parking spaces since 2011.

Figure 2: OSU General Use & Residence Hall Parking Capacity – Fall 2011 to Fall 2015 illustrates the overall trend in total parking capacity over the past five years. Annual reported capacities are shown in blue and the 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 993 spaces that were converted from OSU General Use spaces to Residence Hall spaces in the 2014-2015 academic year.

Figure 2: OSU General Use & Residence Hall Parking Capacity – Fall 2011 to Fall 2015



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 10: Motorcycle Areas

Academic Year	Motorcycle Areas
2011 - 2012*	47
2012 - 2013	72.5
2013 - 2014	73
2014 - 2015	76
2015 - 2016	85

~Motorcycle areas previously not surveyed (before 2011)

*Count conducted in Spring Term

Anecdotal information indicates there has been an increase in the number of individuals using motorcycles to commute to campus, as the sale of motorcycle permits has increased in recent years. In the 2015-2016 academic year, 236 motorcycle permits were sold as of the first day of the parking utilization survey. This is up slightly from the previous academic year in which 229 permits were sold during the same period.

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 10: 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 (capacity) of OSU General Use spaces in Active, General Use parking facilities. OSU's parking utilization rate for Fall Term 2015 was seventy-four percent (74%) during the peak hours between 10 am and 2 pm (*Table 11a and 11b: OSU Parking Utilization*). This is a slight increase from the seventy-three percent (73%) utilization rate of the previous year. When Residence Hall parking capacity (993 Residence Hall spaces) and occupied Residence Hall spaces (806 Residence Hall spaces) are included in the overall parking utilization calculation, the campus-wide utilization rate is seventy-five percent (75%). The overall utilization rate of Residence Hall parking facilities when calculated separately is eighty percent (80%) (*Table 12: Residence Hall Parking Utilization*). There were 62 more occupied General Use spaces and 61.5 fewer occupied Residence Hall spaces this year than last, which is nearly an identical number of total occupied spaces on campus as last 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, but because the total number of occupied spaces was nearly identical, the small decrease in parking capacity was enough to increase the utilization rate one percentage point.

There were some fluctuations in the utilization rates of individual lots and campus sectors as changes in the management of the zonal parking system shifted parking demand in some lots and locations, but generally utilization trends were similar to the previous academic year. 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%). Parking utilization was generally higher in lots located on the north edge of campus bounded by Monroe Ave. and along the east edge of the campus core in Sector D,

where parking is relatively close to the campus core compared to other parking facilities. Utilization also was high in B and C permit zone lots along the southern edge of campus.

Table 11a: OSU Parking Utilization

Sector	2011-2012			2012-2013			2013-2014		
	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization
A	195	124	63%	207	141	68%	216	115	53%
B	884	697	79%	898	708	79%	800	700	88%
C	1,839	1,648	90%	1,853	1,652	89%	1,655	1,488	90%
D	1,268	1,034	82%	1,278	1,079	84%	1,005	902	90%
E	173	145	84%	167	127	76%	169	142	84%
F	1,353	317	23%	1,335	361	27%	1,342	482	36%
G	1,337	873	65%	1,292	796	62%	1,329	1,106	83%
H	185	97	52%	290	131	45%	475	294	62%
Total OSU General Use	7,234	4,931	68%	7,320	4,994	68%	6,991	5,226	75%

Table 11b: OSU Parking Utilization

Sector	2014-2015			2015-2016		
	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization
A	209	142.5	68%	208	164	79%
B	668	524.5	79%	655	521	80%
C	1587	1008	64%	1484	1064.5	72%
D	896	598	67%	793	680	86%
E	163	135.5	83%	152	138.0	91%
F	1206	982	81%	1274	1038.5	82%
G	984	752	76%	944.5	610	65%
H	46	45	98%	258	33.5	13%
Total OSU General Use	5,759	4,187.5	73%	5768.5	4249.5	74%
Residence Hall Spaces	1,081	867.5	80%	993	806	81%
Total OSU General Use and Residence Hall	6,840	5,055	74%	6,761.5	5,055.5	75%

Table 12: Residence Hall Parking Utilization

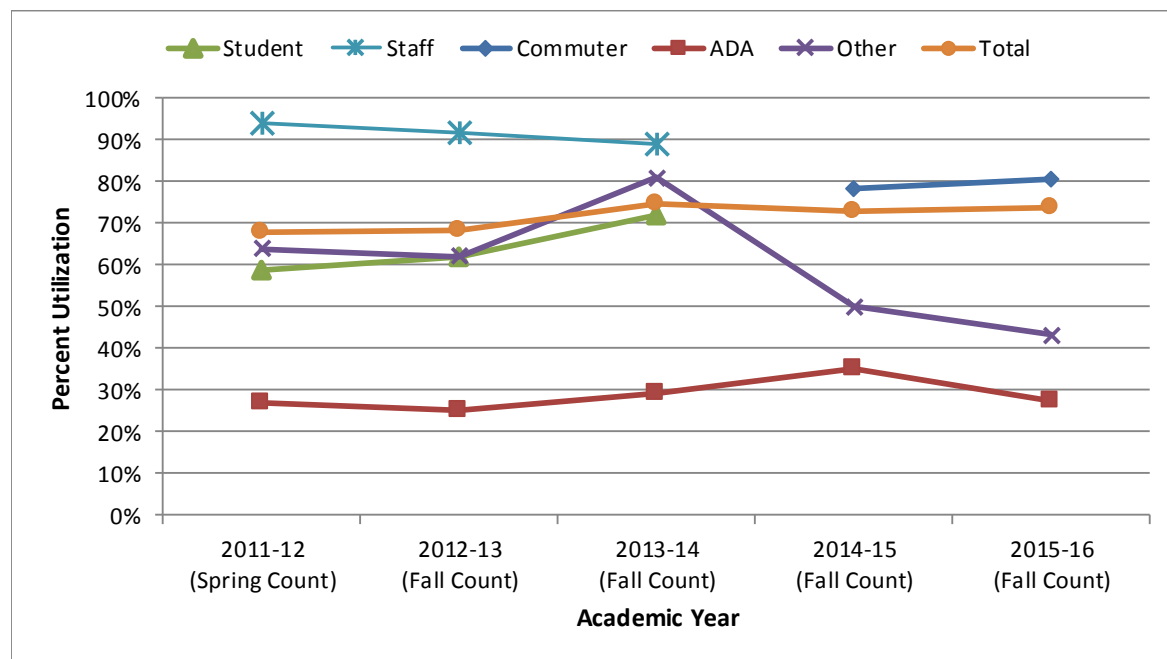
Lot Number	Lot Description	Sector	Total Resident Spaces	Occupied Spaces	Utilization
3322	ORCHARD CT. LOT	B	88	72	82%
3333	NATIONAL FORAGE SEED CENTER EAST LOT	B	213	132	62%
3205	ADAMS AVE NORTHEAST LOT	D	76	75	98%
3209	WASHINGTON AVE SOUTHEAST LOT	D	102	102	100%
3218	S 13TH ST	D	4	4	100%
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	90	89	99%
3280	MAY WAY LOT	G	115	114	99%
0205_PFL4	PARKING GARAGE (4TH FLOOR)	G	80	52	64%
0205_PFL5	PARKING GARAGE (5TH FLOOR)	G	178	158	89%
3278	SPORTS COMPLEX EAST LOT	H	47	10	21%
Total			993	806	81%

Sector Utilization rates also remained generally similar to the previous academic year. During the 2014-2015 academic year, Sector H had the highest utilization rate (98%), followed by Sector E (83%) and Sector F (81%). This study year, Sector E had the highest utilization rate (91%), followed by Sector D (86%) and Sector F (82%). Sector H had the biggest change in utilization from the previous academic year dropping from a ninety-eight percent (98%) utilization rate to a thirteen percent (13%) utilization rate (See *Figure 4: Sector Parking Utilization – Spring 2011 to Fall 2015*). This change was due in part to a change in the designation of the Sports Complex West Lot (3286) from a Residence Hall lot (CR zone) to an OSU General Use lot (C zone). Residence Hall lots are not included in the calculation of the reported utilization rate, so changing the designation of the lot added this lot to the utilization calculation for Sector H and the campus as a whole. Also, the Sports Complex West Lot (3286) average utilization rate declined from an eighty six percent (86%) utilization rate in the 2014-2015 academic year to a thirteen percent (13%) utilization rate in the 2015-2016 academic year with its change in designation.

Parking Utilization by Type

The ability to compare utilization by parking space type from year to year is somewhat limited due to the changes in parking space type that occurred as part of the 2014-2015 implementation of the zonal parking system. The zonal parking system converted spaces that had previously been identified as Staff and Student parking space types to a single Commuter parking space type. This is reflected in *Figure 3: Percent Utilization of Parking Space Type – Fall 2011 to Fall 2015*, which shows only two data points for Commuter parking beginning in the 2014-2015 academic year. 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, OEI/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 – Spring 2011 to Fall 2015



Prior to the 2014-2015 academic 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 – Spring 2011 to Fall 2015*. 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 13: 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 five 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 13a: Utilization of Motorcycle Areas

Sector	2011 - 2012*			2012 - 2013			2013 - 2014		
	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
B	8.0	3.5	44%	7.0	4.0	57%	6.0	4.5	75%
C	23.0	13.0	57%	48.5	24.5	51%	47.0	23.0	49%
D	9.0	2.5	28%	8.0	5.0	63%	7.0	3.5	50%
E	3.0	0.5	17%	3.0	1.0	33%	3.0	2.0	67%
F	1.0	1.0	100%	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%
H	0.0	0.0	n/a	0.0	0.0	n/a	4.0	0.0	0%
Total	49	23	47%	72.5	36.5	50%	73	35	48%

*Utilization survey conducted during Spring Term (for 2011 - 2012)

Table 13b: Utilization of Motorcycle Areas

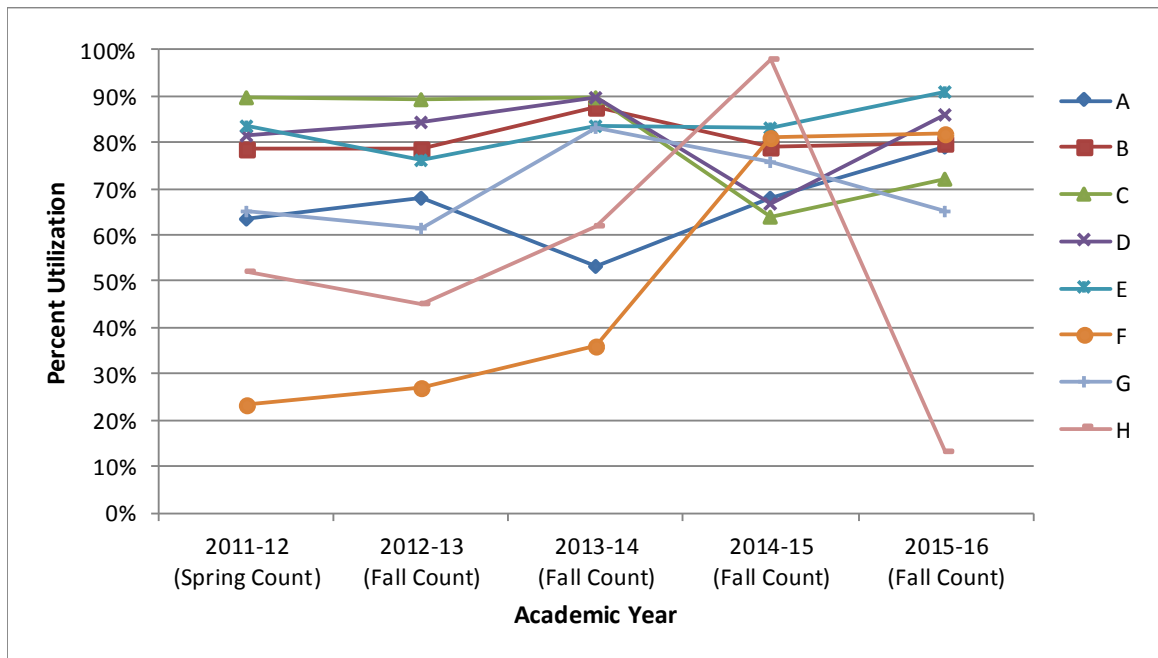
Sector	2014-2015			2015-2016		
	Capacity (Areas)	Occupied Areas	Percent Utilization	Capacity (Areas)	Occupied Areas	Percent Utilization
A	0.0	0.0	n/a	5.0	2.0	40%
B	7.0	4.5	64%	7.0	5.0	71%
C	53.0	24.5	46%	57.0	31.0	54%
D	4.0	1.0	25%	4.0	2.0	50%
E	3.0	1.5	50%	3.0	2.0	67%
F	1.0	0.0	0%	1.0	1.0	100%
G	8.0	1.5	19%	8.0	4.0	50%
H	0.0	0.0	n/a	0.0	0.0	n/a
Total	76	33	43%	85	47	55%

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.¹ Prior to the 2014-2015 academic year, Sectors B, C, D, and E consistently had utilization rates over seventy percent (70%), while Sectors F and H consistently had low utilization rates. Sectors A and G had modest fluctuations from year to year in the middle to upper utilization range. With the implementation of the zonal parking system in Fall Term 2014, parking utilization has been divided more evenly between sectors. The majority of sectors had utilization rates between seventy-two and ninety-one percent (72% -91%). Sectors G and H had declines in utilization likely due in part to the relocation of Residence Hall parking.

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

Figure 4: Sector Parking Utilization – Spring 2011 to Fall 2015



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 14: Parking Garage General Use Spaces and Motorcycle Areas by Floor*). The five-story structure is located

¹ For more information, please refer to Chapter 4 - Campus Development of the *OSU Campus Master Plan (2004-2015)*.

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. The parking garage utilization rate declined from a seventy-four percent (74%) utilization rate for the 2014-2015 academic year to a fifty-nine percent (59%) utilization rate for the 2015-2016 academic year.

Because it provides event parking, the utilization rate of the parking garage can be highly variable from day to day. An event was in progress during the second day of the survey (October 21st), creating a significant difference in utilization rates between the two survey days for the second, third, and fourth floors of the parking garage (See the “Total General Use Spaces” utilization for lot 0205 in *Attachment F – OSU Campus Parking Utilization Survey Details*).

Table 14: Parking Garage General Use Spaces and Motorcycle Areas by Floor

Number	Floor	General Use											Total	Motorcycle (areas)	
		Commuter	ADA	Van	Wheelchair	Reserved	Visitor	Metered	Free	OAAEO	Carpool	EV			Short Term
	First	96	16	5	0	0	0	0	0	0	1	6	0	124	5
	Second	232	0	0	0	0	0	0	0	0	0	0	0	232	2
0205	Third	114	0	0	0	8	0	110	0	0	0	0	0	232	0
	Fourth**	170	0	0	0	0	0	0	0	0	0	0	0	170	0
	Fifth*	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a
	Total	612	16	5	0	8	0	110	0	0	1	6	0	758	7

* For the 2015-2016 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 12 for the number of Residence Hall spaces in the parking garage.

** For the 2015-2016 academic year, a portion of the fourth 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 12 for the number of Residence Hall spaces in the parking garage.

Additionally, a review of General Use parking utilization by parking garage floor provides a more nuanced picture of utilization changes (*Table 14: Parking Garage General Use Spaces and Motorcycle Areas by Floor; Table 15: Parking Garage Utilization of General Use Vehicle Spaces by Floor; Figure 5: Utilization of Parking Garage by Floor – Fall 2015*). 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 was down a little from the previous year, but overall has remained fairly consistent over the last five years, varying between eighty-six percent (86%) and one hundred percent (100%) utilized. On the third floor, the utilization rate was down from seventy-eight percent (78%) last year to thirty-six percent (36%) utilized this year. The utilization rate for the fourth floor dropped from forty-two percent (42%) to thirty-eight percent (38%). This change in the 4th floor utilization rate was in part

due to the conversion of eighty (80) Commuter spaces to Residence Hall parking spaces in Fall Term 2015. Finally, the fifth floor was not included in the OSU General Use parking utilization calculation because the entire floor provides Residence Hall parking, which is not a General Use parking type. .

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 for the 4th and 5th floor of the parking garage. The 4th floor had a utilization rate of forty-seven percent (47%), when Residence Hall parking spaces were included, and the 5th floor of the parking garage had a utilization rate of eighty-nine percent (89%), when Residence Hall parking spaces were included (See "Residence Hall" utilization for lot 0205 in *Attachment F – OSU Campus Parking Utilization Survey Details*).

Table 15a: Parking Garage Utilization of General Use Vehicle Spaces by Floor

<i>Floor</i>	<i>General Use Spaces</i>	<i>Occupied General Use Spaces**</i>	<i>Utilization General Use Spaces</i>	<i>Residential Spaces</i>	<i>Occupied Residential Spaces</i>	<i>Combined Utilization</i>
First	124	101	81%	0	0	81%
Second	232	200	86%	0	0	86%
Third	232	83	36%	0	0	36%
Fourth	170	65	38%	80	52	47%
Fifth*	0	0	n/a	178	158	89%
Total	758	449	59%	258	210	65%

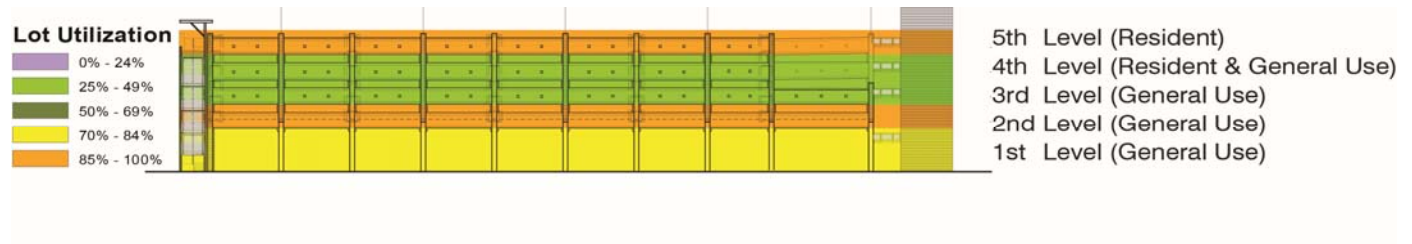
* For the 2015-2016 academic year, the fifth floor of the Parking Garage has been designated as OSU Residence Hall Parking, which is not a General Use space type, removing this area from the General Use reporting.

**See Table 15b for a break down of occupied General Use spaces by space type and parking garage floor

Table 15b: Occupied General Use Spaces by Space Type and Floor

<i>Floor</i>	<i>Occupied General Use Spaces</i>												<i>Total</i>
	<i>Commuter</i>	<i>ADA</i>	<i>Van</i>	<i>Wheelchair</i>	<i>Reserved</i>	<i>Visitor</i>	<i>Metered</i>	<i>Free</i>	<i>OAAEO</i>	<i>Carpool</i>	<i>EV</i>	<i>Short Term</i>	
First	95	4	0	0	0	0	0	0	0	0	2	0	101
Second	200	0	0	0	0	0	0	0	0	0	0	0	200
Third	64	0	0	0	4	0	15	0	0	0	0	0	83
Fourth	65	0	0	0	0	0	0	0	0	0	0	0	65
Fifth*	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	424	4	0	0	4	0	15	0	0	0	2	0	449

* For the 2015-2016 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.

Figure 5: Utilization of Parking Garage by Floor – Fall 2015

Future Management of Parking Facilities

OSU continues to focus on efficient management of 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. Coordinated efforts must be made 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.

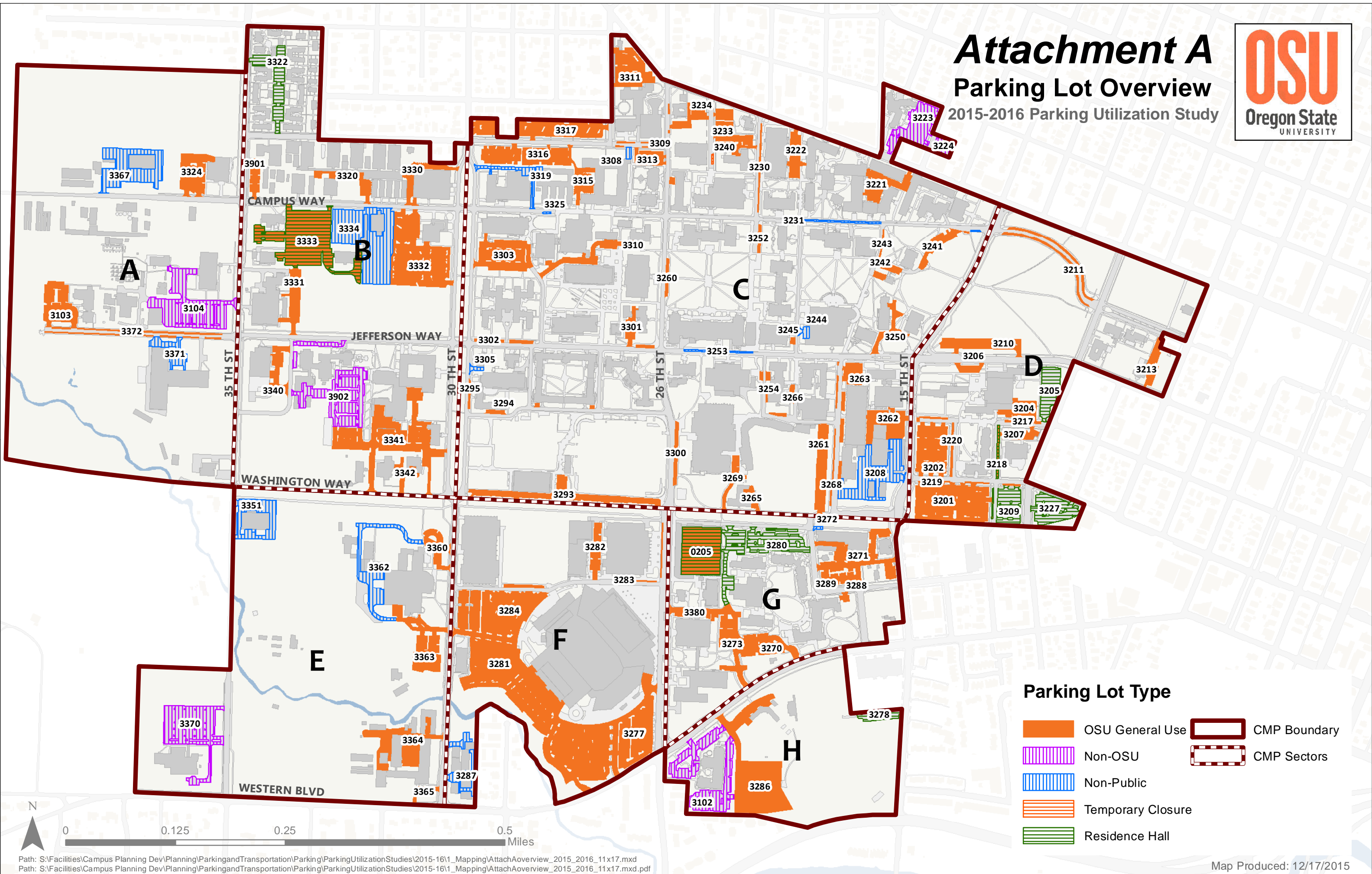
The 2015-2016 academic year is the second year in which OSU has managed parking through a zonal parking system. The zonal parking system is intended to better utilize existing campus parking facilities, help reduce campus-related parking impacts in surrounding neighborhoods, and reduce vehicle congestion and emissions in and around campus by increasing the probability that users will quickly find available parking in their desired location.

Transportation Services continues to refine the zonal parking system, regularly monitoring utilization rates and permit sales to inform appropriate management adjustments to the system and respond to changes in demand.

Attachment A

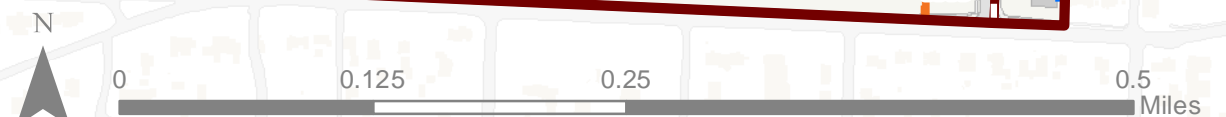
Parking Lot Overview

2015-2016 Parking Utilization Study



Parking Lot Type

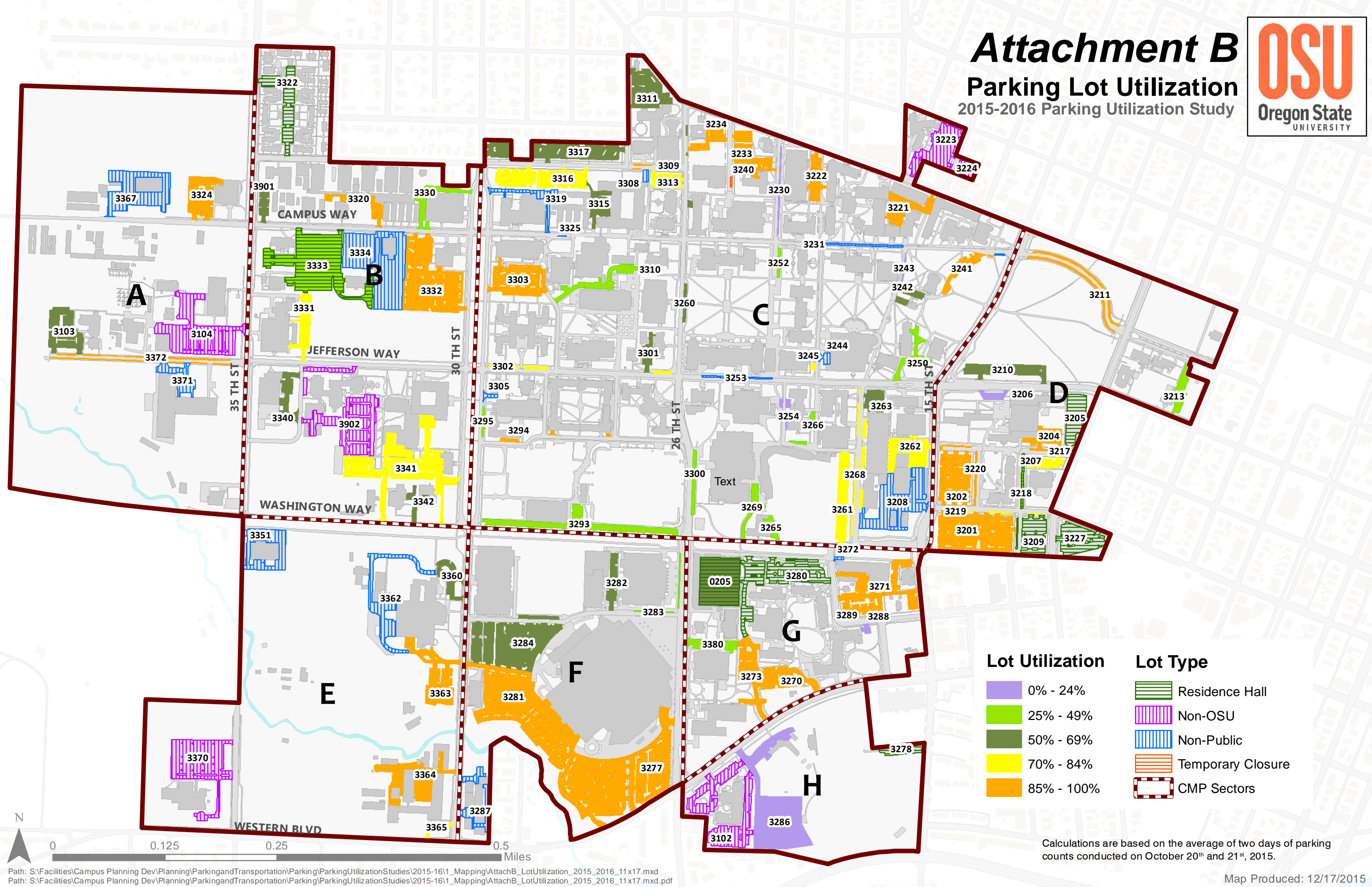
- OSU General Use
- Non-OSU
- Non-Public
- Temporary Closure
- Residence Hall
- CMP Boundary
- CMP Sectors



Attachment B

Parking Lot Utilization

2015-2016 Parking Utilization Study



Lot Utilization

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

Lot Type

- Residence Hall
- Non-OSU
- Non-Public
- Temporary Closure
- CMP Sectors

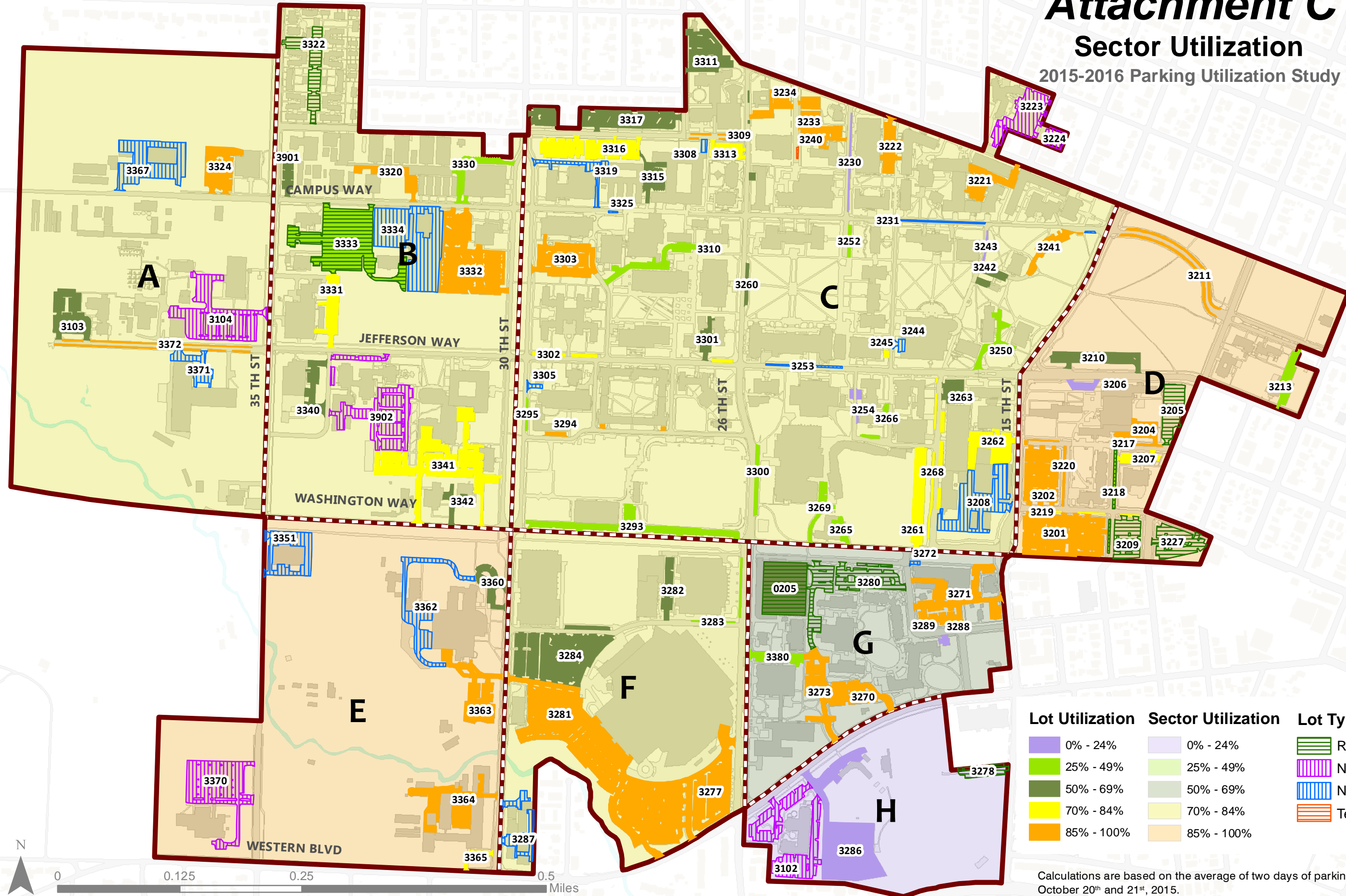
Calculations are based on the average of two days of parking counts conducted on October 20th and 21st, 2015.

Map Produced: 12/17/2015

Attachment C

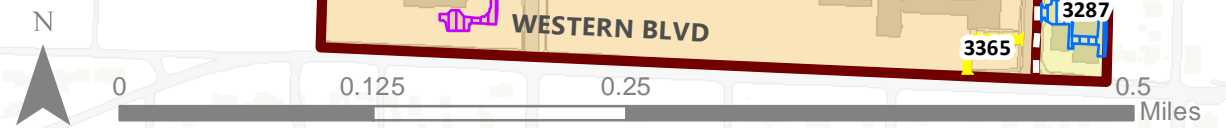
Sector Utilization

2015-2016 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%	

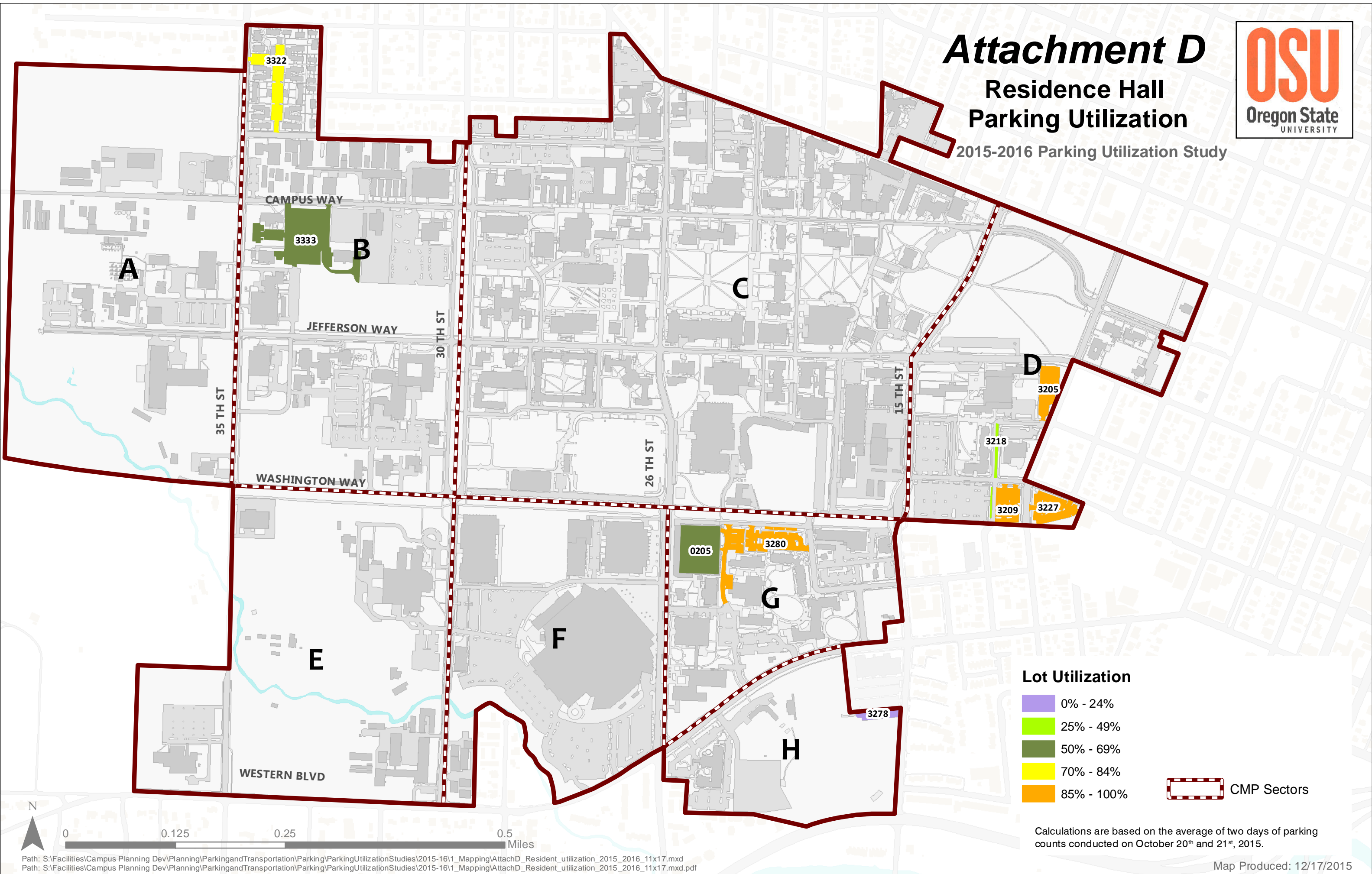
Calculations are based on the average of two days of parking counts conducted on October 20th and 21st, 2015.



Attachment D

Residence Hall Parking Utilization

2015-2016 Parking Utilization Study



Lot Utilization

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

CMP Sectors

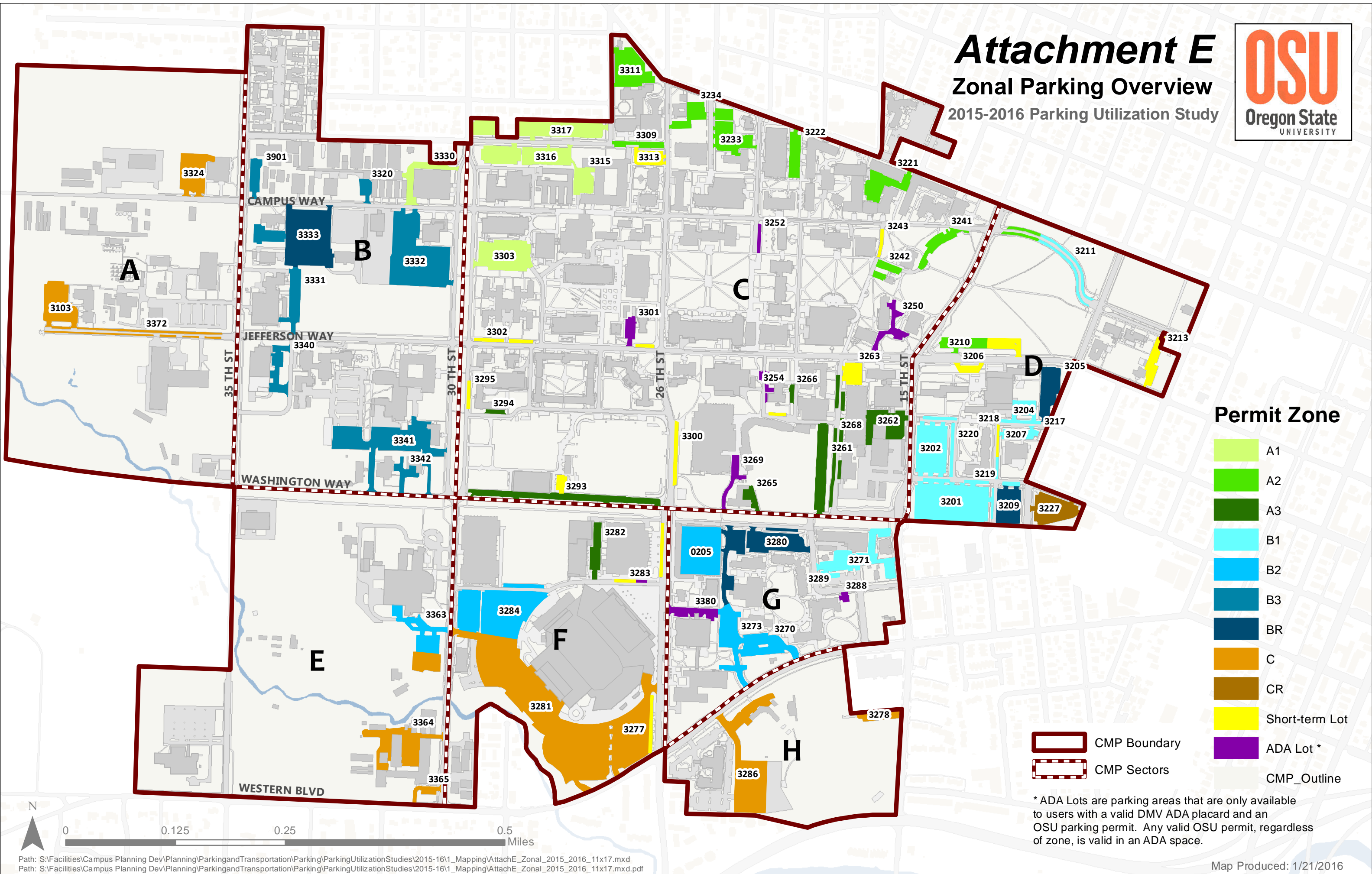
Calculations are based on the average of two days of parking counts conducted on October 20th and 21st, 2015.

Map Produced: 12/17/2015

Attachment E

Zonal Parking Overview

2015-2016 Parking Utilization Study



Permit Zone

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

- CMP Boundary
- CMP Sectors
- CMP_Outline

* 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.

