

**UCSD Transportation and Parking  
2001-2006**

**Transportation Policy Committee**

**November 2001**

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## **Preface**

October 10, 2001

VICE CHANCELLOR RELYEA  
Business Affairs

SUBJECT: Recommendations of the UCSD Transportation Policy Committee

Dear Vice Chancellor Relyea:

On behalf of the UCSD Transportation Policy Committee, I am pleased to provide the attached report, *UCSD Transportation and Parking, 2001 - 2006*, which outlines a set of recommendations to further transportation and parking services available to the campus community. Given the increasing enrollments and commensurate growth in faculty, staff, and visitors that UCSD will experience over the next few years, it is essential that we take the steps that will be necessary to maintain appropriate access to the campus. Consequently, the recommendations contained in this report have been developed to ensure a sufficient parking supply, increase the scope of our transportation options, preserve the financial integrity of the transportation and parking system, and keep transportation and parking costs affordable.

Please let me know if you should wish to discuss any aspect of this report with the Committee; we would be glad to do so at your earliest convenience.

Sincerely,

Alain J-J Cohen  
Chair - Transportation and Policy Committee

## **Transportation Policy Committee Members and Consultants, 2000-2001**

### **Members of the Committee**

Adrian Borsa	Graduate Student Association Representative
Alain J-J Cohen, <i>Chair</i>	Faculty Representative
Mark Cunningham	Mid-Management Council Representative
Geoff Dietrich	Student College Council Representative
Dennis Goodrich	Medical Center Representative
Richard H. Haas	Faculty Representative
Josie Hollinger	Staff Representative
Jack Hug	Assistant Vice Chancellor-Auxiliary and Plant Services (Non-voting member)
Doc Khaleghi	Associated Students Representative
Greg Snee, <i>Executive Secretary</i>	Transportation and Parking Services (Non-voting member)
Jeff Steindorf	Resource Management and Planning Representative
Edward L. Winterer	Faculty Representative - SIO

### **Consultants**

John Desch	Physical Planning
Judith O'Boyle	Analytical Studies and Space Planning
Nelson\Nygaard Consulting Associates	

## Frequently Asked Questions

- Q. When was the last time the UCSD community was consulted regarding parking and transportation?
- A. The campus completed a Transportation and Parking Study in March 1996 that included extensive consultation with the UCSD community. The 1996 study resulted in the construction of two parking structures, one to serve the North Campus area and one to serve the University Center Neighborhood. These parking structures were completed during the 2000-2001 academic year. That study also called for careful monitoring of the need for additional parking. Therefore, the Transportation Policy Committee initiated this study as part of its ongoing efforts to monitor parking needs.
- Q. Why is UCSD considering expanding alternative transportation programs and building new parking structures?
- A. Since the 1996 study was completed, the UC Office of the President (UCOP) has issued increased enrollment projections, which in turn, will result in increased numbers of students, faculty, and staff. In addition, expansion of the Medical Center La Jolla (MCLJ) will increase staff and visitor populations. To accommodate the projected growth, UCSD must construct new facilities such as student housing, teaching and research facilities, and recreation and student services facilities. In the next five years, new buildings will displace approximately 1,600 surface parking spaces.
- Q. Parking structures are far more costly than surface parking; why is UCSD recommending that parking structures be constructed?
- A. Parking structures are recommended because UCSD no longer has sufficient land for surface parking lots as a major source of parking on campus. However, in recent years, UCSD has expanded surface parking to the extent possible. For example, in 1999-2000, expansion of surface parking on the East Campus added 1,700 new parking spaces.
- Q. Does this report include recommendations geared to decrease single-occupancy vehicle trips, and thereby contain the need for more parking?
- A. Yes. Expanding alternative transportation programs is key to reducing single-occupancy vehicle trips to UCSD. This study, UCSD Transportation and Parking, 2001-2006, recommends: 1) expanding shuttles in the surrounding communities, 2) providing an array of bicycle friendly accommodations and promoting cycling as an alternative to driving, 3) expanding the vanpool program, and 4) promoting public transportation programs. In addition, the University has established a set of policies to encourage departments to adopt flexible work schedules in appropriate circumstances.
- Q. Why can't the campus help subsidize parking structure construction and maintenance?
- A. The California Master Plan for Higher Education, adopted in 1960, established parking as an auxiliary enterprise and deliberately precluded it from competing with instruction and research programs for State funding. Specifically, the Master Plan states that Taxpayers' money should not be used to subsidize, openly or covertly, the operation of such services. The State requirement that the University's transportation and parking services be financially self-supporting is not likely to change.

## **Executive Summary**

### **Demographics and Parking**

- UCSD's total population is projected to increase by 6,500 (21 %), from 31,500 in 2000-2001 to 38,000 in 2005-06.
- As of 2000-01, the supply of 14,144 main campus permit and metered parking spaces was more than adequate, but projected growth will create additional demand. Also, about 1,600 spaces will be displaced by the construction of new facilities, primarily on North Campus.

### **Methodology and Assumptions**

In June 2000, the UCSD Transportation Policy Committee (TPC) initiated a review of short and long term transportation and parking needs and related policies. Nelson\Nygaard Consulting Associates, as well as the UCSD offices of Analytical Studies and Space Planning, Physical Planning, and Transportation and Parking Services, provided the TPC data, analyses, and assessments including population projections, policy and financial analyses, parking need assessments, and comparisons with other campuses. Due to the many uncertainties regarding long term growth assumptions (e.g., population growth, capital development, elasticity of demand, local and state economy, and expansion of public transportation access), the TPC decided to focus on UCSD's short term, five year (2001 - 2006) transportation and parking needs, a time frame for which projections of parking system supply and demand characteristics are relatively reliable.

Financial analyses were prepared to include a baseline condition (i.e., a model which assumed no new parking construction or expansion of transportation alternatives) as well as four models representing two variables:

- whether to expand alternative transportation programs, and
- whether to implement policy restrictions affecting parking options for freshmen living in campus housing.

A target ratio of .41 parking spaces per capita was assumed. This parameter represents the target parking ratio that UCSD has maintained over the past ten years. UCSD's supply goal is to achieve 90% occupancy at peak periods, consistent with industry standards.

### **Recommendations**

For the five-year time frame covered by this report, the TPC recommends that UCSD address traffic, parking, access, and environmental/quality of life needs and issues through a multifaceted transportation demand management strategy:

- Begin planning two new parking structures to be occupied by no later than 2004-05 and 2006-07 respectively.

- Expand UCSD operated shuttle programs, including a new shuttle, operating into the late night hours circulating in the high density areas of north University City and an inter-campus shuttle connecting the SIO area, West Campus, the School of Medicine, the Medical Center La Jolla (MCLJ), and Mesa Housing.
- Expand alternative transportation programs (e.g., carpooling, vanpooling, alternative work schedules) to reduce single-occupancy vehicle trips during peak traffic and parking hours.
- Work with the public agencies responsible for mass transit operations to expand the scope of services provided for UCSD commuters, including the provision of light rail transit (trolley) services.
- Expand bicycle network facilities, including bicycle lanes on Gilman Drive, improve north-south and east-west bike connections, and install additional bike racks.
- Continue to operate a consolidated General Campus and Medical Center parking system. Further financial reviews will be undertaken to confirm the continued viability of the consolidation.
- Continue to operate visitor and patient parking at the Medical Centers as self-supporting programs, without subsidy by parking permit holders.
- Regularly monitor the need for further additional parking, further expansion of alternative transportation programs, and further policy restrictions in light of campus population changes, facilities developments (e.g., projects that displace surface parking facilities, such as new student housing on the North Campus) and annually reevaluate options to ensure sufficient parking capacity and campus access.
- Implement policy changes that will restrict parking for resident freshman beginning in 2003-04. This will entail a restructuring of the existing UCSD parking permit system.

### **Costs and Permit Fees Associated with Implementation of Recommendations**

As of July 1, 2001, UCSD's monthly parking permit fees were set at \$41 - Student, \$55 - Staff, \$64 - Faculty, and \$120 - Reserved. If UCSD decides to accept the recommendations in this report (to construct two new parking structures, expand alternative transportation programs, restrict resident freshman parking, and improve bicycle transportation) between 2001-02 and 2005-06, monthly parking permit fees in 2005-06 could increase by about:

- \$15 for S (student) permits, from \$41 to \$56.
- \$21 for B (staff and graduate student) permits, from \$55 to \$76.
- \$24 for A (faculty) permits, from \$64 to \$88.
- \$45 for R (reserved) permits, from \$120 to \$165.

The committee is also considering other revenue neutral, permit fee structures that would give greater weight to convenience of parking realized as a function of permit type.

Note that UCSD implemented a pre-tax transportation program on September 1, 1998. This program, which reflected changes in Federal tax laws, resulted in tax savings for many UCSD employees. Under this pre-tax program, payroll deductions for parking have not been subject to withholding for Federal income taxes and FICA taxes (i.e., Social Security and Medicare).

## **I. Introduction**

In June 2000, UCSD's Transportation Policy Committee (TPC) initiated a study of UCSD's parking and transportation needs and related policies. Nelson\Nygaard Consulting Associates and the UCSD offices of Analytical Studies and Space Planning, Physical Planning, and Transportation and Parking Services worked with the TPC to identify transportation and parking needs and strategies to: 1) provide a sufficient supply of parking; 2) expand or improve transportation alternatives as needed to maintain good access; 3) ensure the financial integrity of the transportation and parking system; and 4) keep transportation and parking costs affordable. An overview of existing conditions and future needs is shown in Section II of this report.

Due to the uncertainties associated with a long term (20 year) planning horizon (including questions pertaining to the reliability of long term projections of population, funding needed to advance long term capital improvement plans, availability and use of public transportation, elasticity of demand for alternative transportation use vis-à-vis rising parking permit and fuel costs, etc.), the TPC decided to focus on transportation and parking needs over a shorter interval. Specifically, TPC decided to concentrate on the next five years, 2001-2006, a period for which the campus' enrollment projections and Capital Improvement Program are known with far greater certainty. During this period, UCSD needs to advance its parking and transportation programs to ensure appropriate access and to mitigate for the loss of parking that will occur as capital projects advance on surface parking lots.

A multifaceted and strategic approach to transportation and parking planning is recommended by the TPC to limit the construction of additional parking structures needed in the near term, and the resulting fee increases. Section III presents the actions recommended by the TPC.

## **II. Existing Conditions and Future Needs**

### **UCSD Permit and Metered Parking Spaces (Excluding the UCSD Medical Center-Hillcrest) in 2000-01**

In 2000-01, the inventory of permit and metered parking spaces at UCSD, excluding the UCSD Medical Center-Hillcrest, totaled 14,144. UCSD currently has two parking structures, both completed in 2000-01. In the next five years, new buildings could displace as many as 1,600 surface parking spaces, primarily on the North Campus.

### **Daily Campus Population**

It is estimated that the average total campus population was 31,500 in 2000-01. By 2005-06, the population is projected to grow to 38,000, an increase of 21%.

### **Spaces Per Capita and Parking Supply and Demand**

For the past decade, the campus has set its parking target at a ratio of .41 spaces per capita. This .41 ratio of permit spaces-to-population maintains a 90% peak parking occupancy, which is equivalent to the industry standard. As Table 1 shows, with the opening of two new parking structures in 2000-01, the parking supply was 14,144 parking spaces and the ratio of spaces per capita was .45, exceeding historical levels. That higher ratio will diminish as the population grows and parking is displaced.

### **Resident Student Parking**

It is estimated that over the past few years, between 30-40% of resident students have parked on campus and purchased monthly, quarterly, or yearly student permits.

### **Capacity to Construct Additional Parking Structures**

UCSD's land use plans provide sufficient area to build 13 additional parking structures on the La Jolla campus (see Appendix A). If constructed, these parking structures would add 11,500 parking spaces and displace 3,075 parking spaces. The supply at campus build-out associated with this land use plan would be approximately 19,000 spaces after subtracting additional spaces displaced by other building projects (note that this excludes 1,535 existing parking spaces at Mesa, Coast, and La Jolla Del Sol Apartments, and excludes additional spaces which may be constructed with future housing projects). Current capital improvement plans and campus population projections indicate that this build-out scenario would result in a parking ratio of .36. It is expected that the campus could operate with this lower ratio only if alternative transportation programs were to be expanded.

### **Comparisons with Other University of California Campuses**

Table 1 compares 2000-01 parking ratios and Table 2 compares permit fees at UC Berkeley, UC Los Angeles, UC Irvine, and UC San Diego. Although UC Berkeley and UC Los Angeles are larger in population than UCSD today, in the future, all of these campuses are expected to be of comparable size. Note that definitions and eligibility for reserved, faculty, and student permit spaces vary considerably from campus to campus. While UCSD has slightly higher permit fees in some categories, the ratio of parking spaces available to campus population is considerably higher at UCSD.

**Table 1**  
**Selected UC Campus Comparison: 2000-01 Parking Ratios**

<b>UC Campus</b>	<b>Student, Faculty, Staff Population</b>	<b>Total Parking Spaces</b>	<b>Total Spaces/Population</b>
<b>Berkeley</b>	42,200	7,492	.18
<b>Irvine</b>	29,900	10,045	.34
<b>Los Angeles (1)</b>	68,900	21,193	.31
<b>San Diego (2)</b>	31,500	14,144	.45

(1) Includes population and parking associated with the Medical Center

(2) Excludes population and parking associated with the Medical Center

**Table 2**  
**Selected UC Campus Comparison: 2000-01 Parking Permit Fees**

<b>Permit Type</b>	<b>Berkeley</b>	<b>Irvine</b>	<b>Los Angeles</b>	<b>San Diego</b>
<b>Reserved</b>	\$83/mo	\$68/mo	n/a	\$105/mo
<b>Faculty</b>	\$59 - \$83/mo	\$43 - \$68/mo	\$43 - \$75/mo	\$57/mo
<b>Staff</b>	\$54/mo	\$29 - \$68/mo	\$43/mo	\$50/mo
<b>Student</b>	\$54/mo	\$25 - \$68/mo	\$129/quarter	\$38/mo
<b>Night/Weekend</b>	\$27/mo	n/a	\$74/quarter	\$25/quarter

**Transportation: Buses, Shuttles, and Bicycles**

The level of direct public bus service to UCSD has not changed much since 1989. However, to encourage UCSD faculty, staff, and students to use public transit for their daily commute, the campus subsidizes free, unlimited San Diego Transit bus rides in areas near the campus. In the last five years, UCSD has expanded the area served by free public transportation to include Pacific Beach and North Clairemont. At least 42% of students and 11% of employees live within a defined transit line located within the free zone; however, less than 3% use public transportation. A new pilot program offered by the San Diego Metropolitan Transit Board and UCSD Transportation and Parking Services provides students with a low-cost (\$65) quarterly bus pass. It allows unlimited travel on all San Diego area buses, including North County Transit and the San Diego Trolley. However, there remains a widespread perception that San Diego transit is not sufficiently convenient and does not adequately serve the UCSD community.

There are about 1,300 students living at the Coast and Mesa Housing complexes, many of whom drive to campus every day. Currently, there is limited shuttle service between SIO and West Campus and no shuttle service to the Mesa Housing area.

About 7,000 students (3,150 currently driving alone) and 1,000 employees (650 currently driving alone) live in the primary "bike shed" serving the campus, a radius of approximately two miles. The large number of people living in the bike shed, coupled with San Diego's good weather, are reasons to believe there is additional bicycle potential at UCSD. Furthermore, only about 500 people use bicycles to commute to UCSD; this is much lower than at other UC schools, indicating an untapped bicycling potential. However, it is also recognized that local topography

and high automobile traffic volumes create unique challenges for those commuting to UCSD on bicycles.

### III. Recommendations

Due to the many uncertainties regarding long term growth assumptions (e.g., population growth, capital development, elasticity of demand, local and state economy, and expansion of public transportation access), the TPC decided to focus on UCSD's short term, five year (2001 - 2006) transportation and parking needs, a time frame for which projections of parking system supply and demand characteristics are relatively reliable. Financial analyses were prepared to include a baseline condition (i.e., a model which assumed no new parking construction or expansion of alternative transportation programs) as well as four models (See Appendix B) representing two variables:

- whether to expand alternative transportation programs, and
- whether to implement policy restrictions affecting parking options for freshmen living in campus housing.

The TPC concluded that the campus' parking needs could be met through a combination of implementing policy changes, expanding alternative transportation programs, and constructing two new parking structures, as shown in Tables 3 and 4. Data associated with all five of the models considered by TPC are shown in Table 5, including projections of the monthly A, B, and S parking permit fees associated with each model.

**Table 3**  
**Recommended Model of Parking Supply**  
**Assuming Parking Policy Changes, Increases in Alternative Transportation,**  
**and Two Additional Parking Structures, 2000-01 to 2005-06**

<b>Title</b>	<b>Year</b>	<b>Spaces Displaced</b>	<b>Spaces Added</b>	<b>Total Spaces</b>	<b>Spaces Per Capita</b>	<b>Projected Average Vacancy</b>
1 TOTAL PERMIT & METER SPACES	2000-01			14,144	0.45	20%
2 SoM Research Facility	2001-02	163		13,981		
3 La Jolla Playhouse Theater	2001-02	15		13,966		
4 New East Campus Lot 759	2001-02		230	14,196		
5 New East Campus Lot 760 - Phase 1	2001-02		95	14,291		
6 Cancer Center - construction	2001-02	108		14,183		
7 North Campus Trailers	2001-02	20		14,163	0.43	15%

8 North Campus Housing	2002-03	781		13,382		
9 Shiley Expansion - construction	2002-03	14		13,368		
10 Management School - construction	2002-03	163		13,205		
11 Cal(IT)2 - construction	2002-03	100		13,105	0.39	5%
12 Pharmacy	2003-04	175		12,930		
13 New East Campus Lot 760 - Phase 2	2003-04		190	13,120		
14 Curb Parking Removal Lot 758	2003-04	61		13,059		
15 Parking Structure 1 - construction	2003-04	127		12,932	0.41	10%
16 Parking Structure 1 - completion	2004-05		1,130	14,062		
17 Student Services	2004-05	28		14,034	0.43	15%
18 Parking Structure 2 - construction	2005-06	442		13,592	0.40	8%
19 Parking Structure 2 - completion	2006-07		1,075	14,667		

Notes:

- 1) Includes "A", "B", "S", "R", selected allocated, and metered spaces only.
- 2) Excludes parking that may be built and funded with new housing facilities.
- 3) UCSD's land use plans reserve several sites for future parking structures. Specific locations were assumed for modeling purposes only -- specific sites for future parking structures have not yet been selected.

**Table 4**  
**Recommended Model of Parking Supply & Demand, Assuming Parking Policy Changes, Increases in Alternative Transportation, and Two Additional Parking Structures, 2000-01 to 2005-06**

<b>Year</b>	<b>Total Population (A)</b>	<b>Population Reduction Due to New Parking Policies (B)</b>	<b>Population Reduction Due to New Transportation Programs (C)</b>	<b>Total Spaces (D)</b>	<b>Total Spaces per Capita (Adjusted Population) (E=D/(A-B-C))</b>	<b>Total Need @ .41 Spaces per Capita (Adjusted Population) (F=(A-B-C)*.41)</b>	<b>Annual Surplus (or Deficit) Relative to .41 per capita (G=D-F)</b>
2000-01	31,500	0	0	14,144	0.45	12,915	1,229
2001-02	32,800	0	0	14,163	0.43	13,448	715
2002-03	34,100	0	300	13,105	0.39	13,858	(753)
2003-04	35,400	3,000	525	12,932	0.41	13,069	(137)
2004-05	36,700	3,100	600	14,034	0.43	13,530	504
2005-06	38,000	3,200	875	13,592	0.40	13,909	(317)

Notes:

- 1) Status quo assumes a .41 per capita parameter of spaces per person based on a 90% peak occupancy rate.
- 2) Excludes UCSDMC Hillcrest, patient parking at UCSDMC La Jolla, Preuss School and Science Research Park.
- 3) Assumes policy changes pertaining to parking eligibility; i.e., freshmen living on campus are excluded and the population figure is reduced by 3,000 (2003-04), 3,100 (2004-05), and 3,200 (2005-06 and thereafter).
- 4) Assumes that expansion of alternative transportation programs will begin in 2002-03.

**Table 5**  
**Summary of Projected UCSD Parking Permit Fees**  
**Associated with Models Varying Policy Restrictions,**  
**Transportation Programs, and Numbers of New Structures**

Condition	Model	Policy Restrictions	Increased Alternative Transportation	Number of New Structures	Cost of Monthly Permit		
					"A"	"B"	"C"
2001-02	0	NA	NA	NA	<u>2001-02</u> \$64 \$55 \$41		
Growth with expansion of parking	Recommended Model	YES	YES	2	<u>Projected 2005-06</u> \$88 \$76 \$56		
Baseline - no expansion of parking	1	NO	NO	0	<u>Projected 2005-06</u> \$71 \$61 \$44		
Growth - with expansion of parking					<u>Projected 2005-06</u>		
	2	NO	NO	3	<u>06</u>		
	3	NO	YES	3	\$92	\$79	\$58
	4	YES	NO	2	\$98	\$84	\$62
					\$85	\$73	\$53

Models 1 through 4 (Appendix B) illustrate the number of parking spaces available and the total spaces per capita, adjusted for population, for each of the alternative scenarios considered.

The TPC's recommendations follow:

- Begin planning two new parking structures to be occupied by no later than 2004-05 and 2006-07 respectively.
- Expand UCSD operated shuttle programs, including a new shuttle, operating into the late night hours, circulating in the high density areas of north University City and an inter-campus shuttle connecting the SIO area, West Campus, the School of Medicine, the MCLJ, and Mesa Housing.
- Expand alternative transportation programs (e.g., carpooling, vanpooling, alternative work schedules) to reduce single-occupancy vehicle trips during peak traffic and parking hours.
- Work with the public agencies responsible for mass transit operations to expand the scope of services provided for UCSD commuters, including the provision of light rail transit (trolley) services.

- Expand bicycle network facilities, including bicycle lanes on Gilman Drive, improve north-south and east-west bike connections, and install additional bike racks.
- Continue to operate a consolidated General Campus and Medical Center parking system. Further financial reviews will be undertaken to confirm the continued viability of the consolidation.
- Continue to operate visitor and patient parking at the Medical Centers as self-supporting programs, without subsidy by parking permit holders.
- Regularly monitor the need for further additional parking, further expansion of alternative transportation programs, and further policy restrictions in light of campus population changes, facilities developments (e.g., projects that displace surface parking facilities, such as new student housing on the North Campus) and annually reevaluate options to ensure sufficient parking capacity and campus access.
- Implement policy changes that will restrict parking for resident freshman beginning in 2003-04. This will entail a restructuring of the existing UCSD parking permit system.

Note that the TPC endorsed the idea of permit restrictions, although there was some debate as to how this should be accomplished. In addition to considering the recommended option that freshman residents be restricted from bringing cars on campus beginning in 2003-04, TPC discussed several options to accomplish the goal of reducing parking demand. For example, TPC discussed the possibility that all students living within a defined radius from campus (e.g., 3 miles) could be precluded from purchasing parking permits, similar to the program in place at UCLA. In addition, TPC extended that discussion to include the possibility of also limiting staff and faculty living near campus from purchasing parking. All of those options were viewed as problematic for a variety of reasons.

Further, TPC considered an option that would be geared to dissuade all resident students from having cars on campus. Specifically, TPC discussed the option of limiting parking for all resident students by restricting the location of parking for on-campus residents to the east campus lots. Potentially, this approach could lead many residents to voluntarily conclude that such parking would be too inconvenient and might change their inclination to park on campus. However, TPC ultimately concluded that this "voluntary" approach to reducing demand for parking would be problematic to implement. It is currently estimated that about 1,230 parking spaces that are occupied by freshmen residents would be available if a freshmen resident parking restriction were put into effect. In comparison, assuming that 41% of the 5,300 undergraduate residents currently living on campus also purchase parking permits, about 57% of these undergraduates would have to choose not to purchase a parking permit, to free up a similar number of spaces. If these numbers could not be obtained voluntarily, then a lottery process would be needed to limit the number of undergraduate students (freshmen, sophomores, juniors, and seniors) living on campus who would be allowed to park on campus.

After due consideration, the TPC concluded that it would be preferable to restrict freshman residents from parking on campus because this is a policy that has been implemented successfully at many campuses around the country and because it offers the best option for ensuring reduced demand from the population of on-campus residents. By implementing a freshman resident parking restriction, beginning in 2003-04, there would be sufficient time to inform prospective students.

If UCSD decides to accept the recommendations in this report (to construct two new parking structures, expand alternative transportation programs, restrict resident freshman parking, and improve bicycle transportation) between 2001-02 and 2005-06, monthly parking permit fees in 2005-06 could increase by about:

- \$15 for S (student) permits, from \$41 to \$56.
- \$21 for B (staff and graduate student) permits, from \$55 to \$76.
- \$24 for A (faculty) permits, from \$64 to \$88.
- \$45 for R (reserved) permits, from \$120 to \$165.

The committee is also considering other revenue neutral, permit fee structures that would give greater weight to convenience of parking realized as a function of permit type.

Note that UCSD implemented a pre-tax transportation program on September 1, 1998. This program, which reflected changes in the Federal tax laws, resulted in tax savings. Eligible staff employees include both non-exclusively represented employees and exclusively represented employees currently covered by collective bargaining agreements.

**UCSD Transportation and Parking  
2001-2006**

**Transportation Policy Committee**

**November 2001**

**Appendix A**

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**General Location of Parking Structures Identified in the UCSD Master Plan Study**

1. East Campus Lot 756
2. East Campus north of Medical Center Drive North
3. Muir College Lot 207
4. Muir College Lot 208
5. Revelle College Lot 102
6. RIMAC Lot 354
7. School of Medicine Lot 604
8. School of Medicine east of Villa La Jolla Drive
9. School of Medicine west of Villa La Jolla Drive
10. SIO Lot 003
11. South of Marshall College Residence Halls
12. South of North Point tennis court
13. Warren College Lot 502

**UCSD Transportation and Parking  
2001-2006  
Transportation Policy Committee  
November 2001**

**Appendix B**

**Model 1a**

**Projected Parking Supply  
Assuming No Policy Changes, No Increases in Alternative Transportation, and  
Zero Additional Parking Structures, 2000-01 to 2005-06**

<b>Title</b>	<b>Year</b>	<b>Spaces Displaced</b>	<b>Spaces Added</b>	<b>Total Spaces</b>	<b>Spaces Per Capita</b>	<b>Projected Average Vacancy</b>
1 TOTAL PERMIT & METER SPACES	2000-01			14,144	0.45	20%
2 SoM Research Facility	2001-02	163		13,981		
3 La Jolla Playhouse Theater	2001-02	15		13,966		
4 New East Campus Lot 759	2001-02		230	14,196		
5 New East Campus Lot 760 - Phase 1	2001-02		95	14,291		
6 Cancer Center - construction	2001-02	108		14,183		
7 North Campus Trailers	2001-02	20		14,163	0.43	15%
8 North Campus Housing	2002-03	781		13,382		
9 Shiley Expansion - construction	2002-03	14		13,368		
10 Management School - construction	2002-03	163		13,205		
11 Cal(IT)2 - construction	2002-03	100		13,105	0.38	3%

12 Pharmacy	2003-04	175		12,930		
13 New East Campus Lot 760 - Phase 2	2003-04		190	13,120		
14 Curb Parking Removal Lot 758	2003-04	61		13,059	0.37	0%
15 Student Services	2004-05	28		13,031	0.36	-3%

Notes:

- 1) Includes "A", "B", "S", "R", selected allocated, and metered spaces only.
- 2) Excludes parking that may be built and funded with new housing facilities.

**Model 1b**

**Projected Main Campus Population and Parking Supply  
Assuming No Parking Policy Changes, No Increases in Alternative Transportation, and  
Zero Additional Parking Structures,  
2000-01 to 2005-06**

<b>Year</b>	<b>Total Population (A)</b>	<b>Population Reduction Due to New Parking Policies (B)</b>	<b>Population Reduction Due to New Transportation Programs (C)</b>	<b>Total Spaces (D)</b>	<b>Total Spaces per Capita (Adjusted Population) (E=D/(A-B- C))</b>	<b>Total Need @ .41 Spaces per Capita (Adjusted Population) (F=(A-B- C)*.41)</b>	<b>Annual Surplus (or Deficit) Relative to .41 per capita (G=D-F)</b>
2000-01	31,500	0	0	14,144	0.45	12,915	1,229
2001-02	32,800	0	0	14,163	0.43	13,448	715
2002-03	34,100	0	0	13,105	0.38	13,981	(876)
2003-04	35,400	0	0	13,059	0.37	14,514	(1,455)
2004-05	36,700	0	0	13,031	0.36	15,047	(2,016)
2005-06	38,000	0	0	13,031	0.34	15,580	(2,549)

Notes:

- 1) Status quo assumes a .41 per capita parameter of spaces per person based on a 90% peak occupancy rate.
- 2) Excludes UCSDMC Hillcrest, patient parking at UCSDMC La Jolla, Preuss School and Science Research Park.
- 3) Assumes no policy changes pertaining to parking eligibility.

**Model 2a**

**Projected Parking Supply  
Assuming No Policy Changes, No Increases in Alternative Transportation, and  
Three Additional Parking Structures, 2000-01 to 2005-06**

<b>Title</b>	<b>Year</b>	<b>Spaces Displaced</b>	<b>Spaces Added</b>	<b>Total Spaces</b>	<b>Spaces Per Capita</b>	<b>Projected Average Vacancy</b>
1 TOTAL PERMIT & METER SPACES	2000-01			14,144	0.45	20%
2 SoM Research Facility	2001-02	163		13,981		
3 La Jolla Playhouse Theater	2001-02	15		13,966		
4 New East Campus Lot 759	2001-02		230	14,196		
5 New East Campus Lot 760 - Phase 1	2001-02		95	14,291		
6 Cancer Center - construction	2001-02	108		14,183		
7 North Campus Trailers	2001-02	20		14,163	0.43	15%
8 North Campus Housing	2002-03	781		13,382		
9 Shiley Expansion - construction	2002-03	14		13,368		
10 Management School - construction	2002-03	163		13,205		
11 Cal(IT)2 - construction	2002-03	100		13,105		
12 Parking Structure 1 - construction	2002-03	127		12,978		
13 Parking Structure 2 - construction	2002-03	442		12,536	0.37	5%
14 Parking Structure 1 - completion	2003-04		1,130	13,666		
15 Parking Structure 2 - completion	2003-04		1,075	14,741		

16 Pharmacy	2003-04	175		14,566		
17 New East Campus Lot 760 - Phase 2	2003-04		190	14,756		
18 Curb Parking Removal Lot 758	2003-04	61		14,695		
19 Parking Structure 3 - construction	2003-04	364		14,331	0.40	10%
20 Parking Structure 3 - completion	2004-05		1,310	15,641		
21 Student Services	2004-05	28		15,613	0.43	15%

Notes:

- 1) Includes "A", "B", "S", "R", selected allocated, and metered spaces only.
- 2) Excludes parking that may be built and funded with new housing facilities.
- 3) UCSD's land use plans reserve several sites for future parking structures. Specific locations were assumed for modeling purposes only -- specific sites for future parking structures have not yet been selected.

**Model 2b**

**Projected Main Campus Population and Parking Supply  
Assuming No Parking Policy Changes, No Increases in Alternative Transportation, and  
Three Additional Parking Structures, 2000-01 to 2005-06**

<b>Year</b>	<b>Total Population (A)</b>	<b>Population Reduction Due to New Parking Policies (B)</b>	<b>Population Reduction Due to New Transportation Programs (C)</b>	<b>Total Spaces (D)</b>	<b>Total Spaces per Capita (Adjusted Population) (E=D/(A-B- C))</b>	<b>Total Need @ .41 Spaces per Capita (Adjusted Population) (F=(A-B- C)*.41)</b>	<b>Annual Surplus (or Deficit) Relative to .41 per capita (G=D-F)</b>
2000-01	31,500	0	0	14,144	0.45	12,915	1,229
2001-02	32,800	0	0	14,163	0.43	13,448	715
2002-03	34,100	0	0	12,536	0.37	13,981	(1,445)
2003-04	35,400	0	0	14,331	0.40	14,514	(183)
2004-05	36,700	0	0	15,613	0.43	15,047	566
2005-06	38,000	0	0	15,613	0.41	15,580	33

Notes:

- 1) Status quo assumes a .41 per capita parameter of spaces per person based on a 90% peak occupancy rate.
- 2) Excludes UCSDMC Hillcrest, patient parking at UCSDMC La Jolla, Preuss School and Science Research Park.
- 3) Assumes no policy changes pertaining to parking eligibility.

### Model 3a

#### Projected Parking Supply Assuming No Policy Changes, Increases in Alternative Transportation, and Three Additional Parking Structures, 2000-01 to 2005-06

<b>Title</b>	<b>Year</b>	<b>Spaces Displaced</b>	<b>Spaces Added</b>	<b>Total Spaces</b>	<b>Spaces Per Capita</b>	<b>Projected Average Vacancy</b>
1 TOTAL PERMIT & METER SPACES	2000-01			14,144	0.45	20%
2 SoM Research Facility	2001-02	163		13,981		
3 La Jolla Playhouse Theater	2001-02	15		13,966		
4 New East Campus Lot 759	2001-02		230	14,196		
5 New East Campus Lot 760 - Phase 1	2001-02		95	14,291		
6 Cancer Center - construction	2001-02	108		14,183		
7 North Campus Trailers	2001-02	20		14,163	0.43	15%
8 North Campus Housing	2002-03	781		13,382		
9 Shiley Expansion - construction	2002-03	14		13,368		
10 Management School - construction	2002-03	163		13,205		
11 Cal(IT)2 - construction	2002-03	100		13,105		
12 Parking Structure 1 - construction	2002-03	127		12,978	0.38	3%
13 Parking Structure 1 - completion	2003-04		1,130	14,108		
14 Pharmacy	2003-04	175		13,933		
15 New East Campus Lot 760 - Phase 2	2003-04		190	14,123		

16 Curb Parking Removal Lot 758	2003-04	61		14,062		
17 Parking Structure 2 - construction	2003-04	442		13,620	0.39	5%
18 Parking Structure 2 - completion	2004-05		1,075	14,695		
19 Student Services	2004-05	28		14,667		
20 Parking Structure 3 - construction	2004-05	364		14,303	0.40	8%
21 Parking Structure 3 - completion	2005-06		1,310	15,613	0.42	13%

Notes:

- 1) Includes "A", "B", "S", "R", selected allocated, and metered spaces only.
- 2) Excludes parking that may be built and funded with new housing facilities.
- 3) UCSD's land use plans reserve several sites for future parking structures. Specific locations were assumed for modeling purposes only -- specific sites for future parking structures have not yet been selected.

**Model 3b**

**Projected Main Campus Population and Parking Supply  
Assuming No Parking Policy Changes, Increases in Alternative Transportation, and  
Three Additional Parking Structures, 2000-01 to 2005-06**

<b>Year</b>	<b>Total Population (A)</b>	<b>Population Reduction Due to New Parking Policies (B)</b>	<b>Population Reduction Due to New Transportation Programs (C)</b>	<b>Total Spaces (D)</b>	<b>Total Spaces per Capita (Adjusted Population) (E=D/(A-B- C))</b>	<b>Total Need @ .41 Spaces per Capita (Adjusted Population) (F=(A-B- C)*.41)</b>	<b>Annual Surplus (or Deficit) Relative to .41 per capita (G=D-F)</b>
2000-01	31,500	0	0	14,144	0.45	12,915	1,229
2001-02	32,800	0	0	14,163	0.43	13,448	715
2002-03	34,100	0	300	12,978	0.38	13,858	(880)
2003-04	35,400	0	525	13,620	0.39	14,299	(679)
2004-05	36,700	0	600	14,303	0.40	14,801	(498)
2005-06	38,000	0	875	15,613	0.42	15,221	392

Notes:

- 1) Status quo assumes a .41 per capita parameter of spaces per person based on a 90% peak occupancy rate.
- 2) Excludes UCSDMC Hillcrest, patient parking at UCSDMC La Jolla, Preuss School and Science Research Park.
- 3) Assumes no policy changes pertaining to parking eligibility.
- 4) Assumes that expansion of alternative transportation programs will begin in 2002-03.

**Model 4a**

**Projected Parking Supply  
Assuming Policy Changes, No Increases in Alternative Transportation, and  
Two Additional Parking Structures, 2000-01 to 2005-06**

<b>Title</b>	<b>Year</b>	<b>Spaces Displaced</b>	<b>Spaces Added</b>	<b>Total Spaces</b>	<b>Spaces Per Capita</b>	<b>Projected Average Vacancy</b>
1 TOTAL PERMIT & METER SPACES	2000-01			14,144	0.45	20%
2 SoM Research Facility	2001-02	163		13,981		
3 La Jolla Playhouse Theater	2001-02	15		13,966		
4 New East Campus Lot 759	2001-02		230	14,196		
5 New East Campus Lot 760 - Phase 1	2001-02		95	14,291		
6 Cancer Center - construction	2001-02	108		14,183		
7 North Campus Trailers	2001-02	20		14,163	0.43	15%
8 North Campus Housing	2002-03	781		13,382		
9 Shiley Expansion - construction	2002-03	14		13,368		
10 Management School - construction	2002-03	163		13,205		
11 Cal(IT)2 - construction	2002-03	100		13,105	0.38	3%
12 Pharmacy	2003-04	175		12,930		
13 New East Campus Lot 760 - Phase 2	2003-04		190	13,120		
14 Curb Parking Removal Lot 758	2003-04	61		13,059		
15 Parking Structure 1 - construction	2003-04	127		12,932		

16 Parking Structure 1 - completion	2003-04		1,130	14,062	0.43	15%
17 Student Services	2004-05	28		14,034		
18 Parking Structure 2 - construction	2004-05	442		13,592	0.40	3%
19 Parking Structure 2 - completion	2005-06		1,075	14,667	0.42	13%

Notes:

- 1) Includes "A", "B", "S", "R", selected allocated, and metered spaces only.
- 2) Excludes parking that may be built and funded with new housing facilities.
- 3) UCSD's land use plans reserve several sites for future parking structures. Specific locations were assumed for modeling purposes only -- specific sites for future parking structures have not yet been selected.

**Model 4b**

**Projected Main Campus Population and Parking Supply  
Assuming Parking Policy Changes, No Increases in Alternative Transportation, and  
Two Additional Parking Structures, 2000-01 to 2005-06**

<b>Year</b>	<b>Total Population (A)</b>	<b>Population Reduction Due to New Parking Policies (B)</b>	<b>Population Reduction Due to New Transportation Programs (C)</b>	<b>Total Spaces (D)</b>	<b>Total Spaces per Capita (Adjusted Population) (E=D/(A-B-C))</b>	<b>Total Need @ .41 Spaces per Capita (Adjusted Population) (F=(A-B-C)*.41)</b>	<b>Annual Surplus (or Deficit) Relative to .41 per capita (G=D-F)</b>
2000-01	31,500	0	0	14,144	0.45	12,915	1,229
2001-02	32,800	0	0	14,163	0.43	13,448	715
2002-03	34,100	0	0	13,105	0.38	13,981	(876)
2003-04	35,400	3,000	0	14,062	0.43	13,284	778
2004-05	36,700	3,100	0	13,592	0.40	13,776	(184)
2005-06	38,000	3,200	0	14,667	0.42	14,268	399

Notes:

- 1) Status quo assumes a .41 per capita parameter of spaces per person based on a 90% peak occupancy rate.
- 2) Excludes UCSDMC Hillcrest, patient parking at UCSDMC La Jolla, Preuss School and Science Research Park.
- 3) Assumes policy changes pertaining to parking eligibility; i.e., freshmen living on campus are excluded and the population figure is reduced by 3,000 (2003-04), 3,100 (2004-05), and 3,200 (2005-06 and thereafter).