ILLINOIS

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

TM

Campus Parking Master Plan

FINAL REPORT

May 23, 2001

Prepared for:

University of Illinois at Urbana-Champaign
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CWI Project No. 07-2000-232

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EXECUTIVE SUMMARY

Overview

Parking on the campus of the University of Illinois at Urbana-Champaign (UIUC) currently faces several management issues that negatively impact an efficient operation. Surface parking has been the traditional solution for meeting demand and the campus now has 147 surface parking lots. Many of these facilities accommodate less than 100 vehicles making it difficult to achieve maximum operating efficiency. The campus has only three parking structures.

Although the efficiency of small parking lots is problematic, their availability as sites for building development in the Campus Master Plan creates greater problems in the future. Parking is lost when the building is developed and demand is increased from tenants/users of the new building.

Low parking permit fees, a benefit for faculty/staff, and to a lesser degree, students, becomes an economic burden on a campus needing to change parking development patterns. Low rates have prevented the accumulation of cash reserves for construction of new parking structures. They also provide an inadequate revenue stream to amortize revenue bonds for new construction. In addition to low permit fees, is the desire of faculty/staff to park as close to their places of employment as possible. Alternate means to address parking deficits, such as a low rate, shuttle lot, have not been well received. It is one reason why on-street parking near high demand campus buildings is so highly utilized. It appears parking customers are willing to pay more to park closer to their final destination.

Since the Campus Master Plan indicates the eventual loss of all surface parking in the core of campus, UIUC must begin building more parking structures—**now.**

The sense of urgency is predicated on the scope and timing of new developments, as well as the extent of waiting lists for preferred campus parking facilities.

Planning Study Purpose

Accelerating campus facility development needs and associated changes in the supply of parking, created the need for the development of a Campus Parking Master Plan. In November, 2000, UIUC contracted with ***Carl Walker, Inc.*** to develop a comprehensive planning document to chart the current and future parking needs on the campus. The project deliverables for the Campus Parking Master Plan include:

- **Determine existing parking demand**
- **Evaluate parking adequacy in light of proposed facility development (Campus Master Plan)**
- **Develop options for increasing parking supply to meet demand, including estimates of probable construction cost**
- **Determine parking development priorities**
- **Recommend revenue streams to satisfy debt service**

Background

UIUC is one of America's leading institutions of higher learning and home to approximately 36,738 undergraduate and graduate students. The campus includes more than 400 buildings on nearly 1500 acres.

The faculty/staff component of the University include the following:

- **2,000 Tenured Faculty Members**
- **2,500 Academic Staff**
- **5,500 Staff**

With a total daily campus population of nearly 50,000, including 450 visitors, efficient parking and mass transit services are crucial elements in sustaining campus growth and meeting academic goals of the University. Like many other universities and institutions in America, the majority of campus users rely on private automobile to reach their destination point on the campus. In order to manage the size and needs of the various user groups, the Division of Campus Parking and Transportation (DCPT) controls 13,609 parking spaces in three parking structures and 147 surface parking lots.

Supply and Demand Analysis

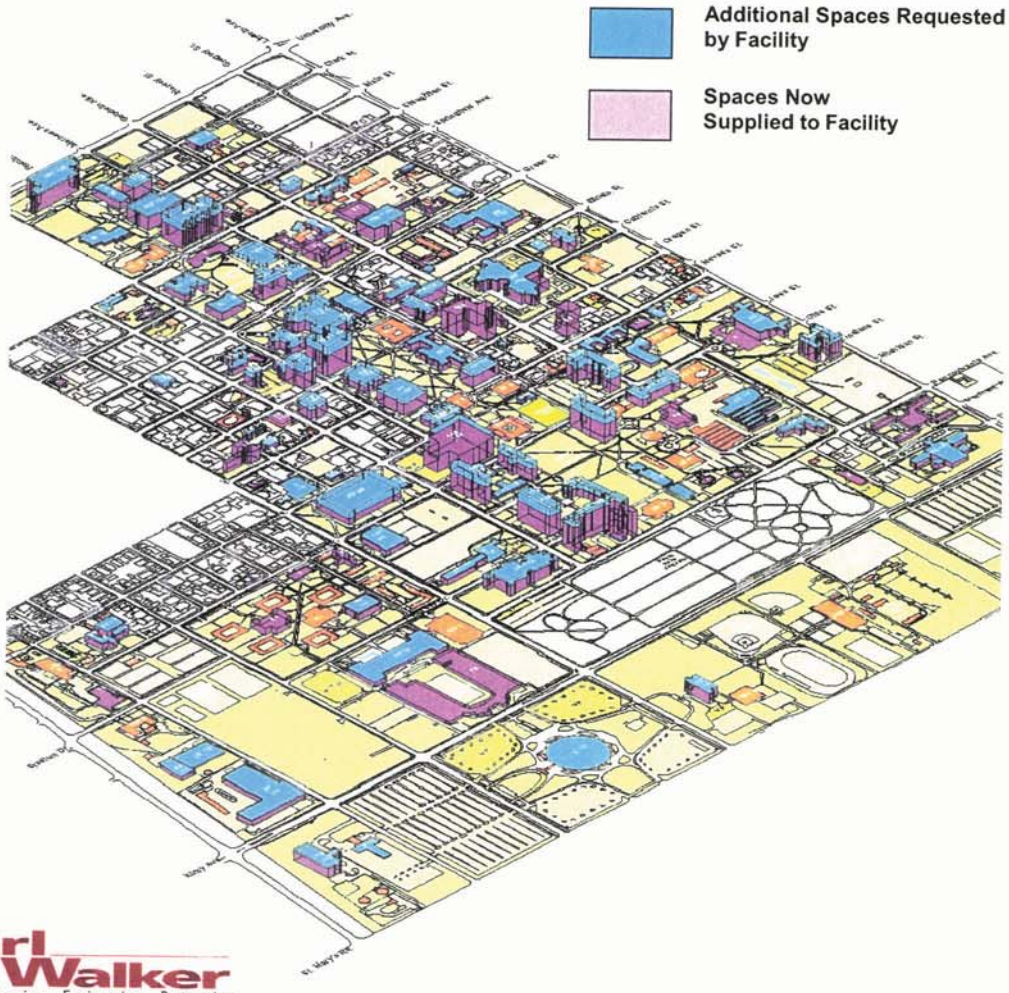
The dynamics of campus parking limit parkers to few options. Faculty/staff park near buildings. Students park in remote parking lots or at on-street metered spaces. Visitors park at on-street metered spaces or in parking facilities with parking meters. In addition, there are more than 3,000 Faculty/staff on waiting lists for parking, including 1700 on waiting lists who are unable to obtain a parking space. Some of the parking facilities with highest demand have waiting lists of 3 to 5 years.

Several zones on the campus have a surplus of parking spaces. The south zone of campus has a large storage parking lot for students, as well as the parking facilities for Assembly Hall. The Assembly Hall parking facilities are restricted and the student storage lot had a peak occupancy of 68 percent.

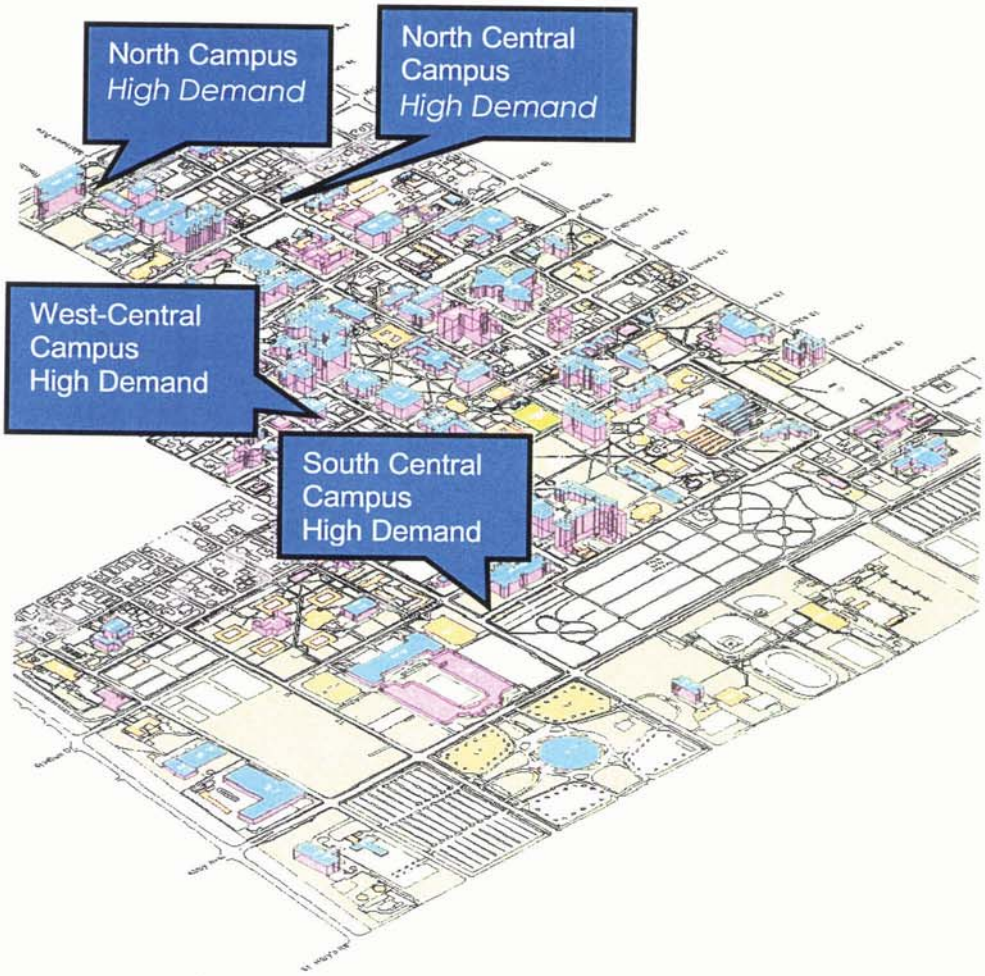
The location of parking facilities in relation to final destination points (campus buildings) is the key to evaluating parking supply/demand issues at UIUC.

The north zone is faced with a critical need for parking. In addition to existing demand that is high, the area includes three buildings in development that will eliminate 653 parking spaces.

The following graphic illustrates existing campus parking conditions. The height of each building is proportional to the number of spaces now assigned to the staff who work in those buildings, plus, the un-met requests for parking by staff in those buildings.



Areas of high parking demand include the far north campus near the Beckman Institute, the west-central area near the Quad, the near north campus near the Bardeen Quad and south-central campus in the area of Architecture and Buell Halls.



The current parking supply is adequate in most sections of the campus. However, several of these zones are anticipating the development of new academic buildings. The most intensive area of development in the near term is the North Campus section. Contributing to the existing parking problem is the un-met parking demand seen in the number of faculty/staff on waiting lists, as well as the number of students who would buy permits, if convenient parking was available.

For example, the relatively high number of people on waiting lists for the Krannert lot represents clientele who are attempting to move from the E-14 shuttle lot or nearby on-street parking spaces.

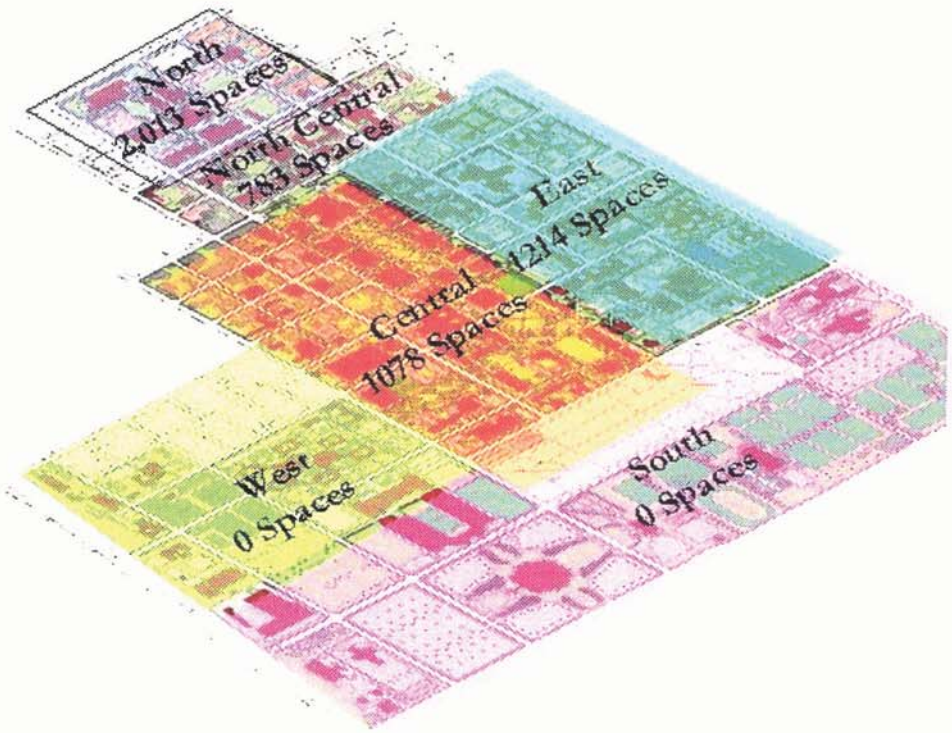
Parking Development Triggers

A number of parking alternatives were developed to meet the future parking demand. Alternatives were evaluated for each zone, including capacity analysis and estimates of probable construction cost. The Office of Project Planning and Facility Management (PPFM) supplied related project costs associated with site conditions, land acquisition, etc. The following parking structures have been recommended for development, with the cause or trigger for constructing each particular structure.

Parking Structure	Development Trigger
North Campus (B4)	*Siebel CS Center and NCSA*
Central Campus (C8/C9)	Current 3-to-5 year waiting list, plus improved access for Union visitors
North Central Campus	Projected shortfall in 6 years
Commerce (E12)	Commerce (MBA) Building
East Campus (D21)	East campus development and loss of D22

Parking Needs at 2010

It is anticipated that 5,088 new parking spaces will be needed on the campus by 2010. The existing parking structures, with a total of 1,924 spaces, represent the only permanent parking on the campus. The loss of parking lots is the result of building development according to the UIUC Campus Master Plan. The requirements for new parking by zone are shown below:



Economic Analysis

The Parking Master Plan proceeded to an economic analysis of new parking facility development, including estimates of probable construction costs, maintenance costs, and increases in administrative/operating costs.

Based upon these rising costs, a variety of revenue enhancements were evaluated. The options under consideration included:

- **Annual permit increases**
- **Increases to parking meter rates**
- **Citation rate increases**
- **Compensation for parking spaces lost to academic building construction (implemented as Campus Policy)**

Increases to parking meter rates are essential for any of the revenue enhancement options. It is not only important from a revenue perspective, but also from a parking management perspective as well. On-street meters were invented to turnover parking spaces. If the campus increases permit fees without a comparable increase in meter rates, parking customers will seek on-street spaces rather than permit spaces in new facilities. Surveys of both Big Ten and peer universities show that the campus' current meter rates are lower.

Citation rates (fines) for parking violations also need to be increased along with parking permit fees and meter rates. If parkers rationalize that the fine is less expensive than the parking fee, they will take the chance and park illegally. In addition, there is also the possibility that a ticket will not be issued for every violation.

Permit Rate Increases

The current permit rates charged to Faculty/Staff and Students is lower than the average of Big Ten and Peer University parking rates. If campus permits were raised 10 percent per year, the University would not equal the average permit fee of these institutions until the year 2007. That assumes the other universities increase fees at a rate equal to inflation. However, the reality for these institutions is higher rate increases to meet expanding parking needs.

Recommendations

Carl Walker, Inc. recommends the development of structured parking in each zone to meet parking demand and to recover parking lost as the Campus Master Plan is completed. Increases in revenues are also recommended to meet debt service requirements for these improvements. The proposed construction sequencing and economic impact are as follows:

2003- North Campus (B4) (University Avenue)
2005- Central Campus (C8/C9) (6th Street)
2007- North Central Campus (Multiple locations)
2009- MBA Building (E12) (Southwest corner of 6th and Gregory)
2011- East Campus (D21) (Between Oregon and Nevada Streets)

	2003	2006	2009
Total Revenue*	$9,841,000	$11,955,000	$12,687,000
Total Expenses	$8,803,000	$10,456,000	$13,894,000
Permit Rates	$367	$523	$744

*Spreadsheet in Appendix C documents revenue and expenses from FY 2000 through FY 2020. Total annual revenue assumes parking is reimbursed 100% for land and 50% for lost spaces due to new construction:

Total reimbursement received by FY 2005 - $11,728,000
Total reimbursement received by FY 2010 - $17,152,000
TOTAL - $28,880,000

Campus Action Items

The recommendations in the Campus Parking Master Plan require action to be taken by the UIUC Campus and the Board of Trustees. The following items need campus action:

- To increase revenue, implement a standard annual parking permit rate increase to provide funds for the transition from surface to deck parking, and explore a differential rate structure for surface versus deck parking.
- Raise meter rates from $.50 per hour to $1.00 per hour or higher.
- Approve new enforcement policies that will result in greater revenues.
- Identify effective strategies to reduce demand for parking spaces near the heart of the campus.

Board of Trustees Action Items

Since building development on the North Campus is moving forward with architectural design, it is essential that the North Campus Deck on University Avenue move ahead as well. The C8/C9 parking structures provide increased parking capacity and the opportunity to provide additional parking for Union visitors through efficiency improvements in adjacent facilities as well as through improved parking management. Therefore, the action required by the Board of Trustees is to approve the most needed parking structure projects immediately – the North Campus Deck on University Avenue and the C8/C9 Deck at 6th and Chalmers.

Final Report—May 23, 2001

I. SUPPLY/DEMAND ANALYSIS

Background

The University of Illinois--Urbana/Champaign (UIUC), located in the towns of Champaign and Urbana, is a growing educational institution that is currently home to approximately 36,738 undergraduate and graduate students. Founded in 1867, as a land grant institution, UIUC has earned a reputation of international stature. Eight Colleges and one institute provide education in more than 150 fields of study. The University also conducts both theoretical and applied research and provides public service to the state and the nation. The campus includes some 200 buildings in nearly 1,500 acres. There are nearly 2,000 tenured faculty members, 2,500 academic staff and 5,500 staff on the campus. Academic resources on the campus are among the finest in the world. The University Library holds the largest public university collection in the world. A world leader in supercomputing design and applications, the University is home to the National Center for Supercomputing Applications, developer of the hypermedia browser Mosaic that revolutionized the use of the World Wide Web.

In order to meet these goals, UIUC Division of Campus Parking and Transportation (DCPT) currently manages 13,609 parking spaces in three structures (not including a 760-space parking structure under construction) and 147 surface lots and provides a subsidy for the intercampus/local shuttles. Responsible for permit/hang tags sales, parking enforcement/ appeals, lot maintenance, special event parking and visitor parking, the DCPT is an important part of the campus community. With a total campus population of approximately 50,000 people, efficient parking and mass transit services are crucial elements in meeting academic goals as well as to maintain the continued growth of the University.

The DCPT works within the basic framework set forth in the *Parking Regulations*. These regulations establish the role of DCPT within the campus community, and define the limits of the department's authority.

Scope of Services

Carl Walker, Inc. has been contracted by University of Illinois--Urbana/Champaign to create a parking and transit master plan for the UIUC main campus in accordance with the agreement of services November 2, 2000. The approved scope of services is outlined below:

Task 1—Kickoff Meeting

- ***Carl Walker*** will meet with the University Project Planning/Facility Management and Parking staff to review scope of services, schedule, study area and previously completed reports, studies, etc.

Task 2—Supply/Demand Analysis

- Review existing parking inventory prepared by Parking Department and divide campus into parking zones.
- Collect occupancy data on existing parking facilities, including all user groups. University to assist with data collection activities.
- Complete turnover studies of selected parking facilities, as selected by the University.
- Using historic data supplied by the University, evaluate variations in demand (hourly, daily, seasonal).
- Assess event, athletic and conference parking plans.
- Prepare Visitor Parking Ratio Survey for Big Ten and peer universities. Use ***CWI*** and University contacts to deliver survey.
- Tabulate survey results.
- Meet with City of Champaign to determine scope of its parking study.
- Meet with University to review progress and direction of the study.
- Prepare draft Supply/Demand report and issue to University staff for review and comment.

Task 3—Future Campus Development

- Review campus master plan and current facility development plans
- Assess impact on parking system, including loss of parking for development and increased parking demand generated by new buildings.
- Determine impact of future developments, as identified by the Campus Master Plan and/or the Office for Project Planning and Facility Management, on the parking system.

Task 4—Transportation Planning Analysis

- Review and analyze existing Campus bus/shuttle system
- Evaluate possible links of parking to transit, roadway and other transportation systems.
- Assess the University's transit subsidy and its relationship to parking demand management.
- Recommend changes in routes to improve effectiveness of campus parking/transit systems.
- Prepare draft report of the Transportation Planning Analysis and submit to the University for review and approval.

Task 5—Future Parking Alternatives

- Based upon the results of the first four tasks, develop a series of alternatives to address future parking needs. The analysis will include:
    - Land availability and expanded campus sites
    - Alternative descriptions, including "what if" assessments
    - Opinion of probable construction cost
    - Comparison of alternatives
    - Shared public/private parking opportunities
- Prepare a survey for Big Ten and peer universities to determine current land bank practices, including valuation, payment in lieu of parking development, etc. (Survey to be sent to contacts identified in Task 2.)
- Meet with University staff to review alternatives and develop list of selected alternatives for further development.

- This analysis will include:
  - Aesthetic considerations
  - Traffic circulation issues
  - Walking distances to campus destination points
  - Security issues
- Project development and construction costs
- Prepare draft report of selected alternatives and submit to the University for review and approval.
- Prepare financial analysis of the selected parking alternatives, including:
  - With retail and without
  - Tiered rate or alternative rate structures
  - Methods for accommodating future parking needs
  - Revenue stream enhancements

Task 6—Parking Management Strategies

Review campus parking management systems to understand operational issues affecting parking user groups and revenue support. Specific areas to be evaluated include:

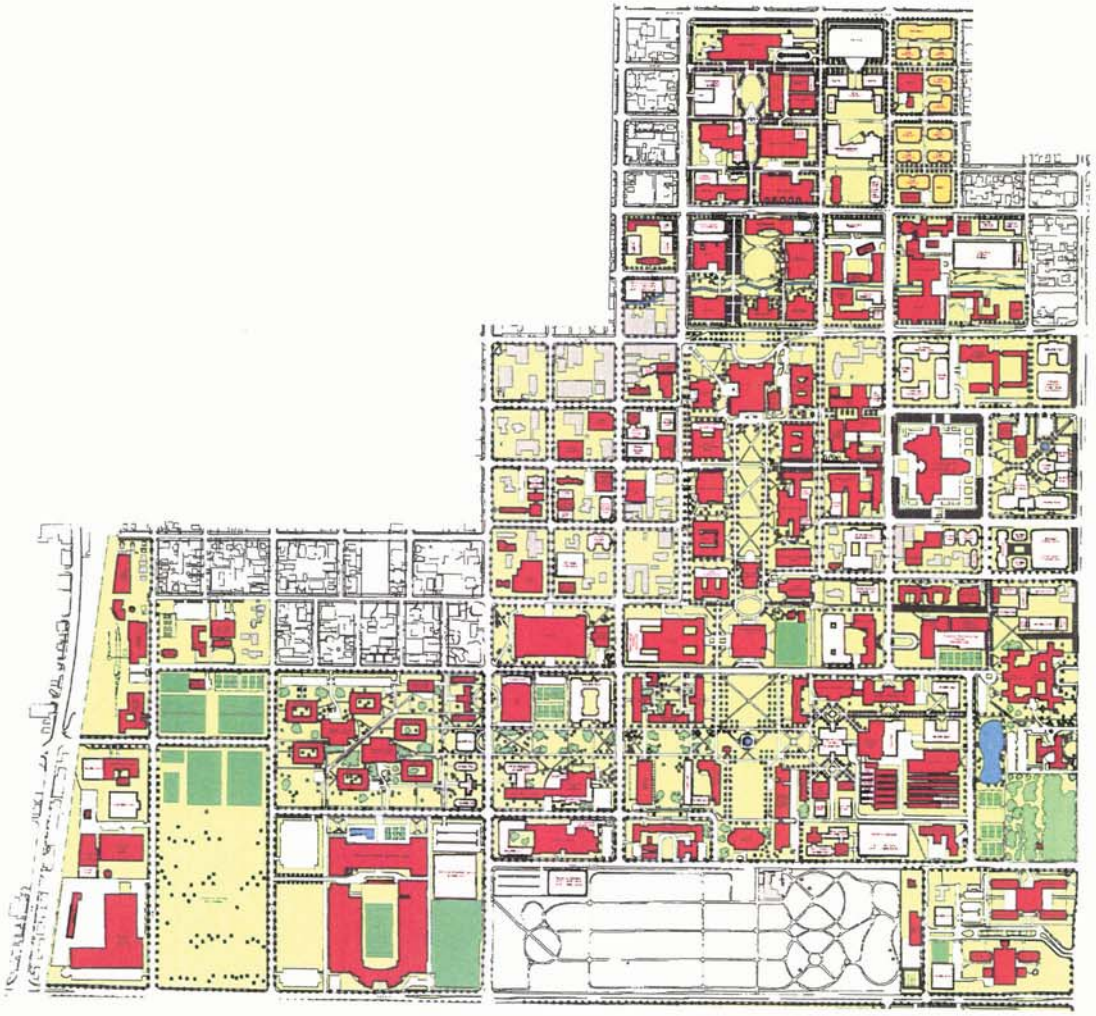
- Identify revenue support for parking requirements
- Evaluate the elasticity of parking rates to demand
- Review existing management systems, including:
  - Permit fees and rates
  - Fines
  - Enforcement
  - Time and access restrictions
  - Allocation of spaces, including visitors

Task 7—Final Report and Presentation

- Assemble task reports into a single Campus Parking Master Plan document and submit to the University for review and comment.
- Meet with University staff to review comments and content.
- Revise, one time, based on staff comments and submit final Campus Parking Master Plan to the University.
- Make formal presentation of the findings and recommendations

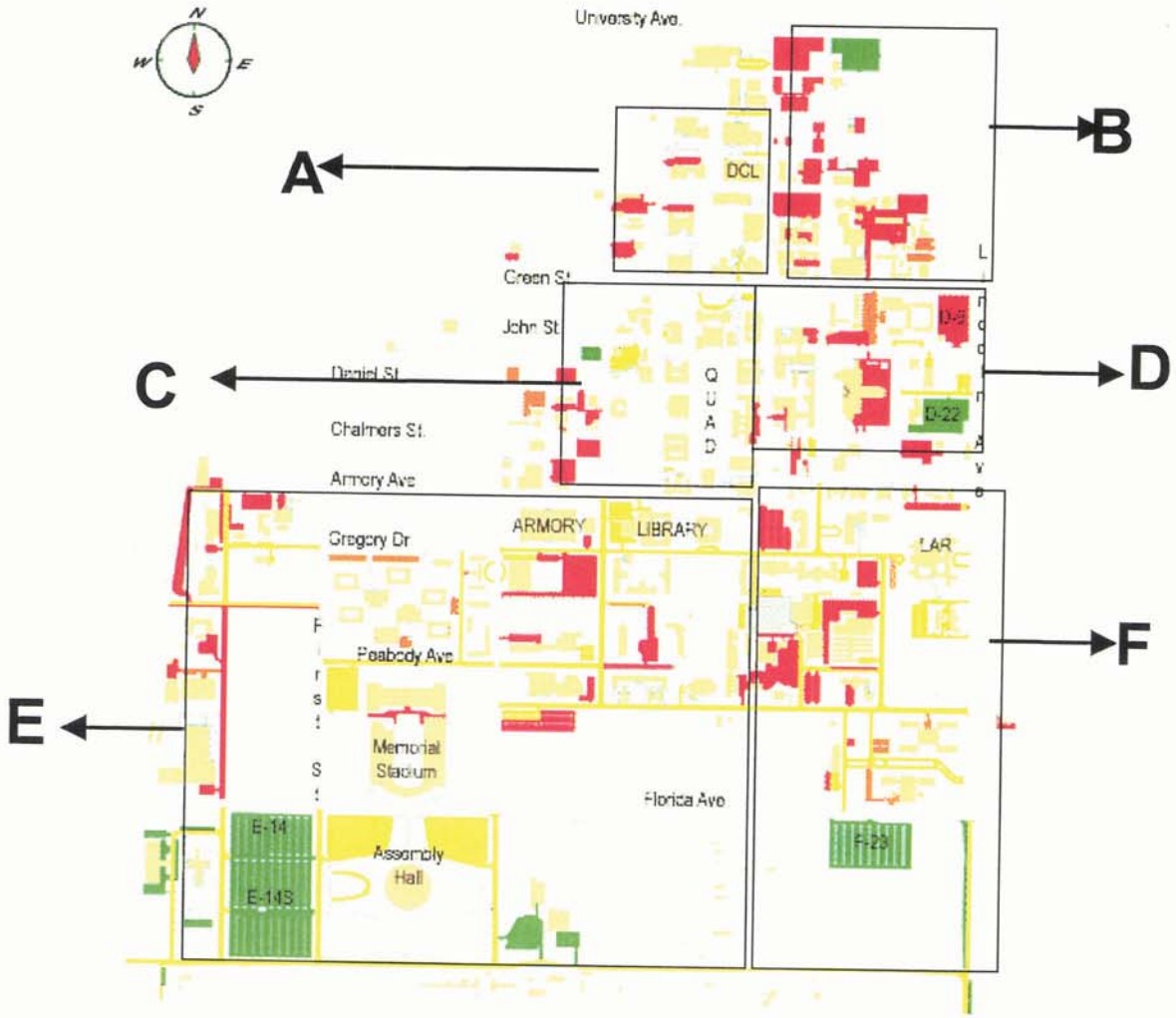
Study Area

The study area involves the University of Illinois--Urbana/Champaign. The geographical area included in this study is bounded on the north side by University Avenue, on the south by St. Mary's road, on the east by Lincoln Avenue and on the west by ICRR tracks.



Current Campus Parking Zones

The lot numbering system used by DCPT is maintained in the Supply/Demand section of this report in order to provide consistency and facilitate an understanding of the current and future supply and demand conditions.



Current Conditions

The main campus of University of Illinois--Urbana/Champaign has a current parking inventory of 13,609 parking spaces (not including spaces controlled by University Housing and Athletics) in 147 surface lots and 3 parking structures (one under construction). Of the 13,609 parking spaces, approximately 72% are designated for the use of UIUC faculty, and staff members.

There are presently approximately 7,477 parking permits issued to faculty and staff (71% of 10,531 total parking permits). Adding the 1,704 on the waiting list for parking results in faculty/staff parking demand for 9,181 spaces. This represents a parking demand ratio of 0.73 space per employee, given 12,559 FTE's. The parking ratio for faculty and staff is about average compared to other universities. This is an important ratio, as it will be used to project parking needs for future development on campus.

Approximately 29% of the total parking permits are issued to students. Given 10,531 total permits, students would account for approximately 3,054 permits. This represents a permit to student ratio of only 0.083 space per student given 36,738 total students. Commuter student demand at universities ranges between 0.05 to 0.50 space per student with an average of 0.30. Because there are a large percentage of commuter students living within a short distance of campus, it's anticipated that commuter student demand for parking is on the low end of the range, possibly up to 0.15 space per student. This would represent the demand for approximately 5,510 spaces.

The provision of faculty/staff parking is the top priority at the University. If all or most of the faculty/staff on the waiting list were provided parking, this would leave a minimal number of additional permits for students, if the demand exists where spaces are available. Regardless, additional parking options for students are justifiable.

There are currently 2,053 on- and off-street metered spaces for campus visitors. Visitor parking needs on a university campus are generally 5% to 10% of faculty/staff needs. This would represent 459 to 918 parking spaces, given estimated demand for 9,181 faculty/staff spaces. The parking capacity available to campus visitors exceeds the estimated demand by approximately 1,200 to 1,650 spaces. However, based on the minimal number of parking permits sold to students and the income generated by meter violations on campus, it is evident that students are parking in visitor spaces. Instead of parking in peripheral lots at a reduced cost, many are choosing to park at close-in and convenient locations and pay the $5.00 fine for expired time on a meter.

In short, parking occupancy counts indicate excess capacity within the parking system. It is anticipated that approximately 1,900 more parking permits can be sold. Current policy favors the sale of permits to faculty/staff before students. All or most of the faculty and staff on the waiting list for parking should be accommodated somewhere within the parking system. Any additional permits should be made available to students. The parking system should operate at optimum efficiency with the sale of additional parking permits.

Based on industry standards, there is a surplus of visitor parking on campus. It is not recommended, however, to convert visitor spaces to permit spaces. Even though students are likely parking in visitor spaces, the meters raise a significant amount of revenue from both parking fees and fines. If campus visitors are having difficulty finding available parking on campus, a substantial increase in parking fines would likely discourage some of the students from parking in visitor spaces.

Parking Rates and Regulations

Due to limited parking resources and to improve the efficiency of existing facilities, DCPT regulates the parking of all faculty/staff, visitor and student-operated motor vehicles and motorcycles. The complete listing of permit fees, classifications and regulations are contained in Appendix D.

Supply/Demand Study Methodology

In order to meet the strategic goals of the University, UIUC DCPT is committed to providing adequate services and facilities. University officials acknowledge that future developments must be coupled with improvements in support services, including parking and transit. This portion of the parking and transit master plan evaluates current and future parking adequacy on the UIUC Campus.

In evaluating parking adequacy, two fundamental concepts are used: "Design Day Conditions" and "Effective Supply". Design day parking conditions attempt to represent typical peak activity that may be exceeded only occasionally during the year. Effective supply is essentially a cushion of spaces in excess of the calculated demand to reduce the search time for the last few available parking stalls and to allow for the dynamics of vehicles moving into and out of parking stalls during peak periods. This cushion also allows for unanticipated variation in parking activity as well as the temporary loss of spaces due to improperly parked vehicles, construction and other factors.

The effective supply cushion also compensates for the loss of utilization and efficiency due to the segregation of spaces for various user groups (special events, etc.)
Most universities accept an effective parking supply factor of 10%. This 10% cushion of spaces allows UIUC DCPT to maintain a high level of customer service while meeting the frequent changes in parking demand due to special events, improperly parked vehicles, etc. The 10% effective supply factor is well within the range of industry standards and is supported by ***CWI***.

In addition to completing parking occupancy counts, the methodology also included tabulating full time equivalent staff, the square footage of all campus buildings and existing parking supply in developing a specific parking demand ratio for faculty/staff on the campus.

Current Parking Supply

As indicated in Table 1, there are a total of 13,609 parking spaces in seven zones on the University of Illinois at Urbana-Champaign campus that are controlled by DCPT. This total does not include the on-street spaces on campus that are controlled by the cities of Urbana and Champaign or off-street spaces controlled by Housing.

Ninety-five percent of the university's parking is located off street in 147 lots and three parking structures. There is a 675-space parking structure currently under construction in Zone F that is not included in the current supply of parking spaces.

Table 1.
Parking Inventory by Campus Zone

Parking Zone	Off-Street Parking						On-Street Parking	Total Parking
	Permit	Dept./ O&M	Visitor (Meters)	ADA	Other	Total		
A	252	22	3	2	38	317	33	350
B	1,284	99	84	20	0	1,487	6	1,493
C	749	70	108	17	11	955	15	970
D	1,310	55	245	22	68	1,700	47	1,747
E	4,428	163	634	67	256	5,548	523	6,071
F	2,443	101	275	25	0	2,844	134	2,978
Total:	**10,466**	**510**	**1,349**	**153**	**373**	**12,851**	**758**	**13,609**
Percent:	**77%**	**4%**	**10%**	**1%**	**3%**	**94%**	**6%**	**100%**

The majority of the off-street parking is for holders of valid parking permits, and over 70% of the permit spaces are for faculty and staff. The students with parking permits are largely accommodated in outlying lots. There is currently a long waiting list for parking permits on campus. Of the 758 on-street spaces, approximately 93% are metered. The 1,773 residential spaces on campus are not under the control of the Division of Campus Parking.

Current Parking Demand and Adequacy

Carl Walker personnel completed a survey of parking occupancy on the majority of the off-street parking on campus on Thursday, November 9, 2000. The results are presented by lot in Table A1 in Appendix A and are summarized by parking zone in Table 2. The 11,054 spaces surveyed were 70% occupied over the peak hour of 10:00 to 11:00 AM (7,720 parked vehicles). Parking occupancy by zone ranged from a low of 59% in Zone A to a high of 84% in Zone F.

Table 2.
Summary of Off-Street Parking Occupancy by Zone

Campus Zone	*Number of Spaces	Peak-Hour Occupancy	Percent Occupied
A	311	185	59%
B	1,461	807	55%
C	911	735	81%
D	1,700	1,106	65%
E	4,757	3,273	69%
F	1,914	1,614	84%
Total:	**11,054**	**7,720**	**70%**

**On-street meter spaces, department and service vehicle spaces are not included in Table 2.*

The peak hour for parking corresponds with the scheduling of instructional areas by hour. However, there are slightly more rooms scheduled during the fall semester on Wednesday than on Thursday. Based on this information, the parking occupancy figures presented will be increased by 1% to represent design-day parking occupancy.

Impact on Parking Permits

Table A3 in Appendix A compares the number of permit spaces to the number of parking permits issued by zone. Overall, there are currently 10,531 permits issued for 10,466 spaces. This represents 1.006 permits per space. According to information provided by DCPT, the parking facilities on campus have the capacity to accommodate 11,787 permits, or 1,256 more permits than are currently issued. The 11,787 permits represent 1.12 permits per space.

Table A4 in Appendix A indicates the number of persons on the waiting list for parking by zone. There are currently 3,462 on the parking permit waiting list. Approximately 51% of those on the

list currently have parking and are waiting for a space in another facility closer to their destination on campus. The remaining 49% (1,704 persons) are waiting for a parking space.

Based upon current occupancy, Table 3 indicates the estimated number of additional parking permits that could be issued for campus parking by zone. A parking system operates most efficiently at an occupancy level somewhat less than the actual physical capacity. Optimum efficiency is reached when occupancy ranges from 85% to 95%, depending upon the user group(s) being served. A maximum of 90% is recommended for the university's parking system.

Table 3.

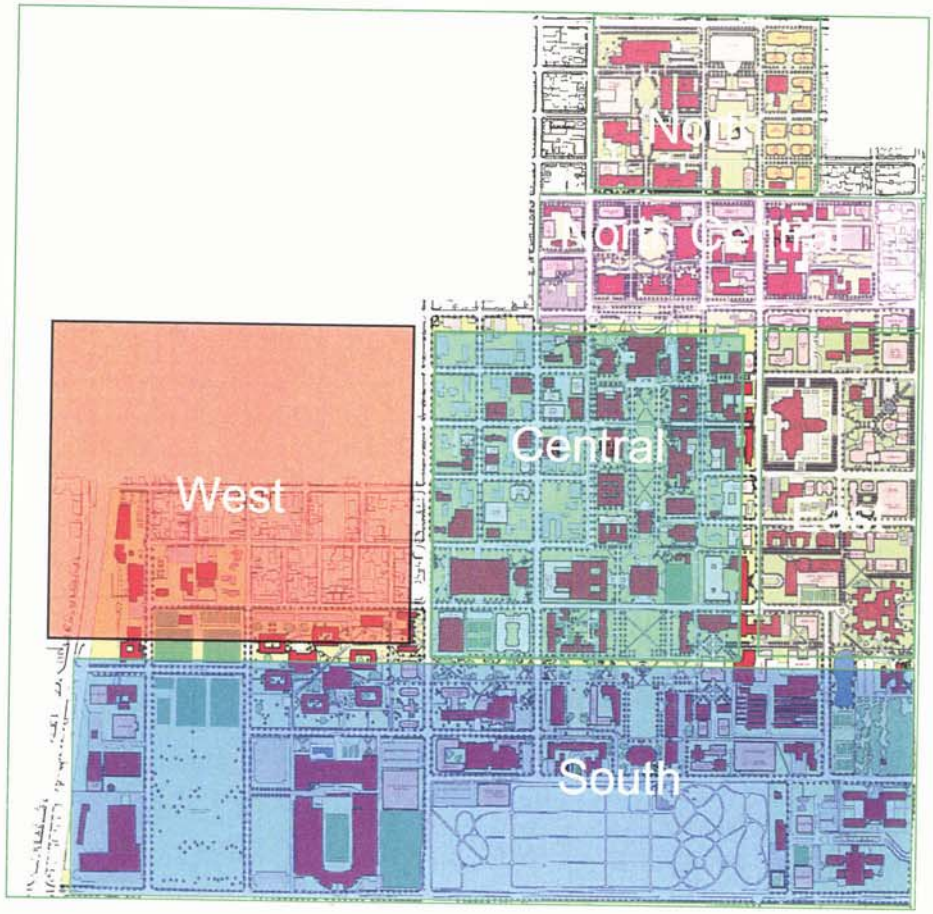
Potential Additional Parking Permits by Zone*

Zone	Number of Permits	Peak Observed Occupancy	Plus 1% Design-Day Adjustment	Optimum Occupancy	Excess Capacity	Number of Additional Permits
A	265	59.5%	60.1%	90.0%	29.9%	79
B	1,230	55.2%	55.8%	90.0%	34.2%	421
C	911	80.7%	81.5%	90.0%	8.5%	77
D	1,360	65.1%	65.8%	90.0%	24.2%	330
E	4,225	68.8%	69.5%	90.0%	20.5%	867
F	2,540	84.3%	85.1%	90.0%	4.9%	123
Total:						**1,897**

** Based upon current parking occupancies compared to existing permit sales.*

II. FUTURE DEVELOPMENT AND PARKING DEMAND

Parking Development Zones

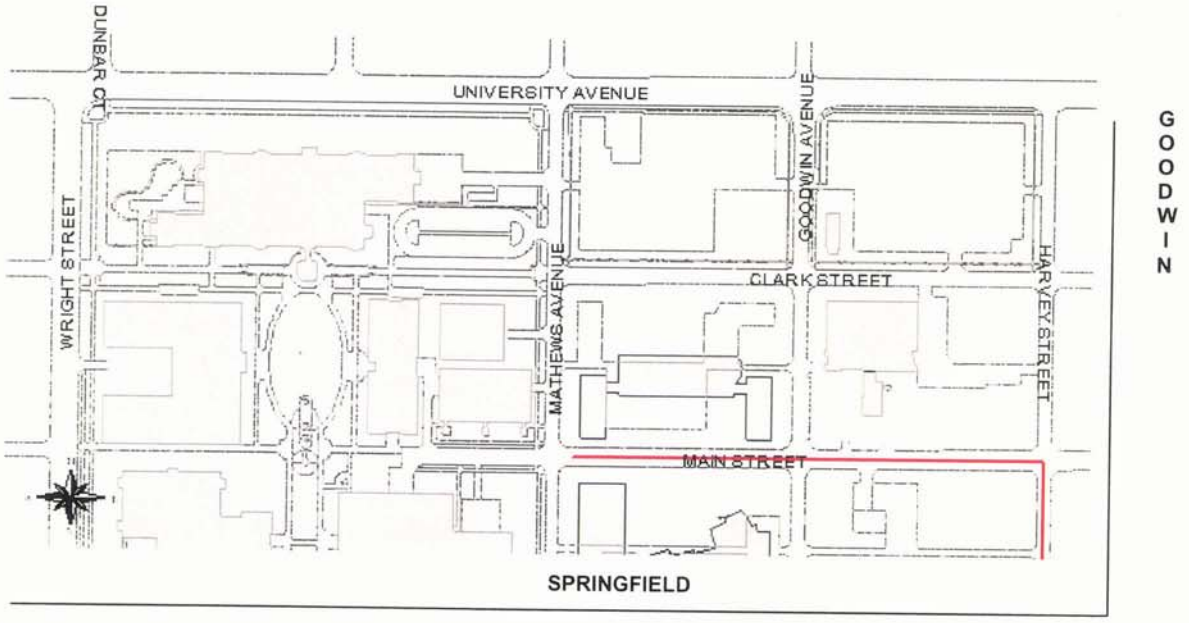


The existing alphabetical zones are problematic in projecting future parking needs because of boundary locations and lack of common geographic reference points. Therefore, the campus was divided into 6 zones, as shown above, to assess future parking conditions and the impact of parking development options.

North Campus Parking Analysis

Phase I (2001 to 2005)

There is significant near-term development anticipated on North Campus that will result in the loss of existing parking spaces and generate the demand for additional parking. The development area is bounded by University Avenue to the north, Springfield Avenue to the south, Goodwin Avenue to the east, and Wright Street to the west.



The development anticipated within five years in Phase I development include Electrical Engineering (178,00 gsf), NCSA (127,000 gsf), a corporate computer building (270,000 gsf), lab expansions (67,000 gsf), and office/retail space (118,000 gsf) with a parking structure. The Office of Project Planning and Facility Management provided the development information used

in this analysis. The analysis of parking demand is based on the current relationship between building square footage and parking supply.

The analysis anticipates there is no excess parking capacity currently in North Campus or within an acceptable walking distance to North Campus in other zones. It also assumes that no parking is provided with the new buildings. While many of the faculty/staff to be moved to North Campus are already in the parking system, it is anticipated their vacated spaces will be occupied by displaced permit holders or by those on the waiting list for parking.

Table 4.
North Campus Parking Requirements

Campus Zone	Development	Gross Sq. Ft. (GSF)	Estimated Parking Demand (1)	Parking Spaces Displaced	Parking Spaces Required (2)	Parking Displaced
Years 2001 to 2005						
North	Electrical Engineering	178,000	192	0	192	None
North	NCSA	127,000	137	108	245	Lot B5
North	Computer Center	270,000	292	50	342	Lots B14/B19
North	Lab Expansions	67,000	72	0	72	None
North	Office, Retail and Garage	118,000	127	244	371	Lot B4
North	Parking Displaced by Research Park	0	0	251	251	Lot B22
Subtotal:		**760,000**	**820**	**653**	**1,473**	
Year 2010 and Beyond						
North	Future (unknown)	38,000	41	92	133	Lot B2
North	Future (unknown)	120,000	130	0	130	None
North	Recreation	48,000	52	49	101	Lot A21
North	Beckman Office	53,000	57	0	57	None
North	Parking Displaced by Research Park	0	0	119	119	
Subtotal:		**259,000**	**280**	**260**	**540**	
Total:		**1,019,000**	**1,100**	**913**	**2,013**	

(1) Parking demand ratio of 1.08 spaces per 1,000 gsf.
(2) Does not include the 213 spaces to be added in lot expansions as they will be displaced by 2001-2005 development.

As presented in Table 4, there is 760,000 gsf of building space planned for North Campus by 2005.

Carl Walker developed a customized parking demand ratio to project the parking impact of future development. The ratio factors existing parking demand with the number of Full Time Equivalent (FTE) employees and the current campus building square footage. The UIUC parking demand ratio is 1.08 per 1,000 sq ft of leasable building area. Given a 1.08 parking demand ratio, Phase I development is estimated to generate the demand for 820 more parking spaces. Added to this figure should be the net loss of 653 parking spaces. This results in the need for an estimated 1,473 spaces within five years in a North Campus parking structure to be located on lot B4. This figure does not include parking demand associated with the Research Park, but it does account for the parking spaces lost in Lot B22 due to the development of the Research Park. (The Research Park is evaluated separately in this section of the Parking Master Plan.)

Phase II (2010 and Beyond)

There is an estimated 259,000 gsf of development anticipated for North Campus within approximately the next ten years including an office project, recreation center and two undefined projects. Phase II development, given the same parking demand ratio, is estimated to generate the demand for 280 more parking spaces. Added to this figure should be the 260 parking spaces lost to development, resulting in the need for 540 more parking spaces. The combined Phase I and II parking requirement for North Campus is 2,013 spaces. This assumes the loss of parking lot B22 to the North Campus Research Park.

Research Park Parking Analysis

A privately developed Research Park is planned on a four-block area bounded by University Avenue to the north, Springfield Avenue to the south, Harvey Street to the east, and Goodwin Avenue to the west.

Table 4A.
Research Park Parking Requirements

Campus Zone	Development	Gross Sq. Ft. (GSF)	Estimated Parking Demand (1)	Parking Spaces Displaced	Parking Spaces Required	Parking Displaced
North	Years 2001 to 2005 Buildings	380,400	1,902	0	1,902	Lot B22 (Table 4)
North	Years 2006 to 2010 Buildings	83,400	417	0	417	None
North	Year 2010+ Buildings	107,500	538	0	538	Lot B18 (Table 4)
Total:		**571,300**	**2,857**	**0**	**2,857**	

(1) Parking demand ratio of five spaces per 1,000 gsf.

As presented in Table 4A, 2001 to 2005 development totaling 380,4000 gsf of building space is expected to require approximately 1,902 parking spaces.

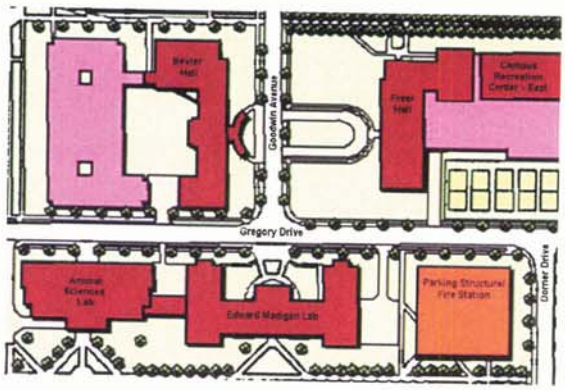
The developers of the Research Park are requesting five parking spaces per 1,000 gsf. It should be noted this parking demand ratio exceeds parking space requirements for office buildings currently recommended by the National Parking Association of 3.6 to 4.0 spaces per 1,000 gsf, but is in line with current parking requirements within similar office developments.

The Phase I development will displace 251 university-owned parking spaces in Lot B22 (refer to Table 4). The 251 spaces lost in the lot should be added to the North Campus parking structure.

Options for meeting the Research Park's parking needs were not evaluated as part of the study. However, a parking structure on a typical city block with an overall size of 240' x 330', would accommodate approximately 260 parking spaces per level. Therefore, the Phase I parking needs could be met with a 7-level parking structure on a city block

Future Parking Supply in Other Zones

The University will lose approximately 4,600 parking spaces to campus development in other zones between now and 2010. A number of structured parking options will need to be developed in order to maintain the same level of parking adequacy existing on the campus today. The Gregory and Dorner parking structure is the only parking facility presently under construction.



New parking structure currently under construction.

Future Parking Demand in Other Campus Zones

In order to project the future parking demand of the campus, several demand factors must be analyzed.

Factors that can help determine future demand include:

- **Projected permit sales**
- **Changes in the student population**
- **Past changes in observed occupancy**
- **Development of campus buildings**

Table 5, 6, and 7 illustrate future parking demand requirements based upon facility development planned in the North Central, Central, East, West, and South zones.

Table 5.
Campus Parking Requirements by Zone, Years 2001 to 2005
(Excluding North Campus)

Campus Zone	Development	Gross Sq. Ft. (GSF)	Estimated Parking Demand (1)	Parking Spaces Displaced (2)	Parking Spaces Added	Parking Spaces Required	Parking Displaced
North-Central	Mechanical Engineering Lab	16,200	0	0	0	0	None
North-Central	ADC (computer space)	17,000	0	0	0	0	None
North-Central	Warehouse One (storage/classrooms)	72,000	0	362	0	362	Lots B21/BH11
Subtotal:		**105,200**	**0**	**362**	**0**	**362**	
Central	Social Work	48,000		0	0	0	Part of Lot C5
Central	Anderson Hall	80,000		434		434	Lot E12
Central	Art	66,000		47		47	Lot E18
Central	Stock Pavilion South Union	46,000		0		0	None
Central	Natural History Survey	211,000		7		7	Lot EO16
Central	New Parking Lot	0		0	60	-60	None
Subtotal:		**451,000**	**0**	**488**	**60**	**428**	
East	Nursing College	63,000	0	40		40	Lot D6
East	Science Lab	180,000	0	75		75	Lots D13/15/18
East	Music Addition	21,000	0	0		0	None
East	Band and Dance	96,000	0	126		126	Lot D21 & garage
East	Post Genomics	200,000	216	255		471	Lot F56
East	Greenhouses	20,000	0	0		0	None
East	Future (unknown)	47,000	0	129		129	Lot F4
East	Future (unknown)	30,000	0	0		0	None
East	ECDL	21,000	0	0		0	None
East	Fire Station/Parking Garage	0	0	0	760	-760	
Subtotal:		**678,000**	**216**	**625**	**760**	**81**	
West	None planned	**0**	**0**	**0**	**0**	**0**	
South	Future (unknown)	**46,600**	**0**	**14**		**14**	Lot F20
Total:		**1,280,800**	**216**	**1,489**	**820**	**885**	

(1) Parking demand ratio of 1.08 spaces per 1,000 gsf.
(2) Does not include parking spaces displaced by future parking garage(s).

Table 6.
Campus Parking Requirements by Zone, Years 2006 to 2010
(Excluding North Campus)

Campus Zone	Development	Gross Sq. Ft. (GSF)	Parking Spaces Displaced (1)	Parking Displaced
North-Central	Academic	74,000	0	None
North-Central	Office	16,000	0	None
North-Central	Future (unknown)	34,600	137	Lot A3
North-Central	Future (unknown)	34,600	0	None
North-Central	Lab	120,000	243	Lot B1
North-Central	Office	50,000	41	Lot B7
North-Central	Office	8,000	0	None
Subtotal:		**337,200**	**421**	
Central	Administration Addition	60,000	9	Lot C11
Central	Office	30,000	0	Lot C3
Central	Office	144,000	69	Lot C3
Central	ISC	25,000	0	Lot C3
Central	Office	16,000	43	Lot C5
Central	LAS	68,000	81	Lot C9
Central	LAS	48,000	0	None
Central	Science Lab	48,000	53	Lot D2
Central	Law Additions	220,000	0	None
Central	Architecture	50,000	227	Lot E2
Central	Library Addition	260,000	151	Lot E3
Central	Natural History Survey	150,000	17	Lot E021
Central	Huff Hall Addition	13,000	0	None
Subtotal:		**1,132,000**	**650**	
East	Science	260,000	134	Lot DH8
East	Future (unknown)	57,000	0	Lot DH8
East	Future (unknown)	80,000	0	Lot DH8
East	Future (unknown)	100,000	294	Lot D9
East	Future (unknown)	60,000	47	Lot D11
East	Future (unknown)	100,000	259	Lot D22
East	Future (unknown)	17,000	0	None
East	Freer Exp.	85,000	0	None
East	Natural History Survey	311,000	262	Lot F28
East	Future (unknown)	100,000	0	None
East	Future (unknown)	36,000	0	None
East	Future (unknown)	70,000	0	None
East	Future (unknown)	32,500	0	None
East	Future (unknown)	43,500	0	None
Subtotal:		**1,352,000**	**996**	
West	Future (unknown)	60,000	0	None
West	Future (unknown)	100,000	0	None
Subtotal:		**160,000**	**0**	
South	Future (unknown)	**72,000**	**0**	None
Total:		**3,053,200**	**2,067**	

(1) Does not include parking spaces displaced by future parking garage(s).

Table 7.
Campus Parking Requirements, Year 2010 and Beyond
(Excluding North Campus)

Campus Zone	Development	Gross Sq. Ft. (GSF)	Parking Spaces Displaced (1)	Parking Displaced
Central	**Museum Additions**	**42,500**	**0**	None
East	Geology	60,000	124	Lots D1/D14
East	Lab	38,000	13	Lot D16
East	Science Lab	180,000	0	Previously Displaced
East	Future (unknown)	30,000	0	Previously Displaced
East	Future (unknown)	30,000	0	Previously Displaced
East	Band	38,000	0	None
East	Campus Recreation	100,000	0	None
Subtotal:		**476,000**	**137**	
Total:		**518,500**	**137**	

(1) Does not include parking spaces displaced by future parking garage(s).
(2) No current plans in North Central, Central, West and South

Although many of the core building developments will be shuffling staff, thus not creating new parking demand, a significant amount (46%) of future parking demand comes from the loss of surface parking spaces for building development. A new facility development policy to compensate the DCPT for lost parking to new facility development will help replace parking.

Future Parking Adequacy

Based on projected supply and demand numbers, the UIUC Campus will experience a significant lack of parking on the North Campus beginning in 2003, with the deficit increasing as the campus building program continues.

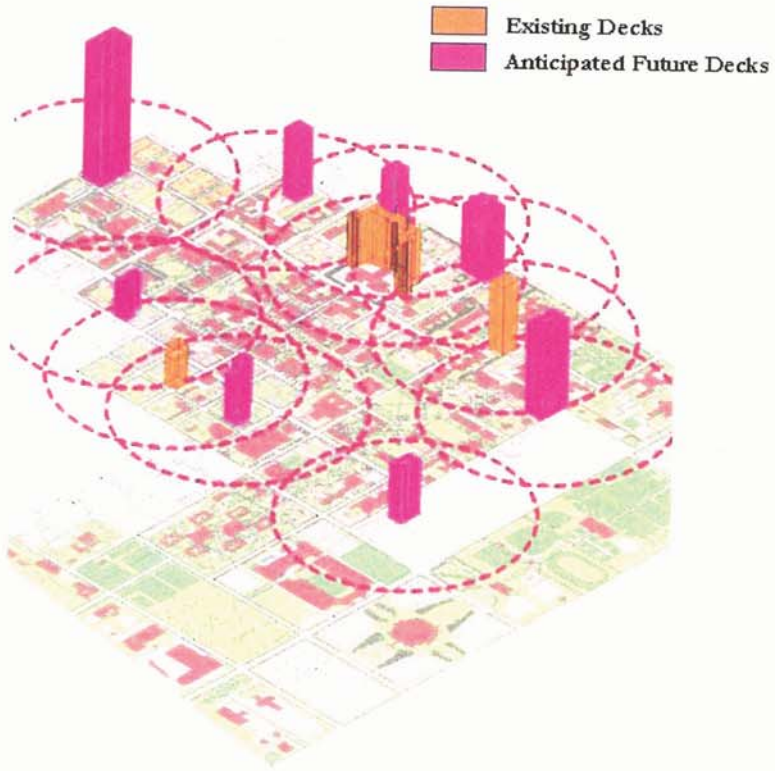
Table 8 illustrates the parking needs by zone and timeline.

Table 8.
Summary of Campus Parking Requirements

Campus Zone	Number of Spaces Required by Year			
	2001-2005	2006-2010	2010+	Total
North	1,473	0	540	2,013
North-Central	362	421	0	783
Central	428	650	0	1,078
East	81	996	137	1,214
West	0	0	0	0
South	14	0	0	14
TOTAL:	2,358	2,067	677	5,102

In addition to the 1,473 spaces required immediately for the North Campus Development (not including the spaces projected for the North Campus Research Park), there will be an additional 2,952 spaces required on the campus by the year 2010 and another 677 spaces beyond 2010. This is based upon assumptions received from the Office of Project Planning and Facility Management that indicate loss of surface parking, but no significant increase in the numbers of faculty, staff or students. If new buildings generate more people on the campus, the future parking deficits by zone will be higher.

III. PARKING ALTERNATIVES ANALYSIS



Proposed Parking Alternative Locations

The above parking alternative options combined with existing parking structures provide the campus with adequate parking in all zones. Dotted circles illustrate 850 foot walking distance from each parking deck to campus destination points (buildings). Building height is proportional to the capacity of each parking structure.

Parking Alternative Descriptions

In order to address the projected shortage in parking over the next ten years, ***Carl Walker, Inc.*** has evaluated six sites on the existing Campus Master Plan, including a site in front of the Union, for development of parking structures.

The selection criteria used to verify these locations included the following elements:

- Current and projected parking surpluses/deficits (by zone).
- Locations of proposed new campus buildings and expansions.
- Walking distances
- Parking allocation and space mix.
- Physical proximity to current parking resources.
- Compatibility with Campus Master Plan

The parking development plan is responsive to the Campus Master Plan. Since green space and facility development are focal points of the Campus Master Plan, the development of new parking facilities does not encroach upon areas designated for other uses.

Since Faculty/Staff purchases the majority of campus parking permits, the walking distance criteria is 850 feet. This is a parking industry standard for assessing the maximum distance faculty/staff will walk when leaving a parking facility and going to a final destination point (campus building). The walking distance guideline for students is 1200 feet.

Many of the assumptions made to plan for future parking development are based on previous master plans, development programs and other project descriptions that do not have funding mechanisms currently in place.

The following parking structure alternatives have been evaluated. Conceptual drawings for each of the options are included in Appendix B.

North Campus Parking Structure

Three parking structure alternatives have been developed for the North Campus Parking Structure. Although aesthetic considerations are important throughout the campus, this gateway location on University Avenue along with the adjacent Beckman Institute will require careful attention to the architectural treatment of any parking structure on this site. The alternatives include:

- A three-bay structure set back from University would include 1,431 spaces on 7 levels (grade plus 6 supported). The estimate of probable construction cost for this option is $20,214,200.
- A four-bay parking structure with approximately 1900 spaces could be developed if the entire block is used. The size of this facility would accommodate area parking demand through 2010. The estimate of probable construction cost for this option is $25,344,900
- The third alternative is also a four-bay structure, but includes grade level retail space on the south side of the facility. The estimate of probable construction cost for this option is $26,003,300

C8/C9 Parking Structures

Site acquisition constraints require the development of two independent parking structures on this block rather than a single structure. Although the parking efficiency in the single structure concept would be preferred, the costs of acquisition were prohibitive. Approximately 1,000 parking spaces or 500 spaces in each facility could be built in a 7-level configuration. The estimate of probable construction cost for this option is $17,665,600.

Consideration was also given to providing parking operations offices along Chalmers. The DCPT requires 6,000 sq. ft. for its operations facilities. Waiting lists in this area of campus last 3 to 5 years, creating an immediate need for additional parking. Parking development on this site enables the proposed Commerce Building to proceed at the same time as the Commerce Building parking structure.

In addition, parking management of other facilities in the area could be improved to a degree where additional parking spaces could be reserved for Union visitors.

Commerce (MBA) Building Parking Structure

The Commerce Building site includes two alternatives. The primary demand generator for a parking structure on this site would be the development of the Commerce Building (MBA). However, the immediate area also requires the development of additional parking mainly due to the loss of surface parking over the next 10 years.

The alternatives include:

- An underground parking structure spanning the entire site with 2 levels below grade (with building above). The parking structure would be designed to accommodate the Commerce Building as well as an adjacent building. This alternative would also allow for the development of a landscaped plaza adjacent to the Commerce Building, if another building is not developed. This option would include 841 parking spaces, with an estimate of probable construction cost of $26,074,700.

- The second option is a freestanding, 6-level parking structure (grade plus 5 supported levels). This is a very efficient facility with 946 parking spaces and would feature long-span construction. This structure would be built where the existing tennis courts are located. The estimate of probable construction cost for this option in $13,378,500.

East Campus Parking Structure

The East Campus Parking Structure responds to a proposed mixed-use development as well as the future loss of parking from development immediately north of this site. The five-level parking structure would have one level below grade, a level at grade and three supported levels. This alternative would include 744 parking spaces, with an estimate of probable construction cost of $15,318,900.

North Central Parking Structure

The North Central zone includes three sites for the development of parking structures. The need for additional parking spaces, as evidenced by waiting lists, is the driving force behind parking, with unmet visitor demand at the Union another consideration. Three alternatives on separate sites have been developed to meet parking demand generated by the Union. The alternatives include:

- **6th Street and Healy Parking Structure** is located in the existing A9 parking lot. The development of this parking structure would require spanning the Boneyard Creek. The facility would accommodate 910 parking spaces on 5 levels, if the entire site is use, or 770, if the site is shortened. A shortened site was investigated to reduce property acquisition costs. Both alternatives would connect to Wright Street in order to create a visual connection with the Student Union. The estimate of probable construction cost for the larger site is $15,634,300.

- **Student Union Parking Structure** is an option that would be located underground in front of the Union and requires the lowering of Green Street to allow it to function. The final development would include a plaza area spanning Green Street. The option for this site includes two levels below grade to accommodate 528 parking spaces. The estimate of probable construction cost is $31,329,500.

- **Material Science Building Parking Structure** would be located on the existing parking lot B1 on Springfield Avenue. The development of an underground parking structure with two levels would accommodate 346 parking spaces. This produces a

net increase of 103 spaces. The assumption given to ***Carl Walker*** for this site was the potential development of a building on top of the parking structure. The estimate of probable construction cost for this option is $12,109,500. This site was also investigated because PPFM included this site after eliminating a Campus Master Plan parking structure site in this zone. During the course of the study, PPFM determined that the parking structure site had been changed to a building development site.

Estimates of Probable Construction Cost

The work item estimates of probable construction cost breakdown for each of the parking alternatives described above are included in the Appendix B along with conceptual drawings for each option. The Office of Project Planning and Facility Management associated project costs are not included in the above estimates of probable construction cost.

IV. TRANSIT AND TRANSPORTATION ALTERNATIVES

Background

Universities are typically known for having a green, tree-abundant, pedestrian-friendly environment, conducive to the safe travel of pedestrians and bicyclists. These amenities are often in direct conflict with ample, centrally located parking facilities. As a result, most major universities rely on some type of transit system to move people to, from, and around their campuses. An effective transit system not only helps to keep campuses green by allowing less reliance on the automobile and more on alternative transportation modes, but also by reducing the demand for available parking.

The size and nature of the University community, in context with the surrounding metropolitan area, often determine the size and complexity of the local transit system. Of course, campus parking availability and pricing are key factors, but off-campus parking opportunities, road networks, and even air quality can also affect transit usage. The more difficult and/or expensive it is to park on campus, the more likely transit will be seen as a viable transportation alternative. The UIUC campus compares very favorably with other universities in student transit usage, considering the relatively rural environment and low parking cost in the Urbana-Champaign area. However, several universities have developed successful and innovative programs to increase their transit use.

The University of Washington in Seattle has one of the most successful campus transit programs in the nation. Their "U-Pass" program began in 1991 to provide better transportation services to University commuters, decrease the number of vehicle trips to campus, decrease the number of lost campus parking spaces needing replacement, and mitigate potential traffic

and parking impacts of University growth. This $8.5 million program is funded through transit user fees (48%), parking fees (37%), other University sources (10%), and parking fines (5%).

Parking fees were increased approximately 50% in 1992 to pay for the program portion funded from parking revenue. Over 40,000 faculty, staff, and students utilize this "optional fee" program. From 1991 to 1998, University transit ridership increased 73%, single occupancy vehicle parking permit sales decreased 21%, carpool permit sales increased 60%, vanpool permit sales increased 250%, and on campus parking utilization decreased from 88% to 84%, even though the number of campus parking spaces decreased from 12,276 spaces to 11,346.

The University of Colorado in Boulder offers a no-charge transit pass to faculty and staff, and a student fee-funded pass to students. Funding for the faculty and staff "EcoPass" is shared by UCB Administration (49%), CU-Boulder auxiliary departments (21%), and Parking Services (30%).

The current transit pass charge for UC students is $24.00 per semester. UC determined that it cost them $1,866 to construct a surface parking space, while the transit cost of their "EcoPass" program necessary to eliminate the need for one space was only $1,351, or $512 less than building a parking space.

There are several variations of university transit systems around the country. A few, like the University of Virginia and the University of Maryland, have in-house bus systems staffed by university employees, including a large number of student laborers. Others, like the University of Texas, contract their affiliated but separate system to the regional public transit provider. Still others, such as George Mason University and Virginia Tech, pay a fee to the regional transit provider to allow unlimited student access to their local transit system. The arrangement agreed

upon is often dependent on the local labor pool available, prevailing labor rates, and the willingness of the local transit provider to provide this service.

There are also several methods of transit system funding used around the country. Many universities, including UIUC, use parking revenue to either subsidize, or fund outright, their transit programs. This follows the principle that those who are parking on campus are in effect paying for others (i.e., transit riders) to not park on campus, as it is usually cheaper to pay for others to ride transit than to charge higher parking fees to build additional parking facilities. A potential problem with this method is that the higher permit prices necessary to fund the transit system can encourage some patrons to decide against purchasing a parking permit. The end result could be still higher permit fees as the transit cost is divided among a smaller pool of individuals. This method works best when only a portion of the transit fee is funded through parking revenue, as is the case at the UIUC.

Some universities offer transit service to students on a pay-as-you-go basis. Students may either purchase monthly, semester, or annual transit passes, or pay by the trip. This method is the most equitable cost-wise for the university community as a whole, as only those who ride transit pay for it. However, this smaller rider pool results in a higher out-of-pocket cost per passenger, and typically discourages student transit use.

The most reliable method of university transit funding is a mandatory student fee used exclusively for transit service.

The amount of the fee is dependent on the amount and frequency of transit desired, and the willingness of students and their student government representatives to support it. The cost per student at universities using this system ranges anywhere from $5 to over $100 annually. The

larger the student population base, and the less available and/or more expensive parking is, the more likely students will support such a fee.

Students are typically required to approve such a fee through a ballot referendum; luckily, most students, including those at the University of Illinois, have historically supported such transit fees.

Current Transit System

Buses first appeared on the streets of Champaign-Urbana in 1901. Although bus ridership increased during and after World War II, mass transit fell out of favor as the automobile became more popular. Ridership became so low that a request was made to the Illinois Commerce Commission by the City Lines in 1970 to cease operations. The hearing on the petition was put on hold in lieu of a referendum to create a mass transit district. The issue was voted on November 24, 1970 and was overwhelmingly approved.

Operations in the newly formed Champaign Urbana Mass Transit District (CUMTD) began August 1, 1971. Service continues to this day. Fare was 30¢ and transfers were (and still are) free. The current single-ride fare is 75¢. CUMTD has grown tremendously, and now carries more than 9 million passengers per year.

In 1984 national recognition for the CUMTD was given when USA Today listed it as having the 7th best transportation system in America. The District has received the American Public Transit Association's Outstanding Achievement Award twice, in 1986 and 1994. In 1986 the Swedish Public Transportation Association chose Champaign-Urbana as one of Eight "Chosen Cities."

CUMTD's operating budget for FY 2000 allows for $12,362,204 in expenses. Funding sources include:

• Operating assistance grant from the State of Illinois (45%)	$5,562,992
• Transit district property tax (24%)	$2,966,929
• Operating income (31% total), including:	
U of I student fee (15%)	$2,184,516
U of I parking subsidy (4%)	$ 559,766
Fare box revenue (5%)	$ 618,110
Miscellaneous (7%) (school district contract, charters, and advertising)	$ 865,354

The University of Illinois' contract, when revenue from student fees and the transfer from the Division of Campus Parking and Transportation are considered, covers 81% of the cost to fund the six campus routes. The "Community Service" routes, or non-UIUC service, recovers only 21% of the cost of those routes from operating income. State grants and property tax revenue fund the balance. CUMTD's "fare box recovery" percentage is comparable to other transit agencies around the country.

It would be higher if not for including the UIUC affiliates who ride the community routes without charge due to student fee and parking subsidy payments.

The CUMTD estimates they provide 9 million passenger trips per year, and of that amount, roughly 6 million, or 66% of the system total, is made up of UIUC students.

The CUMTD has had a close working relationship with the UIUC since its creation. In 1973 two Campus routes were created, the Illini and the Orchard Downs. The Illini route provided service nearly identical to the present day Quad route. The Orchard Downs remain virtually unchanged

from its inception. UIUC students paid 10¢ a ride or they could purchase a semester pass for $20.

UIUC first implemented a mandatory transit fee for all students on a one-year trial basis in 1989. This $10 per student/semester fee, and limited campus transit service, has grown to $30 per student/semester today with six campus routes. This fee also allows all students free and unlimited access to all CUMTD transit service.

Such an arrangement is typically favorable for both the student and the transit agency, as it can put customers on buses during off-peak hours when demand is lower than normal, when buses are often running at light capacity, and it also exposes a new customer base (college students) to public transit.

The contract between the University and CUMTD is dependent on the continuing approval of a student referendum at the University, held every three years. Although the fee charged students is set from this referendum for a three-year period, CUMTD and University officials negotiate annually the fee paid to the Transit District. Total student fees for the 2000 Fiscal Year are $2,184,516. The CUMTD's current 3 year fee agreement with the U of I students expires after the Summer Session in 2002. CUMTD has been meeting periodically since the Spring 1999 semester with various members of the Illinois Student Government to discuss matters related to the Campus Service Plan.

In the Fall of 2001 CUMTD will hire a consultant to conduct surveys with different focus groups to determine how the students feel about the fee, what they like about the service, what they don't like, and how much more they would be willing to pay. CUMTD will take that information to a student government committee to develop a service proposal.

Once there is a proposal, the committee will present it to the student government board that will vote on whether or not to put it on the Spring 2002 ballot. Once it is on the ballot, the student

population will vote whether or not to approve an increase in the nonrefundable fee covering various service improvements. The Board of Trustees gives final approval.

Student Transit Use

This is a process CUMTD follows every three years, which the students have actively participated in and supported. The transportation fee itself will remain whether the students vote to increase it or not. In order to maintain the current level of service after three years, the fee will most likely have to be increased due to inflationary costs. If the students wanted the fee to remain as it is, then the transit district would have to look at cutting back service to stay within their budget. CUMTD stated they try to provide some level of enhancement in the service every 3 years at a minimal cost, so that the students are at least getting something extra from the increase. CUMTD estimates they provide 30,000 student trips per day during the fall and spring semesters, or 6,000,000 trips annually. Ridership from July through December for the past two years is as follows:

Month	1999	2000	Change	% Change
July	17,638	15,576	-2,062	-11.7%
August	174,128	227,274	+53,146	+30.5%
September	579,422	556,788	-22,634	-3.9%
October	611,203	597,056	-14,147	-2.3%
November	506,900	475,978	-30,922	-6.1%
December	326,069	244,404*	-81,665	-25.0%
TOTAL	**2,215,360**	**2,117,076**	**-98,284**	**-4.4%**

*Data available through December 13, 2000 only.

Data provided by CUMTD

It should be noted that there were two more class days in August 2000 than in August 1999, and the December 2000 data available included only the days through December 13, which accounts for most of the difference in those two monthly comparisons. However, the totals show an approximate 4% drop in campus route ridership this academic year.

The UIUC fixed campus routes (and SafeRides) are listed in detail as follows:

21 Quad: 4 buses used, with 5-6 buses during peak hours, 5 minute frequency. Operates Monday - Friday Fall & Spring Semesters.

21 Quad Limited: 1 bus, 20 minute frequency, and operates Monday - Friday during Summer & Holiday breaks

22 Illini: 6 buses (8 buses peak), 10 minute frequency. Operates seven days a week Fall & Spring Semesters.

23 Shuttle West*: FY'00 - 2 buses (1 bus added in peak), 10 minute frequency / FY'01 - 4 buses (1 bus added in peak), 10 minute frequency to Campus w/ 10-20 minute frequency to South Campus.

**The 1 Yellow Route (community service) operates the same route as the Shuttle West and provides two scheduled trips an hour, which also serve to maintain the 10 -minute frequency on the Shuttle West. Operates Monday -Friday all year (except All Campus Holidays).*

23 Shuttle East: 2 buses (1 bus peak), 10 minute frequency, and operates Monday - Friday all year (except All Campus Holidays).

24 Scamp: FY'00 - 1 bus, 20 minute frequency, and operates Monday - Friday all year (except All Campus Holidays) / FY'01 - service replaced by the extension of the Shuttle West Route.

25 Loop: 4 buses, 20 minute frequency, and operates Monday - Friday Fall & Spring Semesters.

26 Pack: 4 buses (5 buses peak), 5 minute frequency, and operates Monday - Friday Fall & Spring Semesters.

NiteRides (FY'00), now SafeRides (FY'01): 2 vans operating late night demand response (safety related) service seven days a week Fall & Spring Semesters.

The Quad, Illini, Shuttle, and Pack are very high capacity, well-utilized routes, with average passenger usage ranging from 30 to over 50 passengers per hour.

The Illini route consistently carries the most passengers. The Loop transports far fewer passengers than all other fixed transit routes, except for the Scamp, which was replaced by the extension of the Shuttle West route in September 2000. The SafeRides service is largely a demand response service for after-hours safety.

Faculty/Staff Transit Use

Faculty and Staff at UIUC have free access to all CUMTD routes due to a payment made by the Division of Campus Parking and Transportation from parking revenues. Funds paid from this source to CUMTD for the 2000 fiscal year total $559,766. It is unknown how many faculty and staff ride the six U of I routes, as no pass or payment is required to ride these routes in the interests of efficiency.

U of I faculty and staff ridership on the community service routes from July through October for the past two years is as follows:

Period	1999	2000	Change	% Change
July-October	97,895	101,855	3,960	+4.0%

Data provided by CUMTD

The above total represents approximately 4% of the total system ridership.

Most faculty and staff do not consider current parking prices to be high enough to leave their cars at home and take transit.

They typically do not consider fuel, tires, wear and tear, insurance, and general upkeep on their vehicles when computing their out-of-pocket cost comparisons. It is therefore unlikely most will consider transit without a significant increase in parking fees, combined with low- or no-cost transit service.

For example, in 1998 the University of Colorado estimated that it cost approximately $.54 per mile for each single occupancy vehicle (SOV) trip, when depreciation, financing, insurance, registration, licensing, taxes, gasoline, oil, repairs, maintenance, parking, and accidents were taken into account. A two-person carpool could drop that number in half to $.27. Riding transit further reduced the cost per individual to $.13 per mile.

However, it would not be prudent to increase faculty and staff parking fees merely to encourage transit use.

Campus Area Transportation Study (CATS)

The firm Bucher, Willis & Ratliff Corporation recently completed a Campus Area Transportation Study (CATS).

The study was prepared on behalf of the Cities of Champaign and Urbana, the University of Illinois, the Illinois Department of Transportation, the Champaign-Urbana Mass Transit District, and the Champaign-Urbana Urbanized Area Transportation Study (CUUATS). This was the first transportation study that all agencies in the campus area have participated in together to address campus area transportation problems. The final report was issued in June 1999.

The report addressed the issues of pedestrian safety; community traffic flow needs; university-oriented traffic; interaction among travel modes; the role of non-auto travel modes including

pedestrian, bus, bike, and travel by persons with disabilities; truck traffic, freight deliveries, and loading issues; traffic calming; interaction between parking supply and traffic circulation; and identifying projects; priorities, and cost estimates.

The goals and objectives were:

- Improve safety for all transportation modes
- Create a transportation system compatible with the physical environment described in the City and Campus Master Plans
- Improve the operational route efficiency and effectiveness of the transportation system in a cost-effective manner
- Enhance access to the campus core area and route through traffic on the fringe of the study area

The study also called for a "Transportation Zone" concept, whereby the campus core would prohibit vehicular traffic, the outermost zone would encourage traffic, and intermediate areas would lessen and/or calm traffic. Recommendations were made by short-term, mid-term, and long-term implementation schedules. They included bicycle path construction, pedestrian and traffic signalization, parking structure and lot modifications, street closures, new parking structure construction, and various street modifications, including adding transit lanes on some streets.

Transit Contracting Requirements

The current contract between CUMTD and the UIUC took effect on September 1, 1999, and is in force until August 31, 2002. The financial consideration paid by the University to the Transit District is based on a flat fee per registered student per semester, plus a lump sum annually from the Division of Campus Parking and Transportation. The DCPT annual payment allows for free transit district access by UIUC faculty and staff.

The Transit District considers their contract for service is with individual faculty, staff, and students. The UIUC is involved primarily to make payments for service. In Article II, number 4, the contract also states:

> *"...the University shall not have, and shall not exercise any control over MTD operations in connection with providing the aforementioned services."*

Although the Transit District certainly needs to maintain daily operational control, there needs to be a method for the University to formally voice complaints and recommend changes in service, based on input from faculty, staff, and student passengers. A monthly meeting between Transit District and University staff and/or students could serve this need. The Transit District appears to be providing their service in a competent and professional manner, but it is difficult to quantify their service delivery without additional data. CUMTD officials stated a comprehensive survey of their ridership has not been performed since the early 1990s.

Given the dollar amount that UIUC spends on transit services, it would be prudent to require performance standards for the six on-campus routes of their transit service. Such standards should include:

- At least 90 percent on time trips,
- No more than 5 percent of all scheduled trips to be missed,
- No more than .12 complaints per 1,000 passengers,
- No more than 5.0 vehicle and passenger accidents per 100,000 miles, and
- A maximum passenger load standard of 150 percent (125 percent for radial or off campus routes traveling on freeways or heavily traveled roadways)

Failure to meet a performance standard for two or more consecutive months and/or three months out of any five months would result in a penalty equal to one percent of the monthly compensation for each consecutive month missed for each standard. Future annual rate increases, if any, should not vary from the Consumer Price Index projection published by the

U.S. Commerce Department, by more than 1 percent in any given year. Any additional service must be provided within existing revenues for that contract year. Fees are subject to increases based on the above formula and/or increases in service levels.

CUMTD is probably meeting or exceeding these standards already.Requiring performance standards of the contractor (in this case, CUMTD) helps satisfy student demands that the service is as well run and cost-effective as possible. It would also allow the Transit District to quantify their performance, which in turn helps ensure the system's continued financial support through student fees.

Transit Recommendations

1. The UIUC should require CUMTD to share information on ridership, performance, and complaints on a monthly basis. A sample form follows:

Monthly Report for:	Sep 2000						
Operating Statistics			**Maintenance Statistics**				
Missed Trips							
Scheduled Trips	47216				**Scheduled Total Miles**	241454	
Non-Chargeable Missed	269				**Total Vehicle System Interruptions**	146	
Chargeable Missed	635.5						
Percentage of trips missed (chargeable)	1.35%				**Miles btwn Vehicle System Interruptions**		
*percentage above represents chargeable missed trips only						1653.794521	
Complaints					**Maintenance Inspections**		
Total number of passengers	291202				Scheduled	39	
Total Number of Complaints	30				Completed	0	
Complaints/1000 passengers	0.103021						
Accidents							
Total Number of Accidents	9		**On-Time Performance**				
Passenger Accidents	1		On-Time	571		Week One	100.00%
Vehicle Accidents	8		6-10 late	29		Week Two	94.70%
	Preventable	5	Over 10 late	18		Week Three	92.40%
	Non-Preventable	3	Early	8		Week Four	92.95%
	Accidents/100,000 Revenue Miles	4.0731	Total Checks	626		Week Five	84.00%
Scheduled Revenue Miles	220962			**Percent on time:**	91.21%		
Passenger Accidents/100,000 Miles	0.452567						
Wheelchair Boardings							
Successful	62						
Non-Successful	0						

2. The CUMTD should provide information on individual route ridership patterns, to assist UIUC student leaders in determining what changes, if any, should be made to existing routes. For example, if ridership data shows that an individual route, or portion of a route (i.e., weekend service) is very underutilized, students could request to eliminate that route, and reallocate the excess transit capacity to other more heavily utilized routes; or, eliminate those hours of service altogether, and lower the transportation fee charged to students.

3. Develop an hourly transit rate structure, where both parties can put a price on adding additional service hours or reducing service more easily. It also allows the University to purchase the transit they need, with the knowledge of what the service will cost each year if they choose to increase it. The cost of service delivery would be presented to the University by CUMTD, and negotiated annually via some inflationary mechanism, i.e., the Consumer Price Index.

4. Develop a mechanism for obtaining customer feedback on a semester basis, at a minimum. The World Wide Web should make this task relatively simple, with an interactive page for transit customers to voice their comments and concerns. The feedback obtained would be used for service changes, if any, and could also be used as one of several performance standards to maintain. The student governments at some universities have undertaken this task themselves.

5. Put all of the above into the CUMTD-UIUC contract, and make the contract longer, for 6-9 years, to ensure continuity of the service. The contract could state all sections of the contract would remain in force throughout the contract period, except for the fee paid by the University, which could be negotiated annually, or for three-year periods. Penalties could apply, or incentives paid, to CUMTD based on their performance data described in the previous section.

Transit Summary

By all accounts, the University of Illinois at Urbana-Champaign has a good transit system, and the Champaign-Urbana Mass Transit District appears to be doing a good job of providing it. By sharing the data to quantify the delivery of this service, CUMTD can offer the verification of their efforts in a manner in which ensures the continued success of the system.

Bicycle Parking

The UIUC campus has a significant number of bicycles on campus, with DCPT providing bicycle parking in appropriate areas on campus. However, owners of bicycles do not pay for these costs. In the past, the University registered every bicycle on campus. This was done for several reasons, including creating a record for reclaiming a bicycle after it had been stolen. This practice was discontinued a few years ago. With the rising use of bicycles on campus, it is important to create a revenue stream for creating adequate bicycle parking, as well as reducing conflicts between pedestrians, vehicles and bicyclists.

Various mechanisms can be used for determining where to locate bicycle racks. Soliciting bicyclist input is recommended and will generally result in greater use. Given the large number of bicycle racks currently on campus, it is recommended that the DCPT conduct at least an annual review of bike rack utilization and then work with the cycling community on campus to develop recommendations to shift under-utilized racks to areas of greater benefit.

Bicycle use is more convenient and desirable when the destination provides an ample supply of bicycle racks, and most campuses find that they never have enough bicycle parking. Insufficient bike rack availability leads to illegal bike parking and locking on every conceivable

location possible, typically on street signs, trees, and stair railings. Such improper bike parking makes pedestrian travel more dangerous, especially for the visually impaired.

The best location for bike racks is usually adjacent to entrance doors (with a minimum 20-25 feet clear zone) and in line of site of a window; if the rack is hidden, it likely won't be used. Adequate bike racks, convenient rack placement, and enforcement of illegally parked bikes are all necessary to ensure a safe and effective bicycle environment. Locating bicycle parking sites doesn't have to be scientific. Some general guidelines for providing bike parking are:

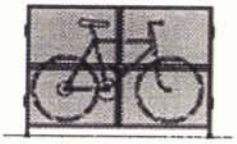
1. **Visual observation**. Look for where bikes are parked illegally due to lack of legal parking.
2. **User input**. Ask bicyclists (through clubs or advocacy groups) to create a list of most-needed spots for bike parking. At UIUC, this could include a student survey.
3. **University department input**. Have a program whereby university departments can request bike parking for students and employees.
4. **Building code**. Require all new developments to include bike parking proportionate to car parking requirements.

After the general location has been selected there are additional decisions as to the exact location, style of rack and number of parking places to provide. More specific criteria for determining exactly where to install bicycle parking is listed below:

1. **Visibility**: Cyclists should easily spot short-term bike parking when they arrive from the street. A highly visible location discourages theft and vandalism. Avoid locations "off on the side", "around the corner" or in un-supervised parking structures or structures.

2. **Access**: The parking area should be convenient to building entrances (with a minimum clear zone of 20-25 feet) and street access, but away from normal pedestrian and auto traffic. Avoid locations that require bicycles to travel over stairs.

3. **Security**: Surveillance is essential to reduce theft and vandalism. For security, locate parking within view of passers-by, pedestrian activity, or office windows. Consider utilizing bicycle cabinets or lockers for areas where long-term bike storage or additional security may be appropriate (additional space may be required depending on the type of locker used).



4. **Lighting:** Bicycle parking areas should be well lit (same lighting standard for pedestrian areas – approximately five foot-candles) for theft protection, personal security and accident prevention.**5.**

5. **Avoid Conflicts with Pedestrians**: Locate racks so that parked bicycles don't block the pedestrian path.

   Select a bike rack with no protruding bars that could trip or injure cyclists or pedestrians. Very low bar-type racks can be a tripping hazard to pedestrians and are not recommended.

6. **Avoid Conflicts with Automobiles**: Separate bicycle parking and auto parking with space and a physical barrier. This prevents motor vehicles from damaging parked bicycles and keeps some thieves at a distance. Most professional bike thieves use vans or similar vehicles to hide their activities and make a concealed "get-away". The closer bicycle parking is to automobile parking, alleys, roads, etc., the better the opportunity for a bike thief.

V. PARKING MANAGEMENT STRATEGIES

Introduction

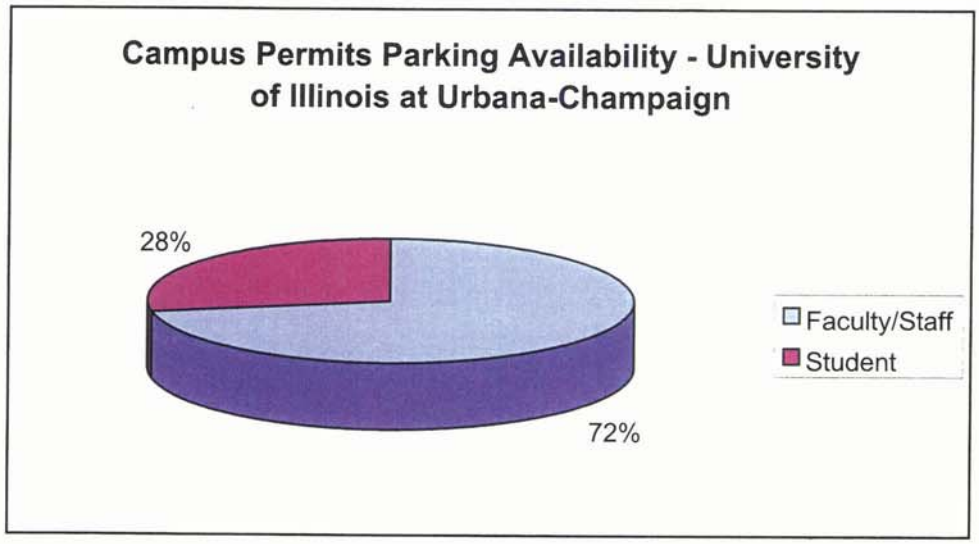
The Division of Campus Parking and Transportation (DCPT) at the University of Illinois at Urbana-Champaign (UIUC) is a self-supporting department that must generate sufficient annual revenue to cover operations, maintenance, and construction costs for all parking facilities and transit programs. For fiscal year 2000, the DCPT generated approximately $5.3 million in revenue, and incurred $4.4 million in total expenses (including reserves).

The goal of this section is to examine operational and management issues related to the general parking system and transportation alternatives.

Operations Plan

User Assignments

UIUC currently offers parking permits to faculty, staff, and students. Most institutions designate their parking areas by priority, with faculty and administration first, staff second (if not included with faculty), and students last. Exceptions are usually given for resident students or other groups that have safety or security concerns. In similar institutions, students normally have more total parking spaces available to them, but generally at greater distances from the campus core than other campus constituents. UIUC provides parking in the fashion described above, however less parking is allocated to students than faculty/staff. Parking lots located close to the core of campus are generally reserved for faculty and staff members. Parking on the perimeter of campus is made available to students. The figure below illustrates the current permit user assignment ratio at the UIUC campus.



As UIUC begins to lose surface parking and the demand for parking increases, faculty and staff parking will become strained and a temporary reallocation of parking between user groups may be required. While ***Carl Walker, Inc.*** does not recommend a change in the overall parking mix at this time, the student/faculty/staff parking mix should be reviewed regularly to ensure adequate and convenient parking is available to faculty and staff members.

In order to ensure parking areas are fully utilized, ***Carl Walker, Inc.*** recommends that UIUC continue conducting regularly scheduled space utilization surveys throughout the year. The best time to conduct space utilization surveys is approximately two weeks after the beginning of each semester (including the summer semester). Usually after two weeks of classes, the parking demand has normalized to a level more representative of typical semester parking periods (more closely reflecting design day levels). The surveys should include the number of vehicles parked, or conversely the number of empty spaces, in each lot recorded in half-hour intervals. One week's worth of information (Monday-Friday) should be gathered for each lot from approximately 7:00 a.m. to 3:00 p.m.

Close analysis of this information will show parking trends that would limit or increase the number of parking permits that can be made available to the campus community. Also, this data can create a more accurate picture of areas that are experiencing a shortage or surplus of parking spaces.

University Housing Parking

Currently, the University Housing Department controls approximately 1,770 parking spaces on campus. These spaces are used by the respective residence halls, and are not included in the general campus parking inventory. While some universities control parking in this fashion, usually all campus parking spaces are under the control of the campus parking department. The parking department is generally better equipped to deal with the day-to-day operations of the parking facilities, it is more experienced in dealing with parking related issues, and it can better plan for long-term maintenance projects. However, the system at UIUC appears to be working without complaint or confusion from housing tenants. The Division of Parking would acquire a significant liability, if it assumed control of parking associated with campus housing due to repair and maintenance costs anticipated in the near future.

Parking Enforcement

For fiscal year 2000, the DCPT annual budget was approximately $5.3 million in revenue, and $4.4 million in total expenses. Citation revenue accounted for approximately 21.6% of all FY 2000 DCPT revenue. This revenue percentage is relatively high when compared with industry standards. It is typically unwise for a university to rely on citation revenue for more than 20% of its total revenue. Citation revenue can vary from year to year depending on community parking habits, the number of warnings issued, etc. Also, citation revenue estimates can be difficult to predict, particularly if individual fines are increased compared to parking permit or hourly parking revenue estimates. Generally, it is better to rely on more stable revenue streams, such as

permit sales and visitor parking operations. The current parking fines at the UIUC campus are relatively low when compared to other similar institutions. The following table compares current UIUC parking fines with similar universities:

University	Failure to Register / No Decal	Expired Meter	Improper Parking Decal	Parked in No Parking Zone	Improperly Parked in a Reserved Space	Improper Display of Parking Decal	Overtime in a Loading Zone	Parked in Service Vehicle Area	Parked Over Stall Lines	Stolen/Counterfeit Parking Decal	Parking in a Disabled Space	Average
University of Illinois - UC	**$15**	**$5**	**$15**	**$15**	**$15**	**$15**	**$15**	**$15**	**$15**	**$100**	**$100**	***$30***
Arizona State Univ.	$25	$15	$20	$50	$100	$10	$25	$50	$20	$100	$100	***$47***
Univ. of Arizona	$25	$25	$25	$30	$150		$30	$30	$25	$100	$150	***$59***
Florida State	$28	$10	$15	$100	$250	$10	$15	$100	$15		$250	***$79***
Ohio State	$30	$20	$25	$30	$100	$20	$20	$25	$25	$100	$100	***$45***
Temple Univ.	$20		$20	$25	$25			$25	$10		$25	***$21***
Univ. of Califomia-Irvine	$24	$20	$18	$35	$275	$9	$35	$35	$22	$162	$275	***$83***
Univ. of Cincinnati	$25	$15	$15	$75	$75	$15	$15	$75	$15	$200	$75	***$55***
Univ. of Colorado-Boulder	$17	$10	$10	$17	$100		$17	$17	$17	$100	$100	***$41***
Univ. of Kansas	$20	$5	$20	$65	$100		$20	$65	$20	$65	$100	***$48***
Univ. of Nebraska	$30	$10	$30	$100	$100		$10	$30	$30	$100	$100	***$54***
Univ. of Arkansas	$20	$5	$20	$10	$20	$5	$10		$5	$100	$50	***$25***
Univ. of Iowa	$10	$10		$10	$10						$100	***$28***
Purdue Univ.	$10	$10	$15	$15	$15		$10	$15	$15	$150		***$28***
Univ. of Michigan	$20	$10		$20			$20	$20	$20		$100	***$30***
Univ. of Oklahoma	$20	$10	$20	$20	$30		$15	$15	$15	$65	$55	***$27***
Iowa St. Univ.	$12	$5	$12	$12	$15	$12	$12	$12	$12	$40	$100	***$22***
Northwestern	$50		$5		$60	$5			$5	$50	$160	***$48***
Average (not including UIUC)	***$23***	***$12***	***$18***	***$38***	***$89***	***$11***	***$18***	***$37***	***$17***	***$102***	***$115***	***$43***

Most current UIUC fine rates are currently below average when compared to similar institutions.

Current fines for improper parking in a reserved space and parking in a "no parking" zone are well below average. In order to be consistent with peer institution enforcement fines and to encourage the campus community to obey parking regulations, ***Carl Walker, Inc.*** recommends

that parking fines on the UIUC campus be raised to within at least 80% of parking fines currently being used by comparable university campuses. The following table illustrates the recommended citation increases for the UIUC campus.

University	Failure to Register / No Decal	Expired Meter	Improper Parking Decal	Parked in No Parking Zone	Improperly Parked in a Reserved Space	Improper Display of Parking Decal	Overtime in a Loading Zone	Parked in Service Vehicle Area	Parked Over Stall Lines	Stolen/Counterfeit Parking Decal	Parking in a Disabled Space	Average
University of Illinois - UC	$15	$5	$15	$15	$15	$15	$15	$15	$15	$100	$100	*$30*
Recommended Rates *	$20	$10	$15	$30	$70	$15	$15	$30	$15	$100	$100	*$38*

The fines for improper parking in a reserved space would increase from $15 to $70. Fines for parking in a no parking zone and parking in a service vehicle area would increase from $15 to $30. Failure to register, expired meter, and loading zone violations would also be increased. Enforcement fines that currently are within 80% of comparable institutions would not be changed. Overall, the average citation fine would increase 29%. The parking citation revenue projections included in this master plan have been lowered by a factor of 10% (from straight-line projections) to account for the possibility of fewer citations being issued due to increased fines.

Increasing fine revenues has a negative and punitive connotation, and can lead to a noted deterioration of customer relations (especially within the student population). At the same time, higher citation fines can also result in more enforcement revenue and additional permit and meter revenues, as more people will follow the established policies and park legally.

Total ticket issuance is reasonable given the size of the campus, number of parking spaces present, current enforcement staffing, and the number of hours permits are required each day. The current revenue per citation is $7.73.

The citation collection rate improved from fiscal year 1999 to fiscal year 2000, increasing from 44% to 69%. The DCPT should work toward a collection goal of 80% or greater. This can be accomplished by impounding vehicles with a set number of violations or a set dollar amount of outstanding parking citations, requiring fines to be paid before students can register for classes, and working with the state department of transportation to identify vehicle owners from license plate numbers. With respect to impounding vehicles with outstanding parking citations, a recommended towing policy would be:

> "Vehicles with three or more unpaid parking citations will be subject to immobilization and/or impoundment, regardless of where they are parked on campus. An additional charge will be accessed to impounded/immobilized vehicles to cover applicable administrative costs. Impounded/immobilized vehicles will be held until all outstanding citations are paid, including all towing and vehicle storage charges."

Parking citations that are within the appeals timeframe may or may not be counted toward the maximum unpaid citation threshold.

Parking Meters

While parking meters are basically revenue control devices, they also provide a means of providing parking spaces for short-term parkers. Both the fee for parking and the limited amount of time available to park act to discourage long-term parkers from using metered spaces. Generally, parking meters on a university campus are intended for use by visitors; however, students also tend to use them quite heavily. This is true at the UIUC, as there is a limited amount of student permit parking space available on campus. Another important aspect to managing parking meter operations is consistent enforcement. As parking meters work on an "honor" system, consistent enforcement is crucial to ensuring parking patrons comply will meter policies.

The UIUC has a current parking meter inventory of approximately 2,053 (not including meters classified as housing or other). Parking meter revenue totaled approximately $828,000 in fiscal year 2000, and the average revenue per meter was $403.31 for the year. At the current meter rate of $.50 per hour, there were a total of 1.66 million paid "space hours" during the 2000 fiscal year. Dividing the number of space hours by the days of operation provides the amount of daily use each meter experiences. Assuming 250 days of operation, each meter collected revenue for an average of 3.2 hours per day. Meter use during fall and spring semesters would be higher than during summer sessions, as the campus population usually falls during the summer. The analysis of meter usage at the UIUC campus shows a substantial level of use. The high level of usage is not surprising considering the limited amount of permit parking available to students.

As the use of parking meters is quite high, and since meters are generally provided in convenient areas, a premium should be placed on their value. The DCPT should consider raising parking meter rates to help distribute the cost of new parking construction throughout the system as a whole. Instead of placing the entire revenue burden on permit holders, ***Carl Walker, Inc.*** recommends that an increase of $.25 per hour (to $.75 per hour) be placed on parking meter users to help offset the cost of new parking construction projects in FY 2002. If the overall amount of meter usage is within 90% of its current level, the boost to parking revenues could be 6% or more. An additional meter rate increase of $.25 per hour (to $1.00 per hour) in FY 2006 is a secondary recommendation.

While an increase in meter rates will help fund campus parking projects, an increase in rates will also help discourage all day use of the parking meters. Campus parking meters are designated for short-term visitor parking, however low parking rates encourage their use by University faculty, staff and students.

Therefore, an increase in parking meter rates will also have the effect of "freeing" parking meters for the use of legitimate campus visitors as the cost of long-term meter parking will be too high.

As the revenue collected from parking meters represents a substantial portion of total parking revenue (approximately 16%), special consideration must be given to revenue control. Older style mechanical meters jam frequently and provide no means of accurate auditing. Therefore, ***Carl Walker, Inc.*** recommends that the DCPT continue its effort to convert to electronic meters.

Parking Rental/Permit Rates

With the anticipated construction of the five new parking decks, the parking permit prices will need to be increased at a higher rate than the current 5% per year. In order to plan for permit rate increases, the current parking prices must be compared to other Big-10 and Peer Institutions[1]. Current Big-10 and Peer Institution permit rates are:

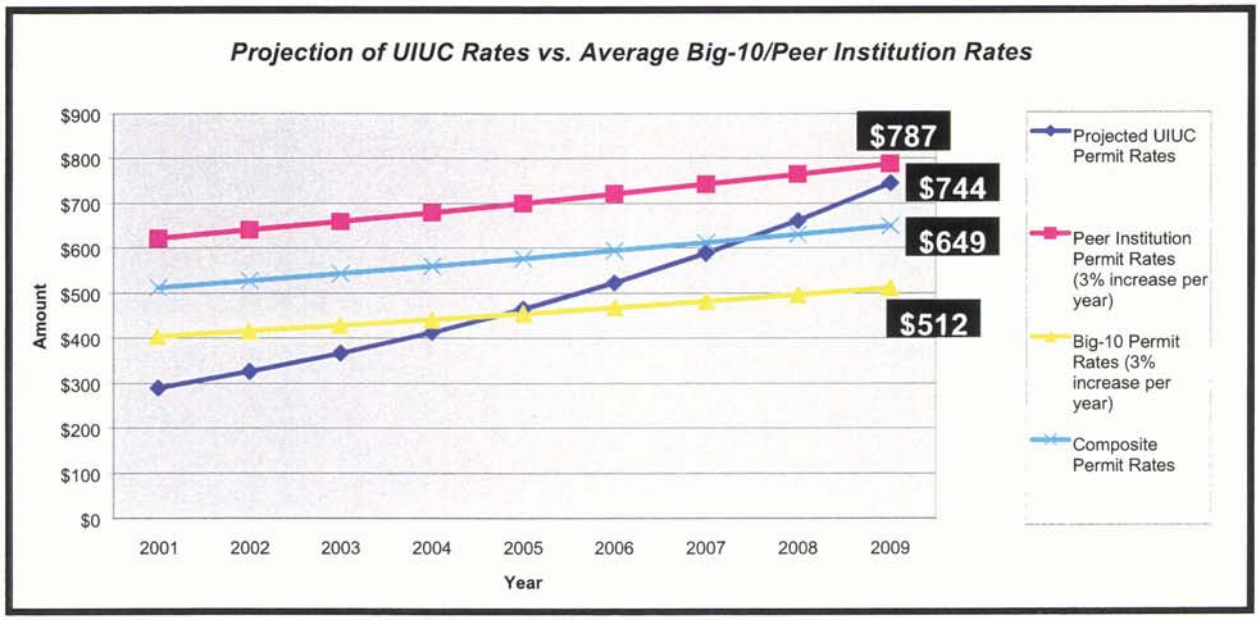
	High	***Low***	***Average***
Big-10 rates:	$577	$231	$404
Peer Institution rates:	$798	$443	$621
Composite rates[2]:	$688	$337	$513

With a current rate of $290, permit prices at UIUC are well below the average Big-10 and Peer Institution parking prices.

[1] Peer Institutions include: Univ. of California – Berkeley; Univ. of California – Los Angeles; Univ. of Southern California; Univ. of Washington; Univ. of Texas; Univ. of North Carolina; Univ. of Rochester; Univ. of Pennsylvania; and the Yale University.

[2] Composite of Big-10 and Peer Institutions

In order to fund additional parking facilities, parking permits will need to increase approximately 12.5% per year from FY 2002 to FY 2009. This price increase plan will allow the DCPT to operate the parking and transit system while maintaining an adequate ending fund balance. The faculty/staff parking permit price will increase from $290 in FY 2001 to approximately $744 in FY 2009. The figure below illustrates how UIUC permit prices will compare to Big-10 and Peer Institution prices in the future.



The projected permit pricing plan will move the UIUC faculty/staff permit price above the average Big-10 rates. However, UIUC rates will remain below Peer Institutions. It is important to note that the projected permit prices will not be the highest in the Big-10, only above the projected Big-10 average rates. There are numerous types of parking permits at several Big-10 universities that will be higher that the projected UIUC rates.

Other pricing programs may help to reduce the price for parking permits at UIUC. One option is to increase the permit rates in three large steps with smaller increases in between. For example, if permit rates were increased 20% - 25% in years 2003, 2006 and 2009, with 5% increases in the other years, the FY 2009 permit price would fall approximately $50.

Another strategy to reduce permit prices could be to introduce a tiered permit pricing system. The DCPT currently utilizes three pricing tiers for parking rentals/permits. The current rates are as follows:

Faculty/Staff:	$290 per year
Students:	$240 per year (not including summer semester)
Shuttle Lot:	$70 per year

With the exception of the Shuttle Lot, rental/permit prices are not dependent on the location or the type of parking provided. As there is no price differential, campus community members purchasing parking permits will naturally select the lot closest to their destination. This will create a high demand for parking lots closest to the campus core, ultimately leading to longer waiting lists.

This issue could be addressed by creating more parking pricing levels. A premium should be placed on parking spaces located near the campus core, or located in parking structures. Parking spaces located on the perimeter of campus should be less expensive in order to encourage their use.

An example of a tiered parking permit structure is outlined below (in order of most expensive to least expensive):

TIER I - ***Reserved Parking***

This tier would include individually reserved spaces and spaces reserved for department use. As these spaces guarantee use for the specific user(s) only, they should be the most expensive. Consistent parking enforcement is also necessary to justify the additional cost.

TIER II - ***Structured Parking and Parking Close to the Campus Core***

This tier would include all campus parking structures as well as parking spaces located near the campus core or near major parking demand generators. As parking structures provide the option of covered parking, they should be more expensive than most surface lots. Surface lots located near the campus core provide a higher level of customer convenience, and therefore should be more expensive than lots that are further away. In order to determine which surface lots may fit into this category, lot utilization surveys should be conducted and waiting lists should be reviewed.

TIER III - ***Residential Parking***

Tier III would include only residential parking areas. These parking areas allow twenty-four hour parking and generally provide a high level of customer convenience. Therefore, permit prices for residential parking should be higher than general surface lots.

TIER IV - ***General Surface Lots***

This tier would include surface parking lots that are between the campus core and the perimeter of campus and/or lots that have a low level of utilization. Generally, these are lots that did not fit into the Tier II category.

TIER V - ***Perimeter Parking Lots***

Surface parking lots located on the perimeter of campus fall into Tier V. As these locations offer the least amount of customer convenience, perimeter parking lots should be the least expensive. Generally, these surface lots are quite large and are serviced by a campus shuttle. The majority of demand for these lots comes from the student community; therefore the percentage of permit oversell for these lots can be higher.

Using a tiered parking permit fee structure will push the demand for parking out from the campus core to the perimeter parking areas, as parking in the core will become too expensive for some community members. This action could also reduce waiting lists and increase the utilization of perimeter parking. It is important to note that an increase in the utilization of perimeter parking will also increase the demand for shuttle services. The average permit price would most likely be lower than in the program of flat yearly increases. However, the costs of promoting and instituting a tiered system may offset any short-term permit price reductions.

Employee salaries could also determine parking permit rates. In order to investigate this option, ***Carl Walker, Inc.*** received five salary ranges from the University:

Range #1	$0 - $26,250	(1,535 employees)
Range #2	$26,251 - $63,550	(5,054 employees)
Range #3	$63,551 - $132,600	(568 employees)
Range #4	$132,601 - $280,351	(46 employees)
Range #5	$280,351 and above	(2 employees)

The total number of employees falling into these salary ranges was noted as 7,205. As the total number of employees (faculty and staff) presented in the master plan presentation was over 11,000, it is unclear where the other 3,800+ faculty/staff members fit in the salary ranges.

Varying rate multipliers were used for each salary range, per year, to project future permit fees. The numbers of employees (per the salary range information supplied by the University) were applied proportionately to the number of parking permits sold in previous years. The multipliers and projected permit rates are listed below (using 2003 as the baseline):

Projected Permit Rates

	Multiplier	*2003*	*2006*	*2009*	*Savings in 2009**
Range #1	9% per year	$367	$475	$615	**$129**
Range #2	11.5% per year	$367	$509	$705	**$39**
Range #3	25.5% per year	$367	$725	$1,434	**-$690**
Range #4	32.5% per year	$367	$854	$1,986	**-$1,242**
Range #5	36.5% per year	$367	$933	$2,374	**-$1,630**

* - Savings based on final 12.5% annual increases as outlined in the Parking Master Plan.

While the rate multipliers can be adjusted to change the projected fees for each group and still meet the necessary level of revenue, the fact that over 91% of the total employees fall within the first two salary ranges limits the savings that can be experienced by a salary based rate structure. Since the figures may not accurately reflect all of the employees at UIUC, they are only approximate and will need to be refined should the University wish to pursue a salary based rate structure.

Based on these figures, here are some examples of the percentage of salary going to parking:

- Ex. #1 - An employee making $26,250 per year would spend 2.3% of their gross salary on parking.
- Ex. #2 - An employee making $26,251 per year would spend 2.7% of their gross salary on parking.

- Ex. #3 – An employee making $63,551 per year would spend 2.3% of their gross salary on parking.
- Ex. #4 – An employee making $132,601 per year would spend 1.5% of their gross salary on parking.
- Ex. #5 – An employee making $280,351 per year would spend .8% of their gross salary.

Additional possibilities for reducing permit prices could include:

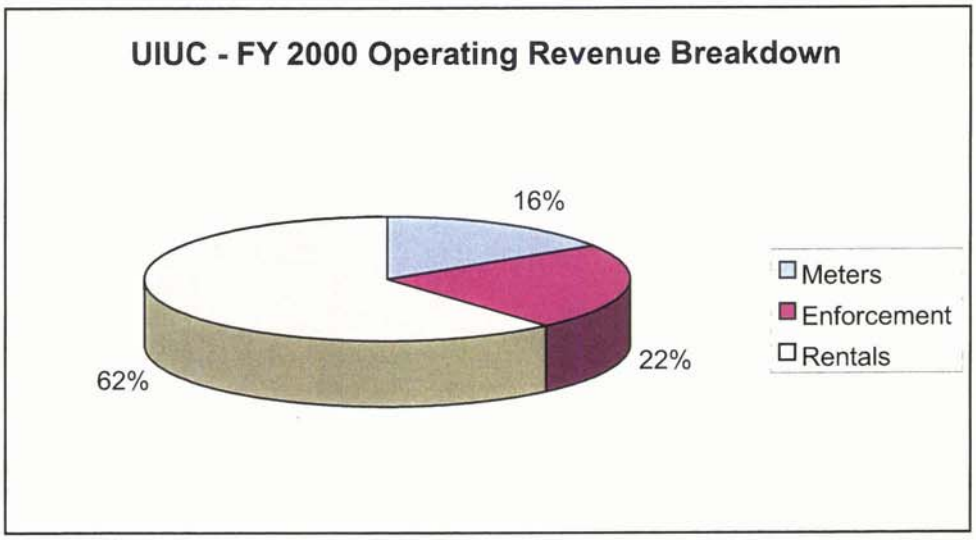
- Shifting all event parking and/or residential parking revenues to the DCPT (to assist with paying parking bond debts).
- Providing special twenty-four hour reserved parking spaces in campus lots at a higher permit rate.
- Evaluating the possibility of increasing parking citation fees after FY 2006.
- Placing a premium on meters in high use areas (e.g. the campus core).

Finances and Management

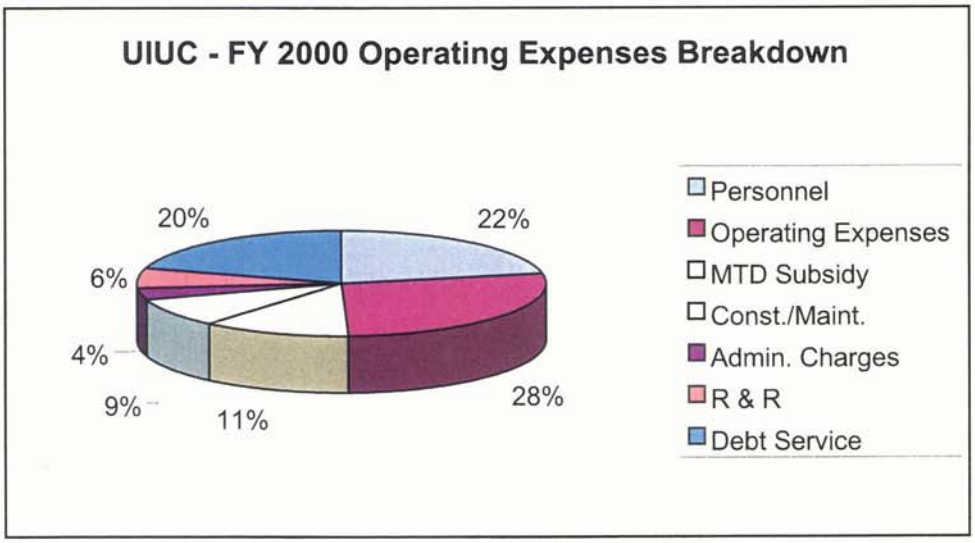
Existing Revenue and Expenses

The revenue and expenses currently experienced by the DCPT are very similar to those at comparable universities. The total operating revenue (not including non-operational revenue) for FY 2000 was approximately $5.1 million or $332 per space. The total operating expenses (not including non-operational expenses) for FY 2000 was approximately $4.4 million or $285 per space. For the 2000 fiscal year, the DCPT had a net operating income of approximately $716,000 or $47 per space.

The bulk of operating revenue comes from parking space rentals. The remainder of operating revenue comes from parking meters and enforcement. The figure on the next page illustrates the breakdown of operations revenue.



The majority of expenses are due to general operations. It is assumed that these costs are higher due to snow removal and other weather related activities. The figure below illustrates the breakdown of operating expenses.



Projection of Future Revenue and Expenses

The projection of future revenue and expenses is based on the recommended parking construction program. The recommended program as outlined earlier in this study is as follows:

Short Term Projects (0-5 years)

1. North Campus Deck (B4) - 2003

Projected Project Cost [3]	$ 30,585,000
Number of Spaces	1,431 spaces
Cost per Space	$ 21,373
Projected Annual Bond Debt [4]	$2,281,728

2. Central Campus Deck (C8/C9) - 2005

Projected Cost	$ 23,300,000
Number of Spaces	1,000 spaces
Cost per Space	$ 23,300
Projected Annual Bond Debt	$ 1,047,797 (including reimbursements)

Near Term Projects (5-10 yrs.) – Inflation Factors are added to Cost Figures

1. North Central Campus Deck – 2007

Projected Cost	$ 12,200,000
Number of Spaces	536 spaces
Cost per Space	$ 22,761
Projected Annual Bond Debt	$ 910,155 (including reimbursements)

[3] Project costs were generated by CWI and UIUC.
[4] Projected debt service figures include an anticipated 50% realization of parking reimbursements.

2. Commerce (MBA) Building Deck (E12) – 2009

Projected Costs	$ 19,600,000
Number of Spaces	946 spaces
Cost per Space	$ 20,719
Projected Annual Bond Debt	$1,462,216 (including reimbursements)

Long Term Project (+ 10 yrs.) – Inflation Factor is added to Cost Figures

1. East Campus Deck (E21) – 2011

Projected Cost	$ 27,300,000
Number of Spaces	744 spaces
Cost per Space	$ 36,694
Projected Annual Bond Debt	$ 880,090 (including reimbursements)

Based on the aforementioned parking construction plan, DCPT expenses are projected to increase over $8.3 million, or an average of 12.86% per year, through FY 2009. The increase in expenses is due to increased bond debt and operations/maintenance expenses for the new parking facilities. Personnel costs, costs of sales expenses and administrative costs are projected to increase an average of 3% - 4% per year based on historical expenditures.

DCPT revenue is expected to increase over $7.3 million, or an average of 11.7% per year, through FY 2009. The projected increase in revenue is due to the following:

- Parking rental/permit rate increases of 12.5% per year through FY 2009
- Parking citation fine increases of an average of 29% in FY 2002
- Two separate meter rate increases of $.25 per hour in FY 2002 and FY 2006.

Assuming an ending fund balance in excess of $3 million at the end of FY 2001, the recommended program of rate increases should allow the DCPT to operate with a positive ending fund balance through FY 2009.

Between FY 2009 and FY 2013, the DCPT may experience net operating losses in excess of $1 million. The accumulated ending fund balances from prior years should offset all projected net operating losses. Assuming revenues increase an average of 3% per year and expenses increase approximately 1.5% per year after FY 2009, the DCPT should experience a positive operating income by FY 2014. After FY 2014, the DCPT could use the excess revenues to replenish their reserves, lower parking permit prices, or fund other parking and/or transportation projects.

An important factor in the projection of future revenues and expenses is the concept of parking reimbursements. When parking spaces are lost due to campus development projects (i.e. new buildings), the DCPT should be reimbursed for the loss of spaces and revenue and/or replacement parking should be included in the overall development project. The money raised by reimbursements would fund the construction of new campus parking structures. If the DCPT is fully reimbursed for parking lost due to campus development projects, parking decal rates could be kept lower than those projected in this master plan. For the purpose of this parking master plan, ***Carl Walker, Inc.*** has been instructed to plan for the realization of 50% of potential parking reimbursements. If 50% of the potential parking reimbursements were attained, the DCPT would receive $11,728,000 by FY 2005 and another $17,152,000 by FY 2010.

It is important to understand that it is difficult for parking departments to receive any substantial parking reimbursements; therefore, if actual reimbursements are lower than those projected, adjustment will need to be made to the revenue and expense projections.

The following table summarizes the revenue and expense projections for the DCPT:

	2003	2006	2009
Total Revenue*	**$9,841,000**	**$11,955,000**	**$12,687,000**
Total Expenses	**$8,803,000**	**$10,456,000**	**$13,894,000**
Permit Rates	**$367**	**$523**	**$744**

*Spreadsheet in Appendix C documents revenue and expenses from FY 2000 through FY 2020. Total annual revenues in the above table assumes parking is reimbursed 100% for land and 50% for lost spaces due to new construction:

Total reimbursements received by FY 2005 - $11,728,000
Total reimbursements received by FY 2010 - $17,152,000
TOTAL - $28,880,000

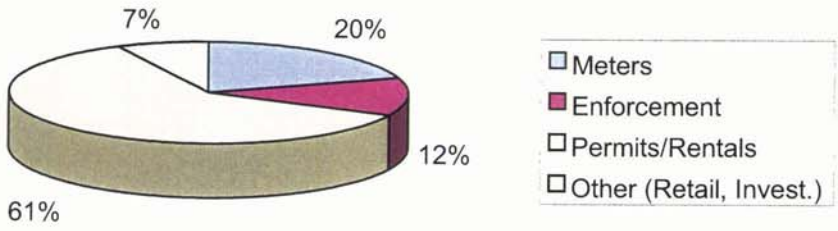
The above numbers indicate the critical importance reimbursement has for meeting debt service requirements and minimizing permit fee increases.

The proposed construction sequencing and economic impact are as follows:

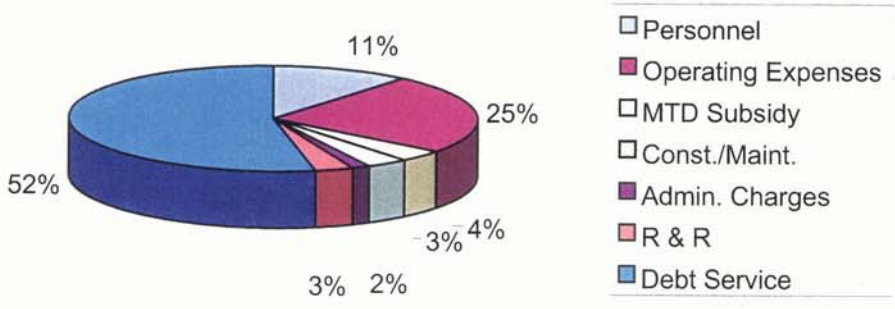
2003- North Campus (B4)	(University Avenue)
2005- Central Campus (C8/C9)	(6th Street)
2007- North Central Campus	(Multiple locations)
2009- MBA Building (E12)	(Southwest corner of 6th and Gregory)
2011- East Campus (D21)	(Between Oregon and Nevada Streets)

The two figures below illustrate the projected breakdown of DCPT revenues and expenses for FY 2009:

UIUC - FY 2009 Projected Revenue Breakdown



UIUC - FY 2009 Projected Expenses Breakdown



The DCPT should monitor all revenues and expenses closely, and compare actual values to projected figures regularly.

Any changes to the parking environment (parking mix, parking reimbursements, parking habits, etc.) could materially change the revenue and expense projections. Closely tracking revenue and expenses will allow for the necessary corrective actions needed to maintain financial goals.

Distribution of Costs Within the System

The initial pro-formas submitted by the DCPT for the North Campus Parking Deck do not include any increases in meter rates or citation fines. If the costs for new parking projects were borne by permit holders only, the projected annual cost burden per permit holder would be approximately $488 (not including any other potential parking projects). If meter rates and citation fines are also increased, the burden to permit holders is reduced. It is important to remember that overall combined parking revenues pay for parking projects; and therefore, permit holders should not be required to carry the entire burden of campus parking projects.

The costs for parking projects should be more evenly distributed throughout the system through increases in meter and citation rates. As stated earlier, ***Carl Walker, Inc.*** recommends increase meter rates and citation fees to help pay for projected parking construction projects. Any increase in parking fees can result in a diminished use of the parking resources. For example, if meter rates are increased, some people will feel that the rates are too high and they will look for another parking or transportation option. If parking citation rates are increased, fewer people may park illegally. Therefore, in projecting the possible revenue generated by increases in meter rates and citation fines, a utilization factor of 90% was applied to account for decreased meter usage and fewer citations being issued. It is important to note that a portion of

those people that stop using parking meters or stop parking illegally will instead purchase parking permits, thus increasing rental revenue.

An increase in parking meter rates (from $.50 to $.75 per hour) could result in a revenue gain of approximately $300,000 in the first year, assuming that 10% of those currently using parking meters will stop using them in favor of another parking/transportation option. If the increase is instituted in FY 2002, an increase in meter rates could result in an additional $2.73 million in parking revenue by 2010.

As stated earlier, an increase in parking citation fines is also warranted. An increase in citation fines could result in a revenue gain of approximately $190,000 per year, or $1.6 million by FY 2009, if the increase occurs in FY 2002. If additional steps are taken to increase citation collection rates (i.e. increased impoundments, enhanced vehicle owner identification abilities, etc.), the amount of revenue realized could be even greater.

Additional Parking Management Strategies

Department Staff

The DCPT should endeavor to provide parking related training to all department staff. Department managers should be provided the opportunity to become certified parking professionals (i.e. Certified Administrator of Public Parking or Certified Parking Facility Manager). Parking industry organizations, the International Parking Institute and the National Parking Association respectively provides these programs. There are also parking specific training programs available for enforcement officers. In addition to parking related training, the University's Human Resources department may provide training classes on customer service and office related issues for frontline staff.

DCPT Goals and Objectives

In order to facilitate an understanding of the DCPT objectives, the department should develop basic parking "principles" under which the DCPT will operate. These parking principles should include departmental responsibilities, goals, and objectives. Once the parking principles are created, they should be printed on campus parking maps, published on the Internet, and promoted through traditional University channels to foster a higher level of understanding of the DCPT's role on campus. Also, the creation of parking principles will assist the department in gaining buy-in from campus community stakeholders (i.e. University administrators, Facility Managers/Planners, etc.)

Permit Purchasing System

Currently, parking permits are available at the DCPT office only. In order to reduce the demand placed on permit sales staff, the DCPT should investigate opportunities to sell parking permits via the Internet or by phone (using an automated computer system). With the increasing sophistication of Internet commerce, the DCPT may be able to automate a large portion of their permit sales operation. Providing a twenty-four hour automated permit purchasing system will provide a higher level of customer service as well as reduce department overhead. The University's Information Technology and/or Telecommunications departments may be able to further advise the DCPT on available automation options.

Parking Demand Management Strategies

In order to reduce the effects of future parking demand, several strategies could be introduced that will reduce the overall demand on campus.

In considering possible demand management strategies, ***Carl Walker, Inc.*** recommends the two additional options:

- **Demand Management through Facilities Planning** – Evaluate the overall University space management plans to identify services that must be located on the campus, those that could be located on the campus periphery and those that could be located completely off campus. Consider locating appropriate departments off campus, in areas where parking is not a premium. Also, consider grouping departments in areas with lower parking demand to enhance operational efficiency. Finally, consider the potential cost savings associated with not having to build a "design building" to fit the campus environment. Departmental buildings built off campus may only need to meet operationally efficient and functional requirements; therefore providing a cost savings.

- **Continue to Promote Transportation Alternatives** – Investigate additional incentives that may make alternative modes of transportation look more appealing to the campus community. Possible incentives could include prizes, discounts at local businesses, or free occasional campus parking for regular users of alternative transportation modes. Continually evaluate transit routes and ridership statistics to ensure that the campus community is receiving the best possible service. Investigate the possibility of providing preferred parking in campus lots for carpools.

VI. CONCLUSIONS AND RECOMMENDATIONS

Short Range (0-4 Years)

A number of parking alternatives were developed to meet the future parking demand. Alternatives were evaluated for each zone, including capacity analysis and estimates of probable construction cost. The Office of Project Planning and Facility Management (PPFM) supplied related project costs associated with site conditions, land acquisition, etc. Two of the zones are in immediate need of additional parking facilities. The NCSA building and the Siebel Computer Science building are the triggers for the development of a parking structure in the North Campus zone.

Therefore the short-range recommendations are:

- Build a parking structure in the existing B4 surface parking lot to accommodate approximately 1431 parking spaces. This site will include an area for a retail and auxiliary office development.
- The Central Campus has the highest concentration of buildings and currently has a 3-5 year waiting list for faculty/staff seeking a parking space. The development of structured parking in this zone not only reduces the number of people on the waiting list, but also assists the Parking Division with the management of parking spaces in this zone. For example, the Union has been trying to find a solution for its visitor parking needs. The Central Campus parking development enables the Parking Division to open additional parking in existing facilities for use by Union visitors.
- Increase permit fees, meter rates and parking fines to pay for recommended improvements. Increase permit rates 12.5% and parking meters from 50 cents per hour to 75 cents per hour.

The proposed short range construction sequencing is as follows:

2003- North Campus (B4)	(University Avenue)
2005- Central Campus (C8/C9)	(6th Street)

Long Range (5-10 Years)

UIUC will lose more than 4,000 parking spaces in the Central, West, East and North Central zones as a result of 1.2 million square feet of development by 2010. According to the Office of Project Planning and Facility Management, the majority of this building construction is not expected to increase the numbers of students or faculty/staff. However, it might shift parking demand characteristics between zones and certainly creates the need to add a minimum of 4,000 additional parking spaces.

Based upon these assumptions, ***Carl Walker, Inc.*** recommends the following parking development timetable:

2007- North Central Campus	(Multiple locations)
2009- MBA Building (E12)	(Southwest corner of 6th and Gregory)
2011- East Campus (D21)	(Between Oregon and Nevada Streets)

If the North Campus Research Park moves ahead and parking lot B22 is eliminated, another 500 parking spaces need to be added to the North Campus by 2011. This need was documented on one of the parking options developed for the B4 site. A four-bay, 7-level parking structure on the B4 site would accommodate nearly 2,000 parking spaces. PPFM approved the smaller parking structure in order to satisfy campus business needs for retail and auxiliary offices on the site. A site for the additional 500 north campus parking spaces has not been determined.

Business Plan Summary

The business plan for accommodating the entire recommended Campus Parking Development Program is based upon a series of permit, meter and parking fine increases. The plan is summarized in the following table:

	2003	2006	2009
Total Revenue*	**$9,841,000**	**$11,955,000**	**$12,687,000**
Total Expenses	**$8,803,000**	**$10,456,000**	**$13,894,000**
Permit Rates	**$367**	**$523**	**$744**

*Spreadsheet in Appendix C documents revenue and expenses from FY 2000 through FY 2020. The total revenues assumes parking is reimbursed 100% for land and 50% for lost spaces due to new construction:

Total reimbursement revenue by FY 2005 - $11,728,000
Total reimbursement revenue by FY 2010 - $17,152,000
TOTAL - $28,880,000

The Office of Project Planning and Facility Management (PPFM) and the Division of Campus Parking and Transportation (DCPT) provided data for the above Campus Parking Development Program. Reimbursement for parking lost to campus development is the most critical assumption in the business plan. DCPT provided information that the reimbursement would equal $15,000 per lost parking space. PPFM confirmed that this was the new campus policy. The Chancellor at a CCRC presentation of the Campus Parking Master Plan later confirmed the policy.

If the new policy is changed and/or the reimbursement money is not paid, permit rates would have to be significantly increased (beyond the projections in the table) to pay the debt service on the recommended parking improvements.

As campus buildings are developed, UIUC will have to monitor their function and use. Since a major assumption in The Campus Parking and Transit Master Plan is zero growth in students and faculty/staff, new buildings should not generate additional parking demand. There will be some transfer of parking demand between zones and a need to develop additional parking as surface lots are eliminated. Therefore the Division of Parking needs to document parking demand of buildings after they are open.

UIUC should plan to update this Campus Parking and Transit Master Plan every five to ten years, or as new campus development warrants a review of campus parking needs.

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Campus Parking and Transit Master Plan

Final Report—May 23, 2001

APPENDIX A

PARKING ANALYSIS

Carl Walker
Parking Planning Engineering Restoration

Table A1.
Off-Street Parking Occupancy-- Thursday, November 9, 2000

Facility	Number of Spaces	Peak-Hour Occupancy	Percent Occupied
A-3	137	85	62%
A-8	4	2	50%
A-9	62	41	66%
A-11	21	10	48%
A-21	49	25	51%
AO-5	38	22	58%
Subtotal:	311	185	59%
B-1	243	163	67%
B-2	92	65	71%
B-4	237	100	42%
B-5	108	56	52%
B-6	18	8	44%
B-7	41	31	76%
B-14	38	21	55%
B-18	119	72	61%
B-19	12	3	25%
B-21	302	184	61%
B-22	251	104	41%
Subtotal:	1,461	807	55%
C-3	69	61	88%
C-5	10	9	90%
C-7	311	245	79%
C-8	102	70	69%
C-9	81	71	88%
C-10	325	262	81%
C-11	9	12	133%
C-13	4	5	125%
Subtotal:	911	735	81%

Facility	Number of Spaces	Peak-Hour Occupancy	Percent Occupied
D-1	94	68	72%
D-2	53	39	74%
D-5	588	506	86%
D-6	40	28	70%
D-9	294	138	47%
D-11	47	11	23%
D12	10	5	50%
D-13	42	34	81%
D-14	30	18	60%
D-15	28	25	89%
D-16	13	6	46%
D-18	5	5	100%
D-21	126	53	42%
D-22	259	168	65%
D-24	3	2	67%
DO-10	68	65	96%
Subtotal:	1,700	1,106	65%

Table A1. Continued
Off-Street Parking Occupancy--Thursday, November 9, 2000

Facility	Number of Spaces	Peak-Hour Occupancy	Percent Occupied
E-1	4	4	100%
E-2	227	205	90%
E-3	151	127	84%
E-4	21	15	71%
E-5	12	8	67%
E-6	42	27	64%
E-7	64	64	100%
E-8	100	88	88%
E-9	151	74	49%
E-9A	77	10	13%
E-12	434	379	87%
E-13	41	18	44%
E-14/14-S	2,273	1,535	68%
E-15	285	206	72%
E-18	47	32	68%
E-19	36	36	100%
E-22	69	48	70%
E-23	29	18	62%
E-24	269	190	71%
E-25	19	10	53%
E-29	17	9	53%
E-32	65	40	62%
E-33	41	35	85%
E-37	94	58	62%
E-43	53	37	70%
EO-16	7	0	0%
EO-21	17	15	88%
EO-26	49	27	55%
EO-35	24	13	54%
EO-36	15	8	53%
EO-44	24	2	8%
Subtotal:	4,757	3,273	69%

Facility	Number of Spaces	Peak-Hour Occupancy	Percent Occupied
F-1	14	10	71%
F-3	4	3	75%
F-4	129	108	84%
F-6	24	20	83%
F-8	46	44	96%
F-9	105	80	76%
F-10	14	9	64%
F-11	142	126	89%
F-12	42	28	67%
F-14	100	72	72%
F-15	44	24	55%
F-19	12	8	67%
F-23	721	655	91%
F-28	262	194	74%
F-56	255	233	91%
Subtotal:	1,914	1,614	84%
Total:	**11,054**	**7,720**	**70%**

Table A2-1.
Summary of Off-Street Parking Occupancy by Zone

Campus Zone	Number of Spaces	Peak-Hour Occupancy	Percent Occupied
A	311	185	59%
B	1,461	807	55%
C	911	735	81%
D	1,700	1,106	65%
E	4,757	3,273	69%
F	1,914	1,614	84%
Total:	**11,054**	**7,720**	**70%**

Table A3.
Number of Permit Spaces and Permits Issued

Lot/Zone	Number of Permit Spaces	Number of Permits Issued	Sale Capacity	Number Under Capacity
A-3	125	144	147	3
A-9	58	58	59	1
A-11	21	15	21	6
A-21	48	48	55	7
Subtotal:	**252**	**265**	**282**	**17**
B-1	211	228	250	22
B-2	85	93	97	4
B-3	22	3	20	17
B-4	200	173	175	2
B-5	105	113	125	12
B-6	15	10	14	4
B-7	38	42	43	1
B-14	38	39	38	-1
B-18	73	73	84	11
B-19	9	6	9	3
B-21	262	240	300	60
B-22	226	210	250	40
Subtotal:	**1,284**	**1,230**	**1,405**	**175**
C-3	0	1	0	-1
C-5	26	48	42	-6
C-7	240	304	312	8
C-8	88	88	107	19
C-9	72	91	93	2
C-10	323	379	364	-15
Subtotal:	**749**	**911**	**918**	**7**
D-1	91	105	111	6
D-2	41	43	48	5
D-5	496	629	642	13
D-6	27	29	28	-1
D-9	249	149	260	111
D-13	38	41	43	2
D-14	26	23	26	3
D-16	6	6	6	0
D-18	5	3	5	2
D-21	90	45	90	45
D-22	241	287	306	19
Subtotal:	**1,310**	**1,360**	**1,565**	**205**
E-2	173	192	194	2
E-2A	7	1	7	6
E-4	18	16	18	2
E-6	41	35	35	0

Table A3.
Number of Permit Spaces and Permits Issued

Lot/Zone	Number of Permit Spaces	Number of Permits Issued	Sale Capacity	Number Under Capacity
E-7	62	47	62	15
E-8	56	48	56	8
E-9	114	79	114	35
E-9A	75	27	75	48
E-12	401	499	509	10
E-13	41	36	42	6
E-14	1,536	1,173	1,536	363
E-14S	733	1,130	980	-150
E-15	229	302	314	12
E-18	39	42	47	5
E-22	62	61	64	3
E-23	16	15	16	1
E-24	0	42	50	8
E-25	12	10	12	2
E-28	92	86	92	6
E-29	13	6	13	7
E-30	113	37	123	86
E-31	24	17	24	7
E-32	51	56	58	2
E-33	39	39	39	0
E-34	156	95	156	61
E-37	68	15	68	53
E-39	98	2	98	96
E-43	35	30	35	5
E-45	124	87	124	37
Subtotal:	**4,428**	**4,225**	**4,961**	**736**
F-4	129	165	200	35
F-6	2	2	0	-2
F-8	29	32	33	1
F-9	90	94	100	6
F-10	14	11	14	3
F-11	96	108	109	1
F-12	29	30	30	0
F-14	100	103	100	-3
F-15	29	16	29	13
F-16	43	5	43	38
F-19	9	8	9	1
F-20	14	10	14	4
F-21	20	14	20	6
F-22	61	56	61	5
F-23	721	792	721	-71
F-24	83	73	83	10
F-25	58	59	58	-1
F-26	15	14	15	1

Table A3.
Number of Permit Spaces and Permits Issued

Lot/Zone	Number of Permit Spaces	Number of Permits Issued	Sale Capacity	Number Under Capacity
F-27	309	361	378	17
F-28	187	116	192	76
F-30	170	195	170	-25
F-56	235	276	277	1
Subtotal:	**2,443**	**2,540**	**2,656**	**116**
Total:	**10,466**	**10,531**	**11,787**	**1,256**

Table A4.
Waiting List for Parking by Lot and Zone

Lot/Zone	Number Waiting	Percent of Total
A-3	32	
A-9	20	
A-21	50	
Subtotal:	102	3%
B-1	148	
B-2	49	
B-3	54	
B-4	27	
B-5	5	
B-6	4	
B-7	19	
B-14	2	
B-18	11	
B-19	1	
B-21	60	
B-22	4	
Subtotal:	384	11%
C-5	91	
C-7A	43	
C-7B	253	
C-7C	3	
C-8	77	
C-9	105	
C-10A	45	
C-10B	109	
C-10C	191	
Subtotal:	917	26%
D-1	30	
D-2	75	
D-5	190	
D-6	84	
D-8	1	
D-9	66	
D-13	40	
D-14	10	
D-16	65	
D-21	24	
D22	48	
Subtotal:	633	18%

Lot/Zone	Number Waiting	Percent of Total
E-2	241	
E-4	10	
E-12	102	
E-13	69	
E-14	1	
E-15	25	
E-18	7	
E-22	81	
E-23	62	
E-24	2	
E-25	7	
E-32	20	
E-33	2	
E-41	4	
Subtotal:	633	18%
F-4	38	
F-8	12	
F-9	20	
F-10	1	
F-11	42	
F-12	7	
F-14	30	
F-15	1	
F-22	29	
F-25	14	
F-26	11	
F-27	13	
F-28	126	
F-29	245	
F-30	1	
F-56	203	
Subtotal:	793	23%
Total:	**3,462**	**100%**

North Campus Parking Requirements

Current Faculty/Staff Parking Demand

2000 FTE's	12,559
Number of Faculty/Staff Parking Permits	7,677
Number of F/S Waiting for Permits (1)	1,704
Estimated Faculty/Staff Parking Demand	9,381
Ratio of F/S Parking Demand to FTE's	0.75

North Campus Development Parking (Phase I)

Estimated FTE's	1,535
Parking Demand Ratio	0.75
Estimated Faculty/Staff Parking Demand	1,151
Parking Spaces to be Added in Zone B (2):	163
Parking Spaces to be Lost in Zone B (3):	-473
Number of Phase I Spaces Required:	1,461

North Campus Development Parking (Phase II)

Estimated FTE's	1,930
Parking Demand Ratio	0.75
Estimated Faculty/Staff Parking Demand	1,448
Parking Spaces to be Lost in Zone B (4):	-166
Number of Phase II Spaces Required:	1,614

Number of Phase I & II Spaces Required:	3,075

Notes:

(1) Excludes those waiting to change spaces.

(2) Includes 23 spaces in B22 and approximately 140 spaces on the block south of B22.

(3) Includes 29 spaces in B14/19, 14 spaces in B8, 119 spaces in B5, 74 spaces in B22, and 237 in B4 (for the North Campus parking deck).

(4) Includes 70 spaces in B18 and 96 spaces in B2.

Building Square Footage (Excluding Housing)

Building Number	Parking Zone	Building Name	Net Assignable Sq. Ft.	Parking Zone Sq. Ft.	Percent of Total
5	A	Gym Annex	19,395		
13	A	Talbot Laboratory	80,455		
15	A	Engineering Hall	46,433		
21	A	Kenney Gymnasium	37,582		
24	A	Nemark Civil Engineering	106,639		
29	A	Mechanical Engr. Laboratory	69,937		
34	A	Metallurgy and Mining Bldg.	59,562		
37	A	Everitt Elec. & Comp. Engr.	72,635		
38	A	Fire Station	5,373		
56	A	Shelford Vivarium	16,830		
108	A	Computing Applications Bldg.	23,847		
148	A	Computer & Systems Research	77,734		
152	A	Civil Engr. Hydrosystems	21,003		
167	A	Colonel Wolfe School	9,890		
196	A	Optical Physics & Engineering	9,337		
210	A	Digital Computer Laboratory	109,224		
228	A	Beckman Institute	187,191		
232	A	North Campus Chiller Plant	97		
237	A	Microelectronics Laboratory	26,404		
243	A	508 S. Sixth	4,575		
324	A	Grainger Engineering Library	88,317		
509	A	501 S. Sixth	2,227	**1,074,687**	**14.2%**
11	B	Ceramics Kiln House	8,513		
17	B	Advanced Comp. Bldg.	15,344		
23	B	Illini Union	172,773		
25	B	Harker Hall	21,403		
26	B	Atgeld Hall	44,016		
28	B	Aeronautical Laboratory A	8,721		
42	B	Transportation Building	31,990		
43	B	Gregory Hall	67,744		
44	B	English Building	67,596		
46	B	Henry Administration Bldg.	86,024		
48	B	Nuclear Radiations Laboratory	7,255		
55	B	Ceramics Building	31,155		
61	B	University High School	24,578		
63	B	University High School Gym	5,039		
66	B	Seitz Materials Research Lab	78,355		
67	B	Loomis Lab of Physics	103,126		
77	B	Plant Services Building-NE	4,430		
95	B	Superconductivity Center	19,243		
107	B	Environmental Research Annex	1,336		
112	B	Mechanical Engineering Bldg.	62,326		
117	B	Nuclear Engineering Laboratory	11,641		
139	B	1202 W. Green	1,824		
150	B	1208 W. Springfield	3,120		
153	B	Warehouse #1 Hyd. Engr. Lab	12,129		

Building Square Footage (Excluding Housing)

Building Number	Parking Zone	Building Name	Net Assignable Sq. Ft.	Parking Zone Sq. Ft.	Percent of Total
162	B	Engineering Senior Design Lab	3,460		
164	B	Structural Warehouse	1,536		
174	B	Engineering Sciences Building	60,418		
182	B	Nuclear Reactor Laboratory	4,415		
213	B	Environmental Health & Safety	3,600		
245	B	205 S. Goodwin	1,457		
278	B	1210 W. Springfield	3,116		
300	B	Astronomy Building	12,566		
319	B	Engineering Senior Design Lab	1,308		
323	B	Public Safety Building	12,875		
345	B	1009 W. Springfield	3,925		
376	B	Campbell Hall	25,412		
504	B	1109 W. Main	2,168		
524	B	1114 W. Clark	2,232	**1,028,169**	**13.6%**
1	C	Davenport Hall	61,735		
7	C	Foellinger Auditorium	20,385		
10	C	Chemistry Annex	30,229		
12	C	Noyes Laboratory	112,267		
14	C	Ice Arena	33,786		
27	C	Lincoln Hall	107,460		
32	C	Natural History Building	94,844		
60	C	Smith Memorial Hall	31,230		
65	C	Illini Hall	23,782		
71	C	Student Service Arcade Bldg.	18,632		
76	C	Psychology Laboratory	80,750		
106	C	Illini Union Bookstore	59,879		
129	C	810 S. Sixth	1,964		
130	C	Coble Hall	17,858		
172	C	Foreign Languages Building	68,582		
188	C	Fred Turner Student Services	24,424		
193	C	Swanlund Administration Bldg.	18,552		
209	C	Speech and Hearing Clinic	17,606		
214	C	911 S. Sixth	1,752		
215	C	909 S. Sixth	1,653		
218	C	Inst. Labor & Industrial Relations	13,620		
235	C	512 E. Chalmers	1,850		
250	C	912 S. Fifth	2,781		
262	C	510 E. Chalmers	1,496		
299	C	Police Training Inst. Storage	1,680		
331	C	Library and Information Science	12,229		
335	C	Beckwith Hall	10,872		
355	C	University Inn	28,887		
358	C	1004 S. Fourth	14,794		
369	C	International Studies Building	14,524		
381	C	The Irwin Academic Service	7,407		
528	C	631 E. Green	2,611	**940,121**	**12.5%**

Building Square Footage (Excluding Housing)

Building Number	Parking Zone	Building Name	Net Assignable Sq. Ft.	Parking Zone Sq. Ft.	Percent of Total
39	D	Music Building	59,978		
52	D	Krannert Center	135,125		
70	D	Chemical & Life Sciences Lab	105,356		
116	D	Roger Adams Laboratory	154,183		
126	D	Levis Faculty Center	20,219		
138	D	Burrill Hall	106,765		
143	D	608 S. Matthews	3,242		
151	D	1204 W. Nevada	2,667		
173	D	708 S. Matthews	4,778		
192	D	Medical Sciences Building	65,528		
205	D	1203 W. Oregon	4,917		
224	D	1205 W. Oregon	3,135		
238	D	1207 W. Oregon	10,348		
242	D	Morrill Hall	92,768		
267	D	408 S. Goodwin	5,530		
285	D	912 W. Illinois	3,455		
367	D	901 W. Oregon	4,693		
373	D	Spurlock Museum	37,497		
378	D	Admissions and Records Bldg.	18,530		
506	D	909 W. Oregon	8,326	**847,040**	**11.2%**
4	E	Harding Band Building	15,116		
6	E	Armory	141,086		
33	E	Observatory	6,903		
40	E	Stock Pavilion	32,786		
41	E	Library	375,992		
50	E	Architecture Building	48,096		
54	E	David Kinley Hall	48,332		
58	E	Huff Hall	101,409		
72	E	Memorial Stadium	77,399		
99	E	Undergraduate Library	67,364		
109	E	Natural Resources Building	85,540		
110	E	Nuclear Physics Laboratory	24,913		
118	E	Intramural-Pys. Ed. Building	160,540		
120	E	Abbott Power Plant	7,274		
125	E	Mumford House	1,963		
128	E	Geological Survey Laboratory	7,198		
133	E	Natural Resources Garage	9,538		
134	E	Natural History Survey GH	9,732		
154	E	Personnel Services Building	9,618		
156	E	Law Building	127,777		
159	E	Commerce West	54,528		
160	E	Education Building	53,128		
166	E	Assembly Hall	186,358		
170	E	Central Receiving Building	37,369		
176	E	Rehabilitation Education Bldg.	22,331		
178	E	Mailing Center	9,312		

Building Square Footage (Excluding Housing)

Building Number	Parking Zone	Building Name	Net Assignable Sq. Ft.	Parking Zone Sq. Ft.	Percent of Total
187	E	Entomology Laboratory	3,010		
198	E	Physical Plant Service Building	133,506		
201	E	Garage and Car Pool	22,249		
204	E	Hydrogen Liquefier Building	3,210		
208	E	Atmospheric Sciences Building	7,631		
216	E	Post Office and Snack Bar	8,299		
217	E	Housing Food Stores	42,264		
219	E	Art and Design Building	47,778		
220	E	Krannert Art Museum	47,964		
222	E	Printing & Photographic Services	44,485		
226	E	59 E. Armory	896		
229	E	55 E. Armory	920		
234	E	Armory Avenue Warehouse	28,940		
244	E	Volatile Storage Building	1,715		
255	E	University Press Building	29,868		
257	E	Richard T. Ubben Basketball	28,087		
263	E	57 E. Armory	1,390		
279	E	51 E. Armory	3,412		
298	E	Physical Plant Storage Bldg. A	3,618		
305	E	Clay Hydrology Laboratory	3,517		
306	E	Building Research Council Bldg.	5,820		
307	E	Biological Control Laboratory	2,771		
309	E	Natural History Survey Storage B	3,300		
311	E	Natural History Survey Storage B	3,624		
312	E	Natural History Survey Storage B	3,360		
313	E	Natural History Survey Storage B	3,528		
315	E	Shop and Equipment Building	3,279		
321	E	Natural Resources Studies Annex	47,212		
328	E	Art Studio	2,450		
339	E	Temple Hoyne Buell Hall	49,055		
379	E	Biefeldt Athletic Admin. Bldg.	23,890		
380	E	Campus Recreation Outdoor	4,109	**2,336,759**	**31.0%**
2	F	Art-East Annex, Studio 2	8,761		
3	F	McKinley Health	41,544		
8	F	Agricultural Engr. Sciences	57,244		
18	F	Art-East Annex, Studio 1	34,318		
19	F	Ornamental Horticulture	7,746		
35	F	Vegetable Crops Building	6,515		
62	F	Child Development Lab	19,172		
64	F	Freer Hall	52,892		
68	F	Horticulture Field Laboratory	30,361		
69	F	Mumford Hall	65,226		
73	F	Agricultural Bioprocess Lab	14,964		
74	F	Inst. Gov. & Public Affairs	7,595		
114	F	Pomology Greenhouse	3,045		
124	F	National Soybean Research	50,136		

Building Square Footage (Excluding Housing)

Building Number	Parking Zone	Building Name	Net Assignable Sq. Ft.	Parking Zone Sq. Ft.	Percent of Total
131	F	Turner Hall Greenhouses	51,374		
145	F	1205 1/2 W. Nevada	3,435		
146	F	1205 W. Nevada	3,082		
157	F	1201 W. Nevada	4,054		
158	F	Bevier Hall	91,083		
161	F	1401 S. Maryland	3,496		
165	F	Animal Science Laboratory	78,523		
168	F	1005 W. Nevada	5,368		
169	F	Burnsides Research Laboratory	13,687		
171	F	Meat Science Laboratory	15,013		
179	F	Illini Grove, Seward Staley	642		
183	F	Wood Engineering Laboratory	7,516		
184	F	1003 W. Nevada	2,399		
194	F	USDA Nematology Greenhouse	3,264		
195	F	1203 W. Nevada	3,683		
197	F	Turner Hall	103,114		
199	F	1001 W. Nevada	2,433		
221	F	805 W. Pennsylvania	7,236		
256	F	Plant Sciences Building	70,572		
258	F	909 W. Nevada	2,033		
268	F	Dane Studio	5,333		
287	F	Vet. Med. Surgery & Lab	13,415		
292	F	Vet. Med. Teaching Hospital	143,186		
336	F	Madigan Laboratory	99,757		
350	F	Vet. Med. Basic Sciences Bldg.	157,448		
352	F	Vet. Med. Boiler Plant	767		
364	F	Campus Recreation Center	21,236		
365	F	907 1/2 W. Nevada	3,301	**1,315,969**	**17.4%**
TOTAL:			**7,542,745**	**7,542,745**	**100.0%**

ILLINOIS
UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Campus Parking and Transit Master Plan

Final Report—May 23, 2001

APPENDIX B

ESTIMATES OF PROBABLE CONSTRUCTION COST/ CONCEPTUAL DRAWINGS

Carl Walker
Parking Planning Engineering Restoration

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
North Campus Parking Structure 1

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data
Levels 7 (3 bays)
Cars 1,431
Structure 413,088 s.f
Efficiency 289 s.f./car

Cost / Space = $14,130
Cost / S.F. = $48.80

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	8,100	$24.00	$194,400
2.	Storm and Sanitary	S.F.	50,300	$1.10	$55,000
3.	Sitework Conc	S.F.	10,000	$9.00	$90,000
					$339,400
Concrete					
1.	CIP Foundations	C.Y.	3,270	$275.00	$624,300
2.	Slab on Grade	S.F.	60,300	$8.00	$482,000
3.	Supported P/T Parking slab, beam, col	S.F.	352,788	$24.00	$8,467,000
4.	Stair Concrete/Roof	EA.	23	$4,500.00	$104,000
5.	Concrete Wall	C.Y.	650	$295.00	$200,600
6.	Bumper Wall/Precast Spandrel Panels	S.F.	17,060	$45.00	$762,000
7.	Masonry Enclosure Walls	S.F.	4,320	$21.00	$91,000
					$10,733,900
General Work					
1.	Stair Railings	L.F.	920	$62.00	$57,000
2.	Stall striping	EA.	1,431	$12.00	$17,000
3.	Signage	CAR	1,431	$55.00	$79,000
4.	Glass Curtain Walls	S.F.	6,720	$52.00	$349,000
5.	Barrier Gland	L.F.	5,600	$16.25	$91,000
6.	Miscellaneous Metals	L.S.	1	$48,000.00	$48,000
7.	Doors and Hardware at Stairs	EA.	28	$2,100.00	$59,000
					$696,000
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	413,088	$1.05	$434,000
2.	Electrical/Lighting	S.F.	413,088	$2.35	$971,000
3.	Elevator	Ea.	4	$105,000.00	$420,000
4.	Dry Standpipes	Ea.	3	$27,000.00	$81,000
5.	Security Systems	S.F.	413,088	$0.75	$310,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$2,341,000
Protection Options					
1.	Sealants	L.F.	2,800	$5.00	$14,000
2.	Sealer 40% Glass @ Sup Slabs	S.F.	352,788	$0.45	$159,000
3.	Deckcoating	S.F.	4,340	$4.50	$20,000
4.	Expansion Joints	L.F.	1,660	$90.00	$149,000
					$342,000
	Subtotal				$14,459,000
	Contractor General Requirements and Mobilization @ 10%				$1,447,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,158,000
	Engineering and Testing @ 9%				$1,302,200
	Garage Contingency @ 10%				$1,838,000
	Total Garage Construction				**$20,214,200**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
North Campus Parking Structure 2

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data
Levels 7 (4 bays)
Cars 1,929
Structure 536,400 s.f
Efficiency 278 s.f./car

Cost / Space = $13,140
Cost / S.F. = $47.30

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	10,600	$24.00	$254,400
2.	Storm and Sanitary	S.F.	50,300	$1.10	$55,000
3.	Sitework Conc	S.F.	13,400	$9.00	$121,000
					$463,400
Concrete					
1.	CIP Foundations	C.Y.	2,830	$275.00	$778,300
2.	Slab on Grade	S.F.	60,300	$8.00	$842,000
3.	Supported P/T Parking slab, beam, col	S.F.	455,100	$24.00	$10,923,000
4.	Stair Concrete/Roof	EA.	24	$4,500.00	$108,000
5.	Concrete Wall	C.Y.	690	$295.00	$203,600
6.	Bumper Wall/Precast Spandrel Panels	S.F.	19,220	$45.00	$865,000
7.	Masonry Enclosure Walls	S.F.	5,050	$21.00	$107,000
					$13,826,900
General Work					
1.	Stair Railings	L.F.	970	$62.00	$60,100
2.	Stall striping	EA.	1,929	$12.00	$23,000
3.	Signage	CAR	1,929	$55.00	$106,000
4.	Glass Curtain Walls	S.F.	6,720	$52.00	$349,000
5.	Barrier Gland	L.F.	5,600	$16.25	$91,000
6.	Miscellaneous Metals	L.S.	1	$54,000.00	$54,000
7.	Doors and Hardware at Stairs	EA.	32	$2,100.00	$67,000
					$750,100
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	536,400	$1.05	$563,000
2.	Electrical/Lighting	S.F.	536,400	$2.35	$1,260,000
3.	Elevator	Ea.	4	$105,000.00	$420,000
4.	Dry Standpipes	Ea.	3	$27,000.00	$81,000
5.	Security Systems	S.F.	535,400	$0.75	$402,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$2,848,000
Protection Options					
1.	Sealants	L.F.	3,400	$5.00	$17,000
2.	Sealer 40% Glass @ Sup Slabs	S.F.	455,100	$0.45	$205,000
3.	Deckcoating	S.F.	11,570	$4.50	$52,000
4.	Expansion Joints	L.F.	2,020	$90.00	$182,000
					$456,000
	Subtotal				$18,143,000
	Contractor General Requirements and Mobilization @ 10%				$1,814,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,451,000
	Engineering and Testing @ 9%				$1,632,800
	Garage Contingency @ 10%				$2,304,000
	Total Garage Construction				**$25,344,800**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
North Campus Parking Structure 3 - w/ Retail

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data
Levels 7 (4 bays)
Cars 1,929
Structure 535,400 s.f
Efficiency 286 s.f./car

Cost / Space = $13,910
Cost / S.F. = $48.62

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	10,600	$24.00	$254,400
2.	Storm and Sanitary	S.F.	50,300	$1.10	$55,000
3.	Sitework Conc	S.F.	13,400	$9.00	$121,000
					$463,400
Concrete					
1.	CIP Foundations	C.Y.	2,830	$275.00	$778,300
2.	Slab on Grade	S.F.	60,300	$8.00	$842,000
3.	Supported P/T Parking slab, beam, col	S.F.	455,100	$24.00	$10,922,000
4.	Stair Concrete/Roof	EA.	24	$4,500.00	$108,000
5.	Concrete Wall	C.Y.	690	$295.00	$203,600
6.	Bumper Wall/Precast Spandrel Panels	S.F.	19,220	$45.00	$865,000
7.	Masonry Enclosure Walls	S.F.	7,970	$21.00	$167,000
					$13,883,900
General Work					
1.	Stair Railings	L.F.	970	$62.00	$60,100
2.	Stall striping	EA.	1,929	$12.00	$23,000
3.	Signage	CAR	1,929	$55.00	$106,000
4.	Glass Curtain Walls	S.F.	9,240	$52.00	$480,000
5.	Barrier Gland	L.F.	5,600	$16.25	$91,000
6.	Miscellaneous Metals	L.S.	1	$65,000.00	$65,000
7.	Doors and Hardware at Stairs	EA.	32	$2,100.00	$67,000
8.	Commercial Shell Space	S.F.	19,900	$14.00	$299,000
					$1,116,100
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	535,400	$1.05	$562,000
2.	Electrical/Lighting	S.F.	535,400	$2.35	$1,258,000
3.	Elevator	Ea.	4	$105,000.00	$420,000
4.	Dry Standpipes	Ea.	3	$27,000.00	$81,000
5.	Fire Suppression/Sprinkler System	S.F.	19,300	$2.75	$45,000
6.	Security Systems	S.F.	535,400	$0.75	$402,000
7.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$2,893,000
Protection Options					
1.	Sealants	L.F.	3,400	$5.00	$17,000
2.	Sealer 40% Glass @ Sup Slabs	S.F.	455,100	$0.45	$205,000
3.	Deckcoating	S.F.	11,570	$4.50	$52,000
4.	Expansion Joints	L.F.	2,020	$90.00	$182,000
					$456,000
	Subtotal				$18,814,000
	Contractor General Requirements and Mobilization @ 10%				$1,881,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,489,000
	Engineering and Testing @ 9%				$1,678,300
	Garage Contingency @ 12%				$2,364,000
	Total Garage Construction				**$26,033,300**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Materials Science Building Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels (Below Grade)	2
Cars	346
Structure	138,320 s.f
Efficiency	400 s.f./car

Cost / Space = $37,550
Cost / S.F. = $93.90

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Site Demolition	S.Y.	15,200	$3.00	$46,000
2.	Mass Excavation & Haul	C.Y.	60,800	$18.00	$1,094,400
3.	Retaining Wall	S.F.	26,900	$28.00	$753,200
4.	Wall Tie-Backs	Ea.	80	$1,750.00	$140,000
5.	Dewatering	S.F.	68,400	$2.00	$137,000
6.	Backfill & Compaction	C.Y.	5,067	$9.00	$45,600
7.	Foundation Drainage	L.F.	4,500	$9.50	$42,800
8.	Sitework Conc	S.F.	2,900	$6.00	$17,000
9.	Utility Relocation	L.S.	1	$200,000.00	$200,000
					$2,476,000
Concrete					
1.	CIP Foundations	C.Y.	1,820	$275.00	$500,500
2.	Slab on Grade	S.F.	68,400	$8.00	$547,000
3.	Supported two-way slab, column, etc.	S.F.	138,320	$26.00	$3,596,000
4.	Stair Concrete/Roof	EA.	8	$4,500.00	$36,000
5.	Concrete Wall	C.Y.	300	$295.00	$88,500
6.	Masonry Enclosure Walls	S.F.	2,020	$21.00	$42,000
					$4,810,000
General Work					
1.	Stair Railings	L.F.	320	$62.00	$19,800
2.	Stall striping	EA.	346	$12.00	$4,000
3.	Signage	CAR	346	$55.00	$19,000
4.	Glass Curtain Walls	S.F.	1,820	$52.00	$95,000
6.	Miscellaneous Metals	L.S.	1	$42,000.00	$42,000
7.	Painting	S.F.	138,320	$0.55	$76,000
8.	Doors and Hardware at Stairs	EA.	8	$2,100.00	$17,000
					$272,800
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	138,320	$1.05	$145,000
2.	Electrical/Lighting	S.F.	138,320	$2.35	$325,000
3.	Elevator	Ea.	2	$115,000.00	$230,000
4.	Dry Standpipes	Ea.	3	$27,000.00	$81,000
5.	Fire Suppression/Sprinkler System	S.F.	138,320	$2.45	$339,000
6.	Fire Shutters	Ea.	2	$8,400.00	$17,000
7.	Ventilation System	S.F.	138,320	$1.85	$256,000
8.	Security System	S.F.	138,320	$0.75	$104,000
9.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,622,000
Protection Options					
1.	Sealants	L.F.	1,460	$5.00	$7,000
2.	Deck Coating	S.F.	69,160	$2.25	$156,000
3.	Expansion Joints	L.F.	180	$90.00	$16,000
					$179,000
	Subtotal				$9,360,000
	Contractor General Requirements and Mobilization @ 10%				$936,000
	Fees/Permits/Bonds/Insurance @ 8%				$749,000
	Engineering and Testing @ 9%				$842,400
	Garage Contingency @ 10%				$1,105,000
	Total Garage Construction				**$12,992,400**

Notes:
1. Includes construction of grade level structural slab to be shared with building above.

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Commerce Building Parking Structure 1

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels (Below Grade)	2	
Cars	841	
Structure	289,376	s.f
Efficiency	344	s.f./car

Cost / Space = $31,000
Cost / S.F. = $90.10

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Site Demolition	S.Y.	31,500	$3.00	$95,000
2.	Mass Excavation & Haul	C.Y.	126,200	$18.00	$2,271,600
3.	Retaining Wall	S.F.	37,100	$28.00	$1,038,800
4.	Wall Tie-Backs	Ea.	150	$1,750.00	$262,500
5.	Dewatering	S.F.	141,900	$2.00	$284,000
6.	Backfill & Compaction	C.Y.	10,511	$9.00	$94,600
7.	Foundation Drainage	L.F.	9,260	$9.50	$88,000
8.	Sitework Conc	S.F.	7,200	$6.00	$43,000
9.	Utility Relocation	L.S.	1	$300,000.00	$300,000
					$4,477,500
Concrete					
1.	CIP Foundations	C.Y.	4,550	$275.00	$1,251,300
2.	Slab on Grade	S.F.	141,900	$8.00	$1,135,000
3.	Supported two-way slab, column, etc.	S.F.	289,376	$26.00	$7,524,000
4.	Stair Concrete/Roof	EA.	8	$4,500.00	$36,000
5.	Concrete Wall	C.Y.	300	$295.00	$88,500
6.	Masonry Enclosure Walls	S.F.	2,880	$21.00	$60,000
					$10,094,800
General Work					
1.	Stair Railings	L.F.	540	$62.00	$33,500
2.	Stall striping	EA.	841	$12.00	$10,000
3.	Signage	CAR	841	$55.00	$46,000
4.	Glass Curtain Walls	S.F.	2,400	$52.00	$125,000
6.	Miscellaneous Metals	L.S.	1	$45,000.00	$45,000
7.	Painting	S.F.	289,376	$0.21	$61,000
8.	Doors and Hardware at Stairs	EA.	8	$2,100.00	$17,000
					$337,500
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	289,376	$1.05	$304,000
2.	Electrical/Lighting	S.F.	289,376	$2.35	$680,000
3.	Elevator	Ea.	4	$115,000.00	$460,000
4.	Dry Standpipes	Ea.	4	$27,000.00	$108,000
5.	Fire Suppression/Sprinkler System	S.F.	289,376	$2.45	$709,000
6.	Fire Shutters	Ea.	2	$8,400.00	$17,000
7.	Ventilation System	S.F.	289,376	$1.85	$535,000
8.	Security System	S.F.	289,376	$0.75	$217,000
9.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$3,155,000
Protection Options					
1.	Sealants	L.F.	2,920	$5.00	$15,000
2.	Deck Coating	S.F.	289,376	$2.25	$651,000
3.	Expansion Joints	L.F.	600	$90.00	$54,000
					$720,000
	Subtotal				$18,785,000
	Contractor General Requirements and Mobilization @ 10%				$1,879,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,503,000
	Engineering and Testing @ 9%				$1,690,700
	Garage Contingency @ 10%				$2,217,000
	Total Garage Construction				**$26,074,700**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Commerce Building Parking Structure 2

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	6
Cars	946
Structure	272,738 s.f
Efficiency	288 s.f./car

Cost / Space = $14,140
Cost / S.F. = $49.10

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	5,900	$16.00	$94,400
2.	Storm and Sanitary	S.F.	43,400	$1.10	$48,000
3.	Sitework Conc	S.F.	7,200	$9.00	$65,000
					$207,400
Concrete					
1.	CIP Foundations	C.Y.	1,640	$275.00	$451,000
2.	Slab on Grade	S.F.	43,400	$8.00	$347,000
3.	Supported P/T Parking slab, beam, col	S.F.	229,338	$24.00	$5,504,000
4.	Stair Concrete/Roof	EA.	14	$4,500.00	$63,000
5.	Concrete Wall	C.Y.	410	$295.00	$121,000
6.	Bumper Wall/Precast Spandrel Panels	S.F.	15,120	$45.00	$680,000
7.	Masonry Enclosure Walls	S.F.	2,640	$21.00	$55,000
					$7,221,000
General Work					
1.	Stair Railings	L.F.	650	$62.00	$40,300
2.	Stall striping	EA.	946	$12.00	$11,000
3.	Signage	CAR	946	$55.00	$52,000
4.	Glass Curtain Walls	S.F.	4,200	$52.00	$218,000
5.	Barrier Strand	L.F.	3,300	$16.25	$53,600
6.	Miscellaneous Metals	L.S.	1	$36,000.00	$36,000
7.	Doors and Hardware at Stairs	EA.	14	$2,100.00	$29,000
					$439,900
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	272,738	$1.05	$286,000
2.	Electrical/Lighting	S.F.	272,738	$2.35	$641,000
3.	Elevator	Ea.	2	$105,000.00	$210,000
4.	Dry Standpipes	Ea.	2	$27,000.00	$54,000
5.	Security Systems	S.F.	272,738	$0.75	$205,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,521,000
Protection Options					
1.	Sealants	L.F.	3,200	$5.00	$16,000
2.	Sealer 40% Silane @ Sup Slabs	S.F.	229,338	$0.45	$103,000
3.	Deckcoating	S.F.	4,340	$4.50	$20,000
4.	Expansion Joints	L.F.	1,230	$90.00	$111,000
					$250,000
	Subtotal				$9,639,000
	Contractor General Requirements and Mobilization @ 10%				$964,000
	Fees/Permits/Bonds/Insurance @ 8%				$771,000
	Engineering and Testing @ 9%				$867,500
	Garage Contingency @ 10%				$1,137,000
	Total Garage Construction				**$13,378,500**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
East Central Campus Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels (Above and Below Grade)	5	
Cars	744	
Structure	221,975	s.f
Efficiency	298	s.f./car

Cost / Space = $20,590
Cost / S.F. = $69.00

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Site Demolition	S.Y.	10,200	$3.00	$31,000
2.	Mass Excavation & Haul	C.Y.	25,600	$18.00	$460,800
3.	Retaining Wall	S.F.	17,500	$28.00	$490,000
4.	Dewatering	S.F.	46,000	$1.50	$69,000
5.	Backfill & Compaction	C.Y.	5,111	$9.00	$46,000
6.	Foundation Drainage	L.F.	5,240	$9.50	$49,800
7.	Sitework Conc	S.F.	11,500	$6.00	$69,000
8.	Utility Relocation	L.S.	1	$300,000.00	$300,000
					$1,515,600
Concrete					
1.	CIP Foundations	C.Y.	1,820	$275.00	$500,500
2.	Slab on Grade	S.F.	46,000	$8.00	$368,000
3.	Supported slab, column, etc.	S.F.	221,975	$25.00	$5,549,000
4.	Stair Concrete/Roof	EA.	22	$4,500.00	$99,000
5.	Concrete Wall	C.Y.	400	$295.00	$118,000
6.	Bumper Wall/Precast Spandrel Panels	S.F.	7,970	$45.00	$359,000
7.	Masonry Enclosure Walls	S.F.	2,880	$21.00	$60,000
					$7,053,500
General Work					
1.	Stair Railings	L.F.	1,080	$62.00	$67,000
2.	Stall striping	EA.	744	$12.00	$9,000
3.	Signage	CAR	744	$55.00	$41,000
4.	Glass Curtain Walls	S.F.	4,320	$52.00	$225,000
5.	Barrier Strand	L.F.	4,500	$16.25	$73,100
6.	Miscellaneous Metals	L.S.	1	$45,000.00	$45,000
7.	Painting	S.F.	221,975	$0.21	$47,000
8.	Doors and Hardware at Stairs	EA.	22	$2,100.00	$46,000
					$553,100
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	221,975	$1.05	$233,000
2.	Electrical/Lighting	S.F.	221,975	$2.35	$522,000
3.	Elevator	Ea.	2	$115,000.00	$230,000
4.	Dry Standpipes	Ea.	4	$27,000.00	$108,000
5.	Fire Suppression/Sprinkler System	S.F.	46,000	$2.45	$113,000
6.	Fire Shutters	Ea.	1	$8,400.00	$8,000
7.	Ventilation System	S.F.	46,000	$1.85	$85,000
8.	Security System	S.F.	221,975	$0.75	$166,000
9.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,590,000
Protection Options					
1.	Sealants	L.F.	5,280	$5.00	$26,000
2.	Deck Coating	S.F.	46,000	$2.50	$115,000
3.	Expansion Joints	L.F.	1,240	$90.00	$112,000
					$253,000
	Subtotal				$10,965,000
	Contractor General Requirements and Mobilization @ 10%				$1,097,000
	Fees/Permits/Bonds/Insurance @ 8%				$877,000
	Engineering and Testing @ 9%				$986,900
	Garage Contingency @ 10%				$1,393,000
	Total Garage Construction				**$15,318,900**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
6th Street Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	5
Cars	454
Structure	147,442 s.f
Efficiency	325 s.f./car

Cost / Space = $18,730
Cost / S.F. = $57.70

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	4,600	$24.00	$110,400
2.	Storm and Sanitary	S.F.	31,000	$1.10	$34,000
3.	Sitework Conc	S.F.	4,700	$9.00	$42,000
					$186,400
Concrete					
1.	CIP Foundations	C.Y.	1,710	$275.00	$470,300
2.	Slab on Grade	S.F.	13,800	$8.00	$110,000
3.	Supported P/T Parking slab, beam, col	S.F.	133,642	$24.00	$3,207,000
4.	Stair Concrete/Roof	EA.	12	$4,500.00	$54,000
5.	Concrete Wall	C.Y.	230	$295.00	$67,900
6.	Bumper Wall/Precast Spandrel Panels	S.F.	11,520	$45.00	$518,000
7.	Masonry Enclosure Walls	S.F.	2,880	$21.00	$60,000
					$4,487,200
General Work					
1.	Stair Railings	L.F.	920	$62.00	$57,000
2.	Stall striping	EA.	454	$12.00	$5,000
3.	Signage	CAR	454	$55.00	$25,000
4.	Glass Curtain Walls	S.F.	1,680	$52.00	$87,000
5.	Barrier Strand	L.F.	900	$16.25	$14,600
6.	Miscellaneous Metals	L.S.	1	$36,000.00	$36,000
7.	Doors and Hardware at Stairs	EA.	24	$2,100.00	$50,000
8.	Commercial Shell	S.F.	16,000	$14.00	$224,000
					$274,600
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	147,442	$1.05	$155,000
2.	Electrical/Lighting	S.F.	147,442	$2.35	$346,000
3.	Elevator	Ea.	1	$105,000.00	$105,000
4.	Dry Standpipes	Ea.	2	$27,000.00	$54,000
5.	Security Systems	S.F.	147,442	$0.75	$111,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$896,000
Protection Options					
1.	Sealants	L.F.	2,800	$5.00	$14,000
2.	Sealer 40% Silane @ Sup Slabs	S.F.	133,642	$0.45	$60,000
3.	Deckcoating	S.F.	4,340	$4.50	$20,000
4.	Expansion Joints	L.F.	1,660	$90.00	$149,000
					$243,000
	Subtotal				$6,087,000
	Contractor General Requirements and Mobilization @ 10%				$609,000
	Fees/Permits/Bonds/Insurance @ 8%				$487,000
	Engineering and Testing @ 9%				$547,800
	Garage Contingency @ 10%				$773,000
	Total Garage Construction				**$8,503,800**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Healy Street Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	5
Cars	910
Structure	309,750 s.f
Efficiency	340 s.f./car

Cost / Space = $17,180
Cost / S.F. = $50.50

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	4,300	$24.00	$103,200
2.	Storm and Sanitary	S.F.	49,600	$1.10	$55,000
3.	Sitework Conc	S.F.	7,700	$9.00	$69,000
					$227,200
Concrete					
1.	Pile Foundation	V.L.F.	10,080	$42.00	$423,400
2.	CIP Footings/Pile Caps	C.Y.	500	$265.00	$132,500
3.	Slab on Grade	S.F.	64,300	$8.00	$434,000
4.	Supported P/T Parking slab, beam, col	S.F.	255,450	$24.00	$6,131,000
5.	Stair Concrete/Roof	EA.	22	$4,500.00	$99,000
6.	Concrete Wall	C.Y.	860	$295.00	$253,700
7.	Bumper Wall/Precast Spandrel Panels	S.F.	12,650	$45.00	$569,000
8.	Masonry Enclosure Walls	S.F.	4,800	$21.00	$101,000
					$8,143,800
General Work					
1.	Stair Railings	L.F.	1,120	$82.00	$59,400
2.	Stall striping	EA.	910	$12.00	$11,000
3.	Signage	CAR	910	$55.00	$50,000
4.	Glass Curtain Walls	S.F.	3,600	$52.00	$187,000
5.	Barrier Strand	L.F.	5,600	$16.25	$91,000
6.	Miscellaneous Metals	L.S.	1	$58,000.00	$58,000
7.	Doors and Hardware at Stairs	EA.	24	$2,100.00	$50,000
8.	Commercial Shell	S.F.	13,100	$18.00	$236,000
					$750,400
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	309,750	$1.05	$325,000
2.	Electrical/Lighting	S.F.	309,750	$2.35	$728,000
3.	Elevator	Ea.	2	$105,000.00	$210,000
4.	Dry Standpipes	Ea.	4	$27,000.00	$108,000
5.	Security Systems	S.F.	309,750	$0.75	$232,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,728,000
Protection Options					
1.	Sealants	L.F.	2,800	$5.00	$14,000
2.	Sealer 40% Slabs @ Sup Slabs	S.F.	255,450	$0.45	$115,000
3.	Deckcoating	S.F.	16,170	$4.50	$73,000
4.	Expansion Joints	L.F.	1,570	$90.00	$141,000
					$343,000
	Subtotal				$11,192,000
	Contractor General Requirements and Mobilization @ 10%				$1,119,000
	Fees/Permits/Bonds/Insurance @ 8%				$895,000
	Engineering and Testing @ 9%				$1,007,300
	Garage Contingency @ 10%				$1,421,000
	Total Garage Construction				**$15,634,300**

Notes:
1. Includes shell for commercial space, no build-out.

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Healy Street Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	5
Cars	770
Structure	226,700 s.f
Efficiency	294 s.f./car

Cost / Space = $15,450
Cost / S.F. = $52.50

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	3,200	$24.00	$76,800
2.	Storm and Sanitary	S.F.	37,800	$1.10	$42,000
3.	Sitework Conc	S.F.	6,900	$9.00	$53,000
					$171,800
Concrete					
1.	Pile Foundation	V.L.F.	8,640	$42.00	$362,900
2.	CIP Footings/Pile Caps	C.Y.	420	$265.00	$111,300
3.	Slab on Grade	S.F.	41,400	$8.00	$331,000
4.	Supported P/T Parking slab, beam, col	S.F.	185,300	$24.00	$4,447,000
5.	Stair Concrete/Roof	EA.	22	$4,500.00	$99,000
6.	Concrete Wall	C.Y.	810	$295.00	$239,000
7.	Bumper Wall/Precast Spandrel Panels	S.F.	10,660	$45.00	$480,000
8.	Masonry Enclosure Walls	S.F.	4,800	$21.00	$101,000
					$8,171,200
General Work					
1.	Stair Railings	L.F.	1,120	$82.00	$59,400
2.	Stall striping	EA.	770	$12.00	$9,000
3.	Signage	CAR	770	$55.00	$42,000
4.	Glass Curtain Walls	S.F.	3,600	$52.00	$187,000
5.	Barrier Strand	L.F.	4,500	$16.25	$73,100
6.	Miscellaneous Metals	L.S.	1	$58,000.00	$58,000
7.	Doors and Hardware at Stairs	EA.	24	$2,100.00	$50,000
8.	Commercial Shell	S.F.	0	$18.00	$0
					$486,500
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	226,700	$1.05	$238,000
2.	Electrical/Lighting	S.F.	226,700	$2.35	$533,000
3.	Elevator	Ea.	2	$105,000.00	$210,000
4.	Dry Standpipes	Ea.	4	$27,000.00	$108,000
5.	Security Systems	S.F.	226,700	$0.75	$170,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,384,000
Protection Options					
1.	Sealants	L.F.	2,800	$5.00	$14,000
2.	Sealer 40% Slabs @ Sup Slabs	S.F.	185,300	$0.45	$83,000
3.	Deckcoating	S.F.	16,170	$4.50	$73,000
4.	Expansion Joints	L.F.	1,480	$90.00	$134,000
					$304,000
	Subtotal				$8,516,000
	Contractor General Requirements and Mobilization @ 10%				$852,000
	Fees/Permits/Bonds/Insurance @ 8%				$681,000
	Engineering and Testing @ 9%				$766,800
	Garage Contingency @ 10%				$1,082,000
	Total Garage Construction				**$11,899,600**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
C8 Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	7
Cars	500
Structure	159,100 s.f
Efficiency	318 s.f./car

Cost / Space = $17,670
Cost / S.F. = $55.50

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	3,100	$16.00	$49,600
2.	Storm and Sanitary	S.F.	22,000	$1.10	$24,000
3.	Sitework Conc	S.F.	4,400	$9.00	$40,000
					$113,600
Concrete					
1.	CIP Foundations	C.Y.	950	$275.00	$261,300
2.	Slab on Grade	S.F.	22,000	$8.00	$176,000
3.	Supported P/T Parking slab, beam, col	S.F.	137,100	$24.00	$3,290,000
4.	Stair Concrete/Roof	EA.	18	$4,500.00	$81,000
5.	Concrete Wall	C.Y.	500	$295.00	$147,500
6.	Bumper Wall/Precast Spandrel Panels	S.F.	12,680	$45.00	$571,000
7.	Masonry Enclosure Walls	S.F.	2,940	$21.00	$62,000
					$4,588,800
General Work					
1.	Stair Railings	L.F.	760	$62.00	$47,100
2.	Stall striping	EA.	500	$12.00	$6,000
3.	Signage	CAR	500	$55.00	$28,000
4.	Glass Curtain Walls	S.F.	5,320	$52.00	$277,000
5.	Barrier Strand	L.F.	1,700	$16.25	$27,600
6.	Miscellaneous Metals	L.S.	1	$45,000.00	$45,000
7.	Doors and Hardware at Stairs	EA.	18	$2,100.00	$38,000
					$468,700
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	159,100	$1.05	$167,000
2.	Electrical/Lighting	S.F.	159,100	$2.35	$374,000
3.	Elevator	Ea.	2	$110,000.00	$220,000
4.	Dry Standpipes	Ea.	2	$29,000.00	$58,000
5.	Security Systems	S.F.	159,100	$0.75	$119,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,063,000
Protection Options					
1.	Sealants	L.F.	3,600	$5.00	$18,000
2.	Sealer 40% Silane @ Sup Slabs	S.F.	137,100	$0.45	$62,000
3.	Deckcoating	S.F.	3,600	$4.50	$16,000
4.	Expansion Joints	L.F.	380	$90.00	$34,000
					$130,000
	Subtotal				$6,364,000
	Contractor General Requirements and Mobilization @ 10%				$636,000
	Fees/Permits/Bonds/Insurance @ 8%				$509,000
	Engineering and Testing @ 9%				$572,800
	Garage Contingency @ 10%				$751,000
	Total Garage Construction				**$8,832,800**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
C9 Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	7
Cars	500
Structure	159,100 s.f
Efficiency	318 s.f./car

Cost / Space = $17,670
Cost / S.F. = $55.50

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	3,100	$16.00	$49,600
2.	Storm and Sanitary	S.F.	22,000	$1.10	$24,000
3.	Sitework Conc	S.F.	4,400	$9.00	$40,000
					$113,600
Concrete					
1.	CIP Foundations	C.Y.	950	$275.00	$261,300
2.	Slab on Grade	S.F.	22,000	$8.00	$176,000
3.	Supported P/T Parking slab, beam, col	S.F.	137,100	$24.00	$3,290,000
4.	Stair Concrete/Roof	EA.	18	$4,500.00	$81,000
5.	Concrete Wall	C.Y.	500	$295.00	$147,500
6.	Bumper Wall/Precast Spandrel Panels	S.F.	12,680	$45.00	$571,000
7.	Masonry Enclosure Walls	S.F.	2,940	$21.00	$62,000
					$4,588,800
General Work					
1.	Stair Railings	L.F.	760	$62.00	$47,100
2.	Stall striping	EA.	500	$12.00	$6,000
3.	Signage	CAR	500	$55.00	$28,000
4.	Glass Curtain Walls	S.F.	5,320	$52.00	$277,000
5.	Barrier Strand	L.F.	1,700	$16.25	$27,600
6.	Miscellaneous Metals	L.S.	1	$45,000.00	$45,000
7.	Doors and Hardware at Stairs	EA.	18	$2,100.00	$38,000
					$468,700
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	159,100	$1.05	$167,000
2.	Electrical/Lighting	S.F.	159,100	$2.35	$374,000
3.	Elevator	Ea.	2	$110,000.00	$220,000
4.	Dry Standpipes	Ea.	2	$29,000.00	$58,000
5.	Security Systems	S.F.	159,100	$0.75	$119,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$1,063,000
Protection Options					
1.	Sealants	L.F.	3,600	$5.00	$18,000
2.	Sealer 40% Silane @ Sup Slabs	S.F.	137,100	$0.45	$62,000
3.	Deckcoating	S.F.	3,600	$4.50	$16,000
4.	Expansion Joints	L.F.	380	$90.00	$34,000
					$130,000
	Subtotal				$6,364,000
	Contractor General Requirements and Mobilization @ 10%				$636,000
	Fees/Permits/Bonds/Insurance @ 8%				$509,000
	Engineering and Testing @ 9%				$572,800
	Garage Contingency @ 10%				$751,000
	Total Garage Construction				**$8,832,800**

Student Union Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels (Below Grade)	4	
Cars	1,055	
Structure	354,700	s.f
Efficiency	336	s.f./car

Cost / Space = $29,700
Cost / S.F. = $88.30

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Street/Plaza Demolition	S.Y.	19,700	$7.50	$148,000
2.	Mass Excavation & Haul	C.Y.	147,800	$18.00	$2,660,400
3.	Retaining Wall	S.F.	73,300	$28.00	$2,052,400
4.	Wall Tie-Backs	Ea.	440	$1,750.00	$770,000
5.	Dewatering	S.F.	88,700	$3.50	$310,000
6.	Backfill & Compaction	C.Y.	6,570	$8.25	$54,200
7.	Foundation Drainage	L.F.	7,990	$9.50	$75,900
8.	Asphalt Paving	S.F.	44,350	$3.50	$155,000
9.	Sitework Conc	S.F.	22,175	$8.00	$177,000
10.	Plaza Landscaping	S.F.	25,501	$5.00	$128,000
11.	Utility Relocation	L.S.	1	$750,000.00	$750,000
					$7,280,900
Concrete					
1.	CIP Footings	C.Y.	2,700	$245.00	$661,500
2.	Slab on Grade	S.F.	88,700	$8.00	$710,000
3.	Supported two-way slab, column, etc.	S.F.	354,700	$22.50	$7,981,000
4.	Stair Concrete/Roof	EA.	20	$4,500.00	$90,000
5.	Concrete Wall	C.Y.	750	$275.00	$206,300
6.	Masonry Enclosure Walls	S.F.	2,880	$21.00	$60,000
					$9,708,800
General Work					
1.	Stair Railings	L.F.	1,080	$62.00	$67,000
2.	Stall striping	EA.	1,055	$12.00	$13,000
3.	Signage	CAR	1,055	$55.00	$58,000
4.	Glass Curtain Walls	S.F.	4,320	$52.00	$225,000
5.	Barrier Strand	L.F.	3,400	$16.25	$55,300
6.	Miscellaneous Metals	L.S.	1	$45,000.00	$45,000
7.	Painting	S.F.	354,700	$0.21	$74,000
8.	Doors and Hardware at Stairs	EA.	20	$2,100.00	$42,000
					$579,300
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	354,700	$0.95	$337,000
2.	Electrical/Lighting	S.F.	354,700	$2.30	$816,000
3.	Elevator	Ea.	3	$125,000.00	$375,000
4.	Dry Standpipes	Ea.	4	$27,000.00	$108,000
5.	Fire Suppression/Sprinkler System	S.F.	354,700	$2.45	$869,000
6.	Fire Shutters	Ea.	4	$8,400.00	$34,000
7.	Ventilation System	S.F.	354,700	$1.85	$656,000
8.	Security System	S.F.	354,700	$0.75	$266,000
9.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$3,586,000
Protection Options					
1.	Sealants	L.F.	5,280	$5.00	$26,000
2.	Deck Coating	S.F.	354,700	$2.50	$887,000
3.	Plaza Waterproofing	S.F.	88,700	$5.20	$461,000
4.	Expansion Joints	L.F.	840	$90.00	$76,000
					$1,450,000
	Subtotal				$22,605,000
	Contractor General Requirements and Mobilization @ 9%				$2,034,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,808,000
	Engineering and Testing @ 9%				$2,034,500
	Garage Contingency @ 10%				$2,848,000
	Total Garage Construction				**$31,329,500**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Chalmers Street Parking Structure

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	10
Cars	1,505
Structure	474,600 s.f
Efficiency	315 s.f./car

Cost / Space = $15,570
Cost / S.F. = $49.40

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	6,800	$16.00	$108,800
2.	Storm and Sanitary	S.F.	49,000	$1.10	$54,000
3.	Sitework Conc	S.F.	8,200	$9.00	$74,000
					$236,800
Concrete					
1.	CIP Foundations	C.Y.	2,090	$275.00	$574,800
2.	Slab on Grade	S.F.	49,000	$8.00	$392,000
3.	Supported P/T Parking slab, beam, col	S.F.	425,800	$24.00	$10,214,000
4.	Stair Concrete/Roof	EA.	22	$4,500.00	$99,000
5.	Concrete Wall	C.Y.	640	$295.00	$188,800
6.	Bumper Wall/Precast Spandrel Panels	S.F.	27,300	$45.00	$1,228,000
7.	Masonry Enclosure Walls	S.F.	4,200	$21.00	$88,000
					$12,785,600
General Work					
1.	Stair Railings	L.F.	1,080	$62.00	$67,000
2.	Stall striping	EA.	1,505	$12.00	$18,000
3.	Signage	CAR	1,505	$55.00	$83,000
4.	Glass Curtain Walls	S.F.	7,440	$52.00	$387,000
5.	Barrier Strand	L.F.	7,300	$16.25	$118,600
6.	Miscellaneous Metals	L.S.	1	$48,000.00	$48,000
7.	Doors and Hardware at Stairs	EA.	24	$2,100.00	$50,000
					$771,600
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	474,600	$1.05	$498,000
2.	Electrical/Lighting	S.F.	474,600	$2.35	$1,115,000
3.	Elevator	Ea.	4	$120,000.00	$480,000
4.	Dry Standpipes	Ea.	2	$32,000.00	$64,000
5.	Security Systems	S.F.	474,600	$0.75	$356,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$2,838,000
Protection Options					
1.	Sealants	L.F.	6,800	$5.00	$29,000
2.	Sealer 40% Silane @ Sup Slabs	S.F.	425,800	$0.45	$192,000
3.	Deckcoating	S.F.	7,240	$4.50	$33,000
4.	Expansion Joints	L.F.	2,210	$90.00	$199,000
					$453,000
	Subtotal				$16,885,000
	Contractor General Requirements and Mobilization @ 10%				$1,689,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,351,000
	Engineering and Testing @ 9%				$1,519,700
	Garage Contingency @ 10%				$1,993,000
	Total Garage Construction				**$23,437,700**

Carl Walker, Inc. Project No. 7232
University of Illinois-Urbana/Champaign
Chalmers Street Parking Structure

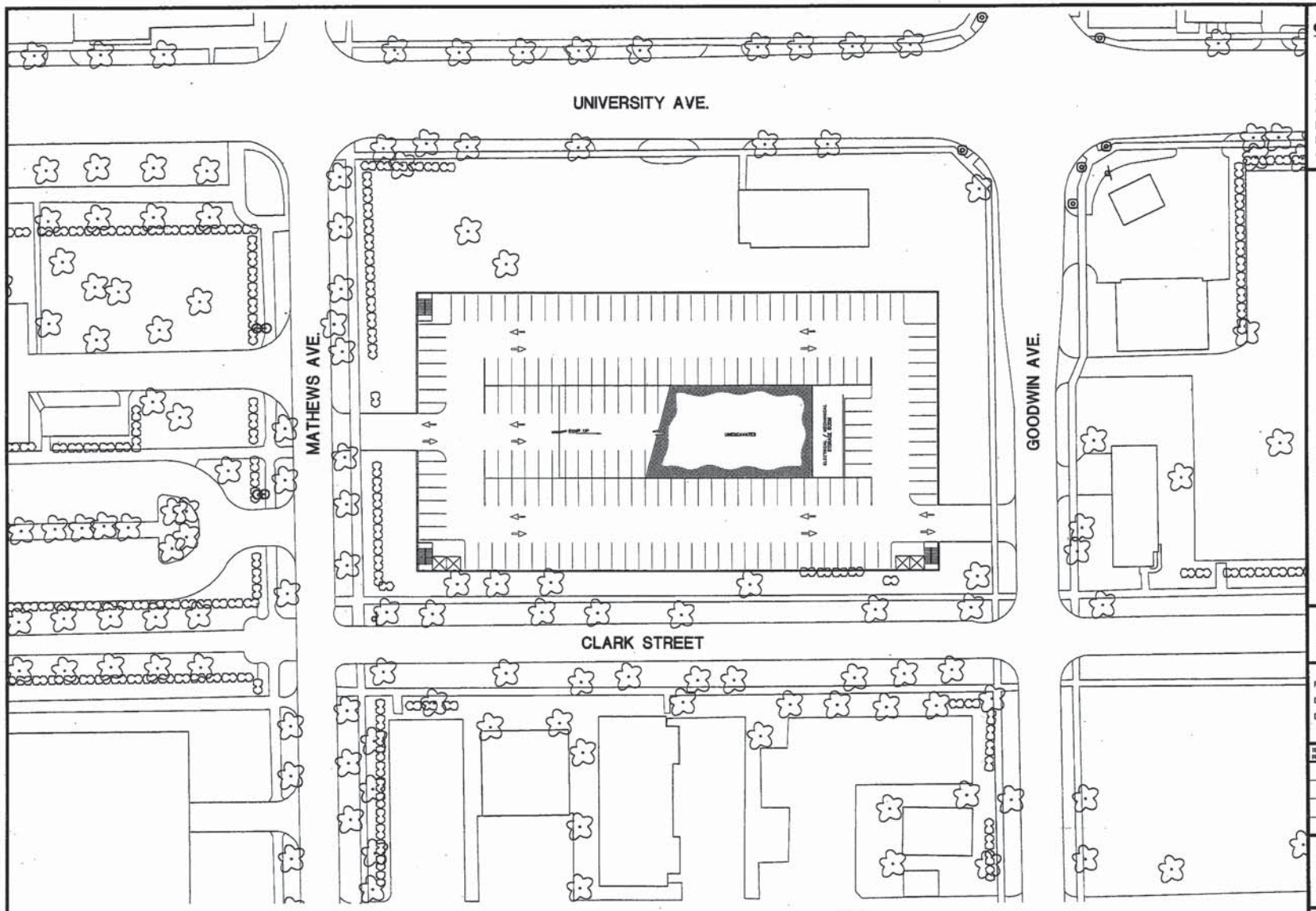
ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Parking Facility Data

Levels	8
Cars	1,196
Structure	376,600 s.f
Efficiency	315 s.f./car

Cost / Space = $15,700
Cost / S.F. = $49.90

	Work Item	Unit	Quantity	Unit Price	Amount
Demolition/Sitework					
1.	Excavation	C.Y.	6,800	$16.00	$108,800
2.	Storm and Sanitary	S.F.	49,000	$1.10	$54,000
3.	Sitework Conc	S.F.	8,200	$9.00	$74,000
					$236,800
Concrete					
1.	CIP Foundations	C.Y.	1,980	$275.00	$544,500
2.	Slab on Grade	S.F.	49,000	$8.00	$392,000
3.	Supported P/T Parking slab, beam, col	S.F.	327,800	$24.00	$7,882,000
4.	Stair Concrete/Roof	EA.	18	$4,500.00	$81,000
5.	Concrete Wall	C.Y.	580	$285.00	$165,200
6.	Bumper Wall/Precast Spandrel Panels	S.F.	21,840	$45.00	$983,000
7.	Masonry Enclosure Walls	S.F.	3,480	$21.00	$73,000
					$10,100,700
General Work					
1.	Stair Railings	L.F.	880	$62.00	$53,300
2.	Stall striping	EA.	1,196	$12.00	$14,000
3.	Signage	CAR	1,196	$55.00	$66,000
4.	Glass Curtain Walls	S.F.	6,240	$52.00	$324,000
5.	Barrier Strand	L.F.	5,700	$16.25	$92,800
6.	Miscellaneous Metals	L.S.	1	$44,000.00	$44,000
7.	Doors and Hardware at Stairs	EA.	20	$2,100.00	$42,000
					$636,900
Electrical/Mechanical Work					
1.	Plumbing / Drainage	S.F.	376,600	$1.05	$395,000
2.	Electrical/Lighting	S.F.	376,600	$2.35	$885,000
3.	Elevator	Ea.	4	$115,000.00	$460,000
4.	Dry Standpipes	Ea.	2	$29,000.00	$58,000
5.	Security Systems	S.F.	376,600	$0.75	$282,000
6.	Parking Control Equipment	LS.	1	$125,000.00	$125,000
					$2,205,000
Protection Options					
1.	Sealants	L.F.	4,600	$5.00	$23,000
2.	Sealer 40% Silane @ Sup Slabs	S.F.	327,800	$0.45	$147,000
3.	Deckcoating	S.F.	5,790	$4.50	$26,000
4.	Expansion Joints	L.F.	1,720	$80.00	$155,000
					$351,000
	Subtotal				$13,529,000
	Contractor General Requirements and Mobilization @ 10%				$1,353,000
	Fees/Permits/Bonds/Insurance @ 8%				$1,082,000
	Engineering and Testing @ 9%				$1,217,600
	Garage Contingency @ 10%				$1,596,000
	Total Garage Construction				**$18,777,600**



NORTH CAMPUS SITE PLAN

SCALE: 1" = 60'

North

Carl Walker
Parking
Planning Engineering Restoration
Carl Walker, Inc.
2198 Gladstone Court, Suite D
Glendale Heights, IL 60139
Phone (630) 307-3800
Fax (630) 307-7030
Chicago@carlwalker.com

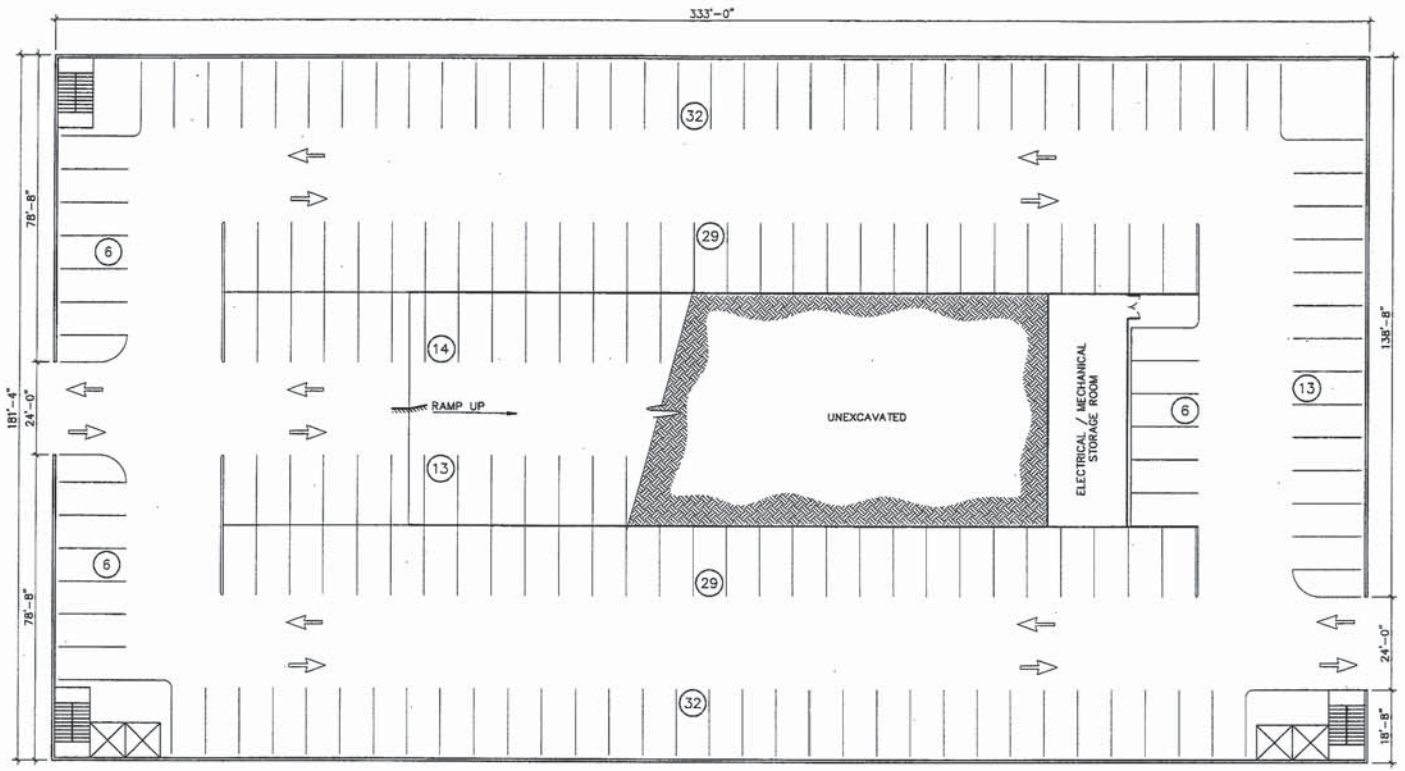
UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR.	TA
DESIGN ENG.	SDM
DRAWN BY	REM

ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE
ENTRANCE LEVEL 1
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F1.0



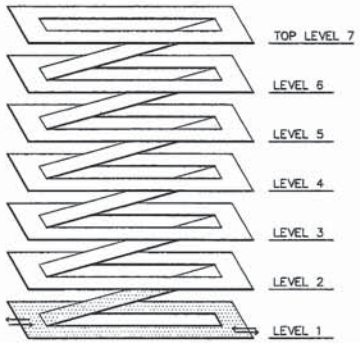
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	173	–	–	173
LVL 2	212	–	–	212
LVL 3	212	–	–	212
LVL 4	212	–	–	212
LVL 5	212	–	–	212
LVL 6	212	–	–	212
TOP LVL	198	–	–	198
TOTAL	1431	–	–	1431

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



ISOMETRIC

NO SCALE

Carl Walker Parking
Planning Engineering Restoration
Carl Walker, Inc.
2198 Gladstone Court, Suite D
Glendale Heights, IL 60139
Phone (630) 307-3800
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Chicago@carlwalker.com

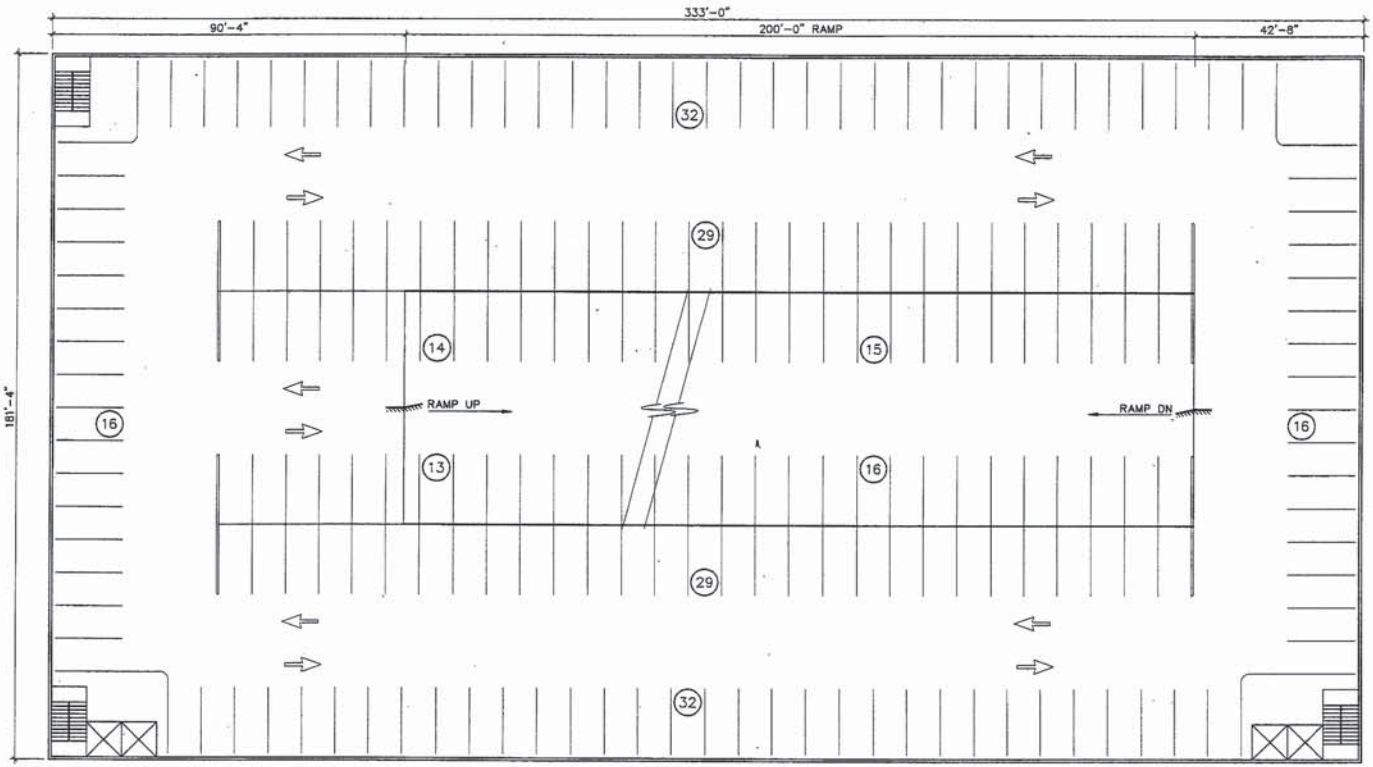
UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR. TA
DESIGN ENG. SDM
DRAWN BY VJG

ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

NORTH CAMPUS PARKING STRUCTURE
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

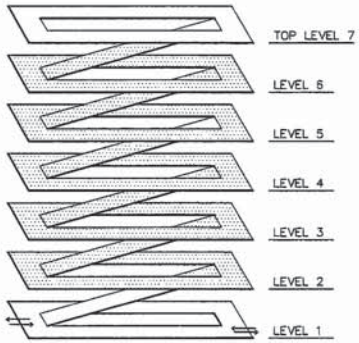
PROJECT NO.	DRAWING NO.
7232	F1.1



TYPICAL LEVEL 2 - 6 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



ISOMETRIC

NO SCALE

Carl Walker
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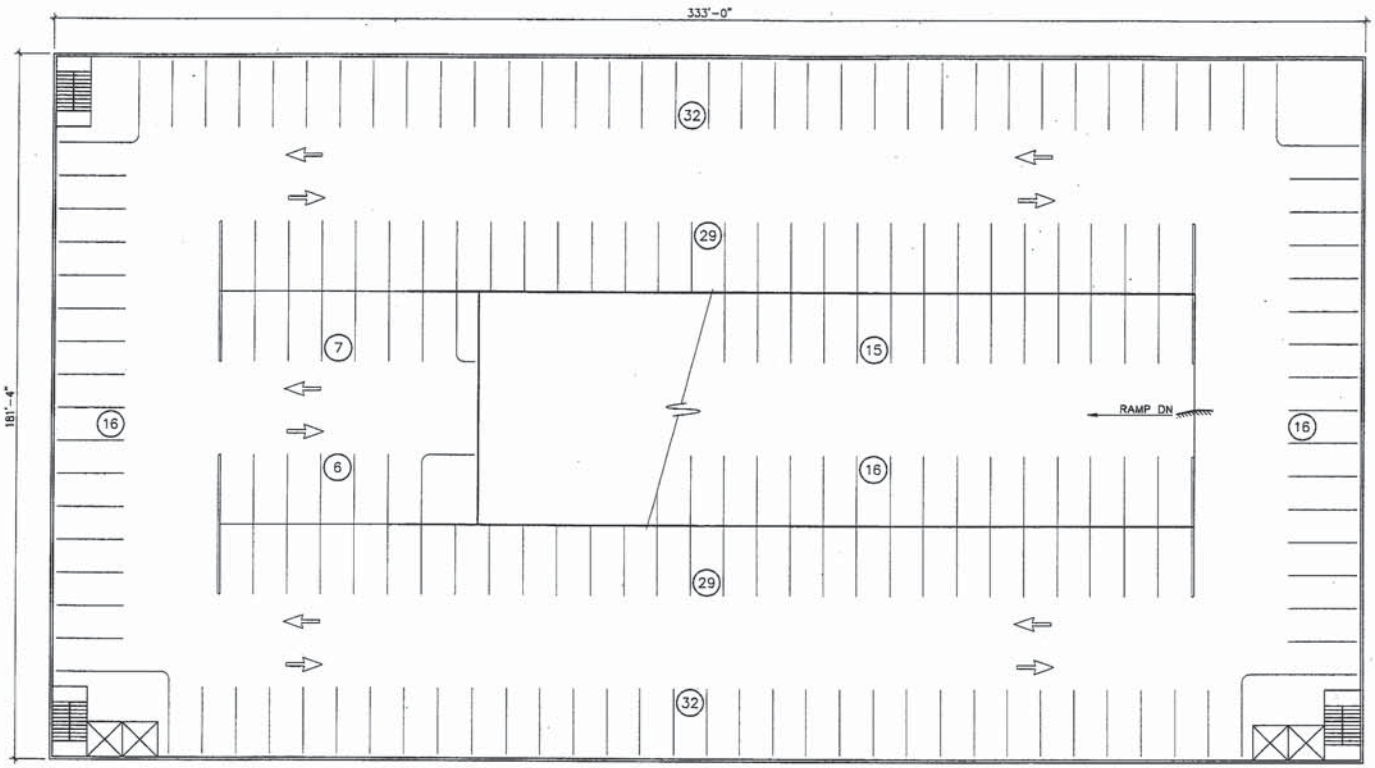
UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR. TA
DESIGN ENG. SDM
DRAWN BY VJG

ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE
TYPICAL LEVEL 2 – 6
FUNCTIONAL PLAN

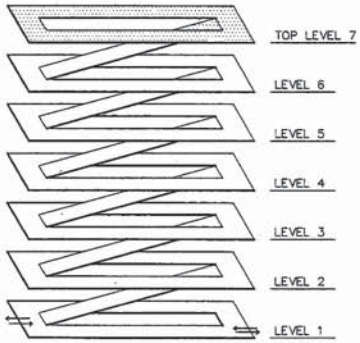
PROJECT NO.	DRAWING NO.
7232	F1.2



TOP LEVEL 7 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



ISOMETRIC

NO SCALE

Carl Walker
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PROJECT MGR. TA
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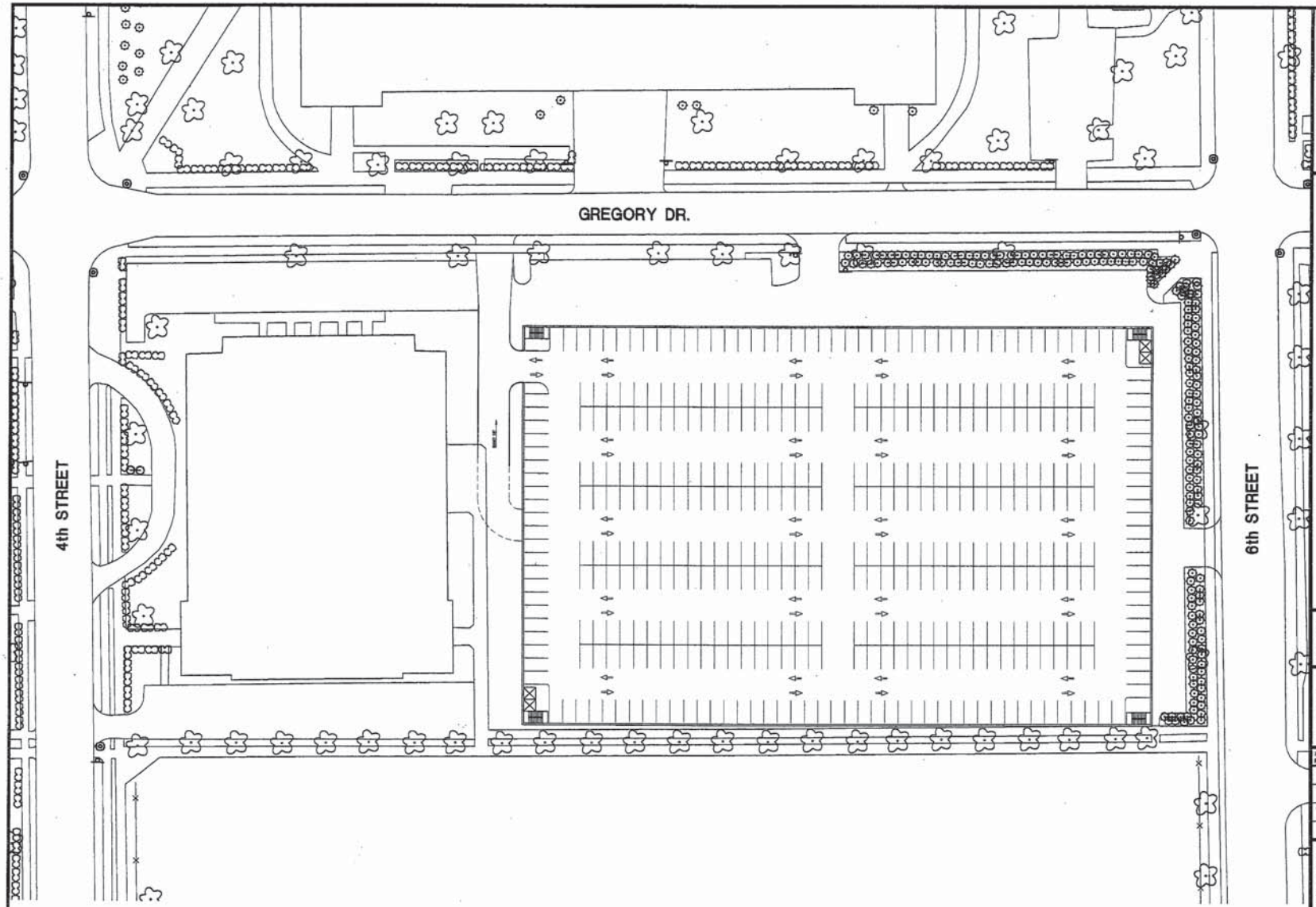
ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE
TOP LEVEL 7
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F1.3



COMMERCE BUILDING 1 SITE PLAN

SCALE: 1" = 70'

North

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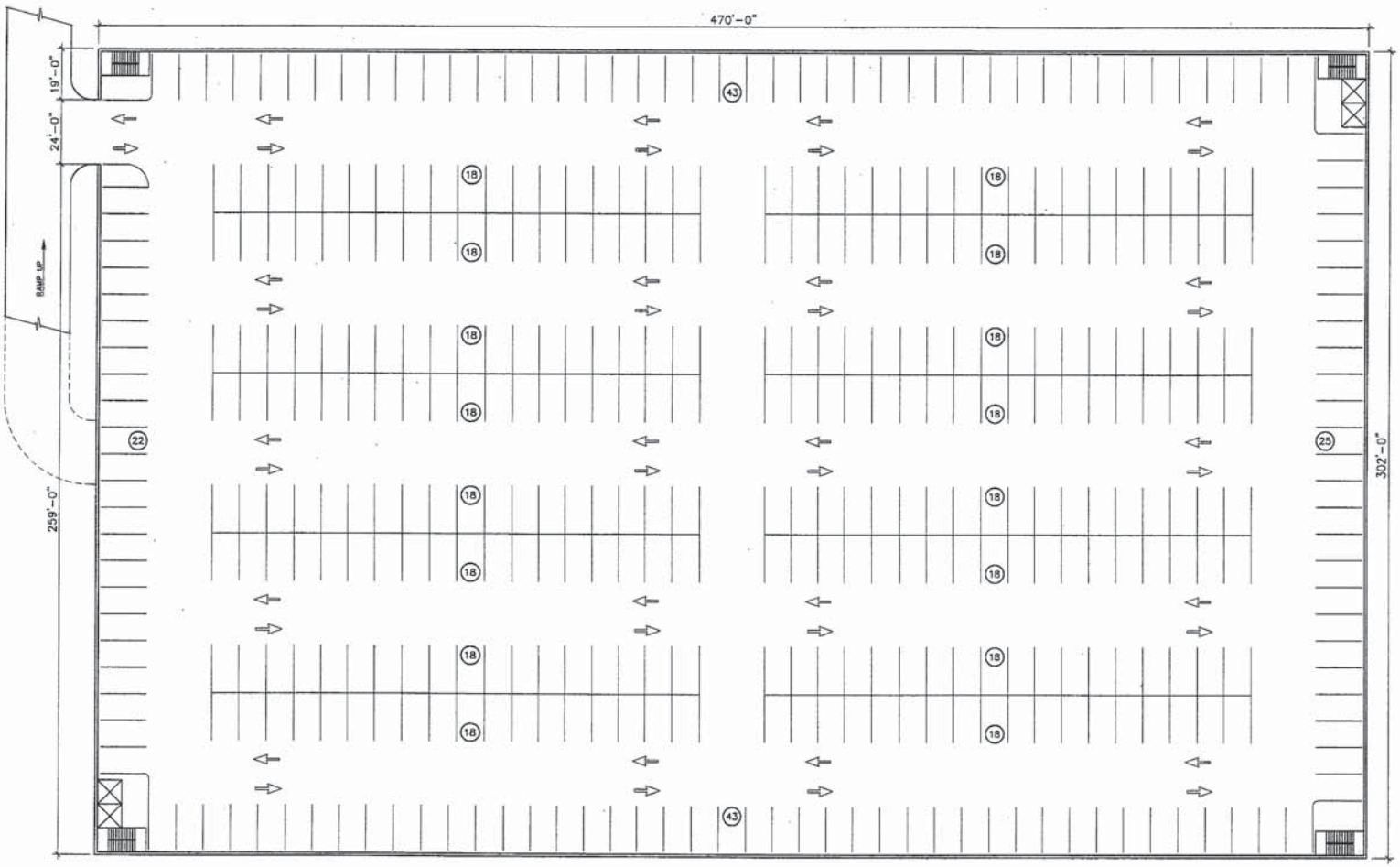
	12/21/00	PRELIMINARY

COMMERCE BUILDING
PARKING STRUCTURE 1
ENTRANCE LEVEL B1
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F2.0



SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL B1	421	–	–	421
LVL B2	420	–	–	420
TOTAL	841	–	–	841

ENTRANCE LEVEL B1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North

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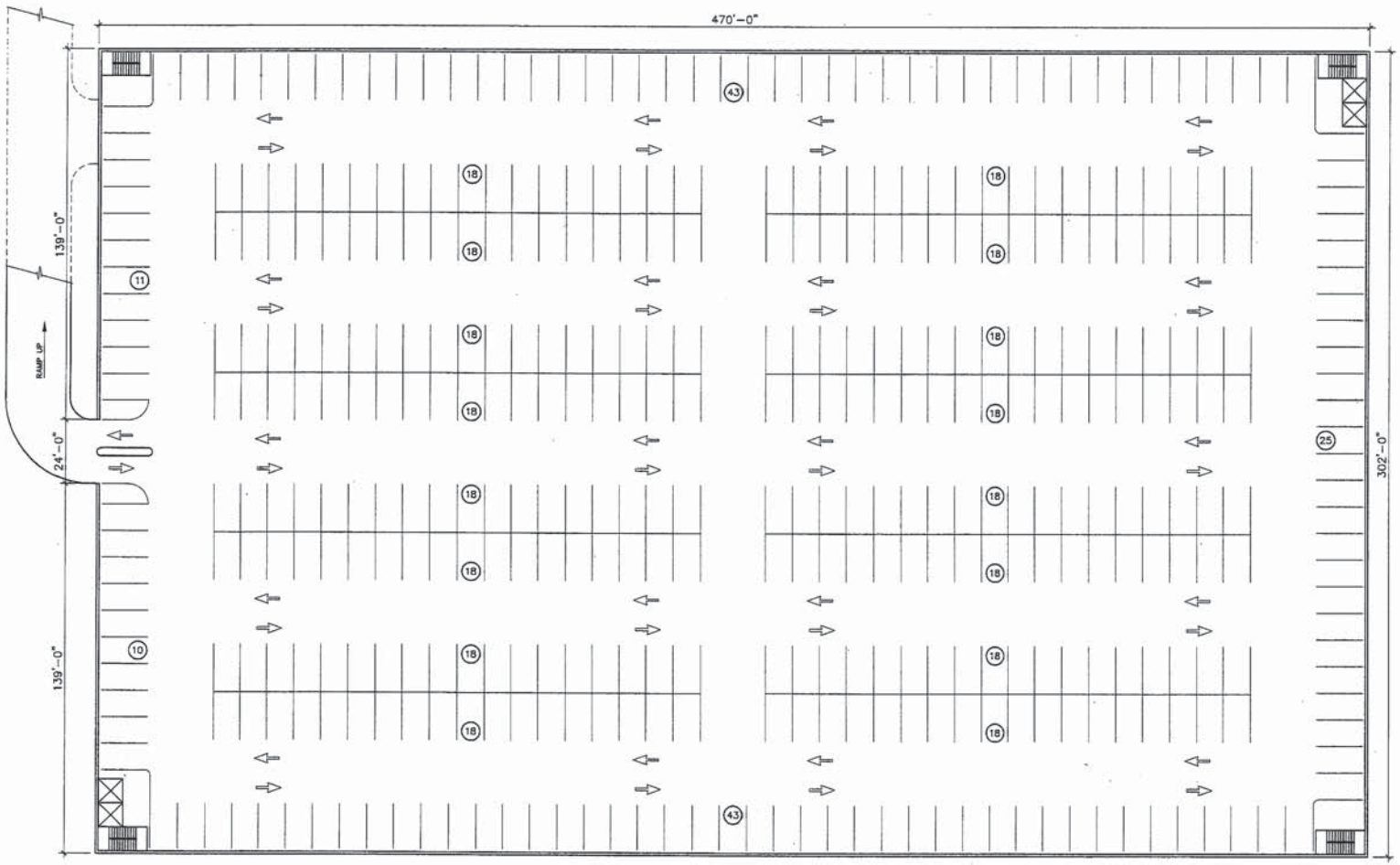
	12/21/00	PRELIMINARY

COMMERCE BUILDING
PARKING STRUCTURE 1
ENTRANCE LEVEL B1
FUNCTIONAL PLAN

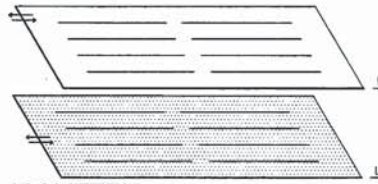
PROJECT NO.	DRAWING NO.
7232	F2.1



ENTRANCE LEVEL B2 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



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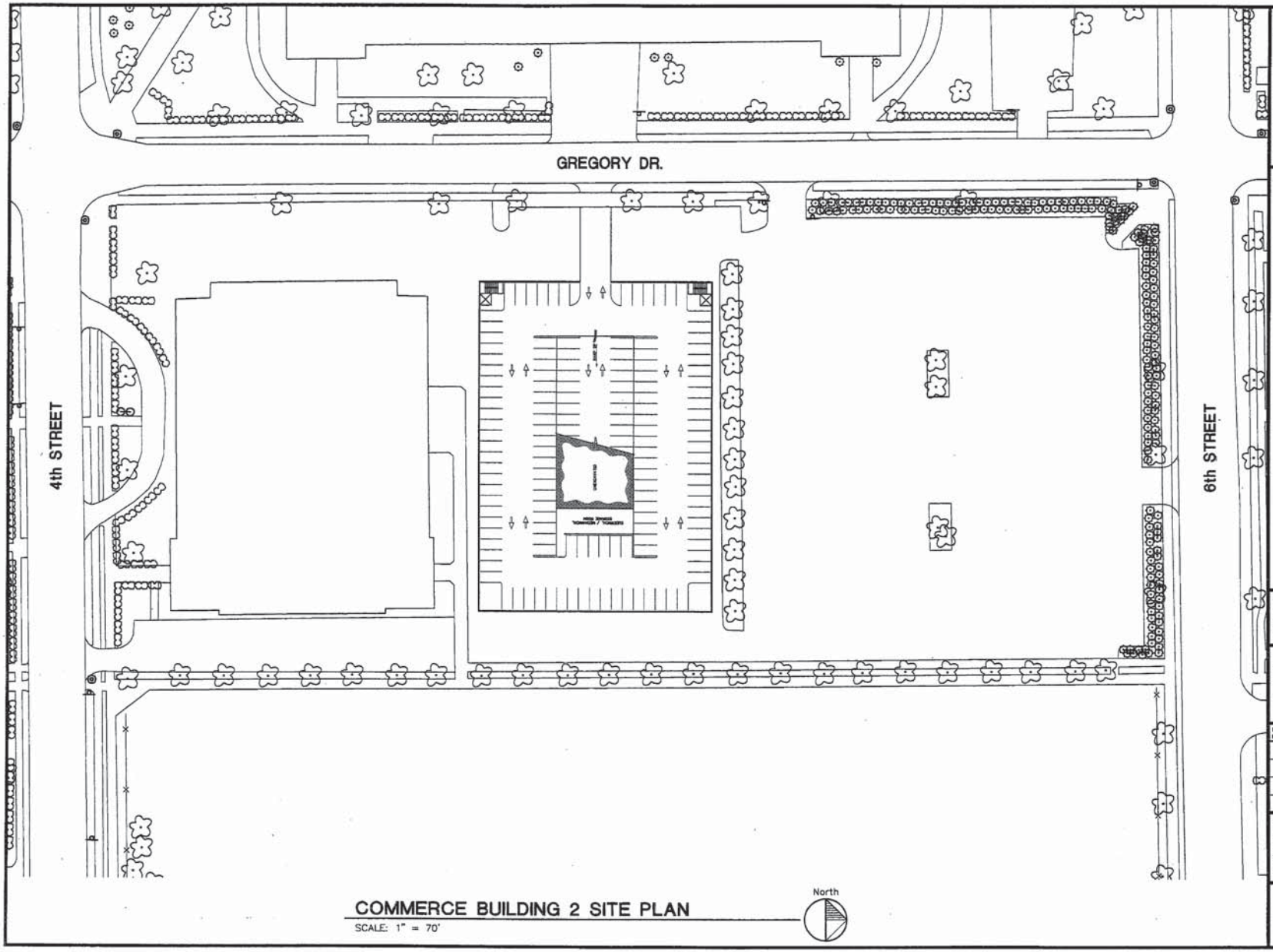
COMMERCE BUILDING
PARKING STRUCTURE 1
ENTRANCE LEVEL B2
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F2.2



COMMERCE BUILDING 2 SITE PLAN

SCALE: 1" = 70'

North

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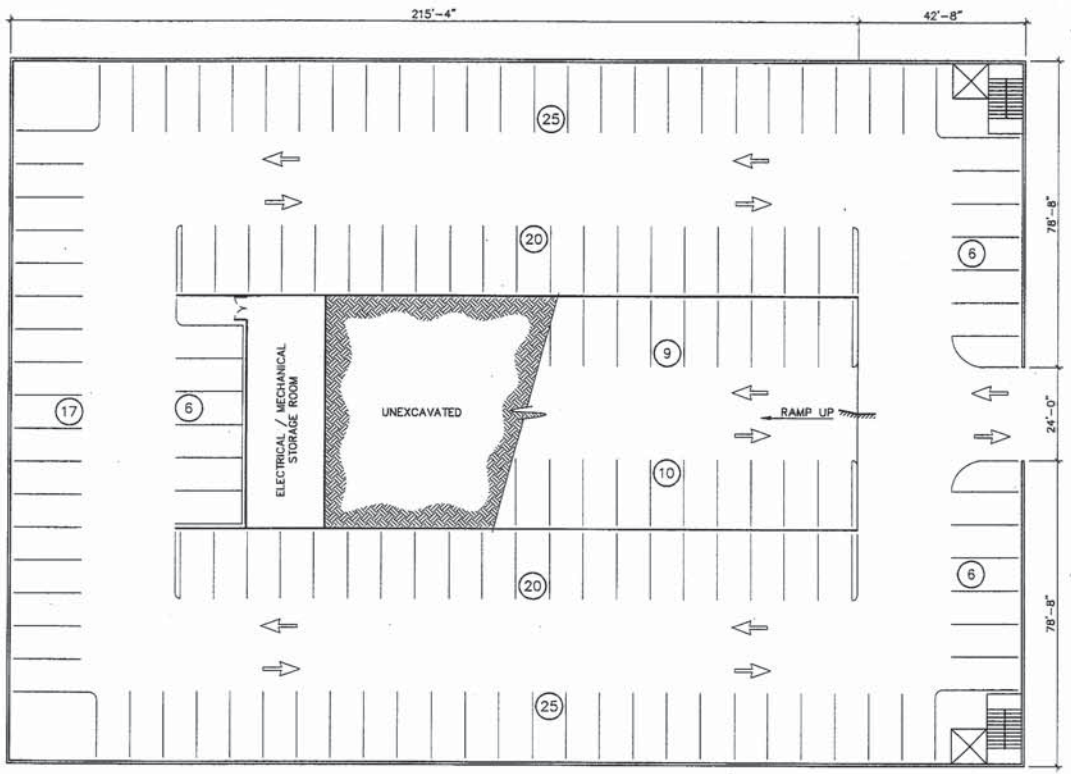
	12/21/00	PRELIMINARY

COMMERCE BUILDING
PARKING STRUCTURE 2
ENTRANCE LEVEL 1
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F3.0



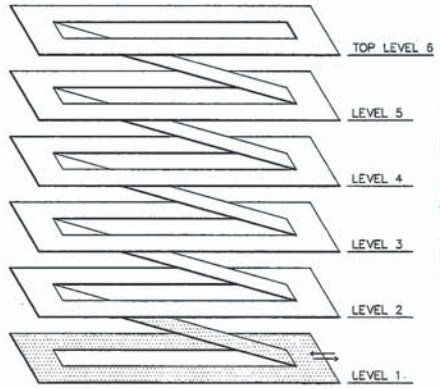
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	144	–	–	144
LVL 2	163	–	–	163
LVL 3	163	–	–	163
LVL 4	163	–	–	163
LVL 5	163	–	–	163
TOP LVL	150	–	–	150
TOTAL	946	–	–	946

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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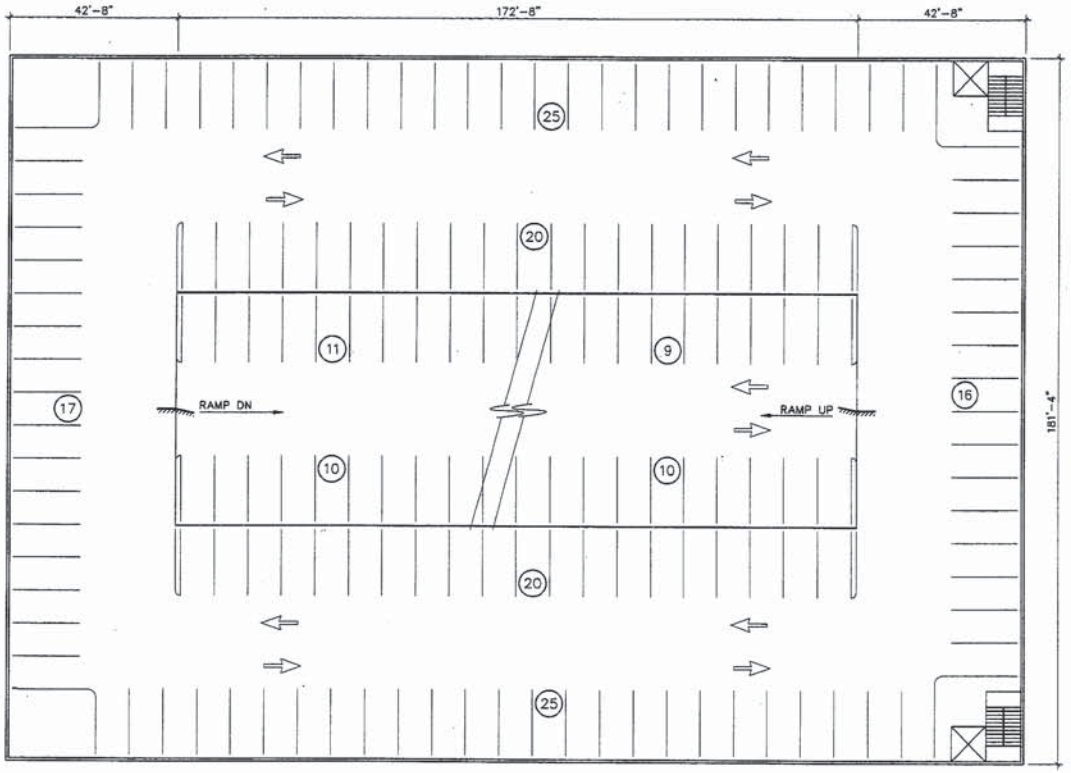
	12/21/00	PRELIMINARY

COMMERCE BUILDING
PARKING STRUCTURE 2
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO. 7232

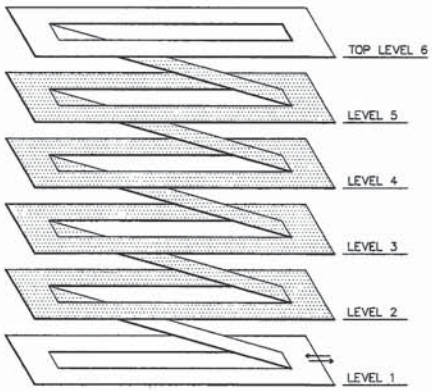
DRAWING NO. F3.1



TYPICAL LEVEL 2 - 5 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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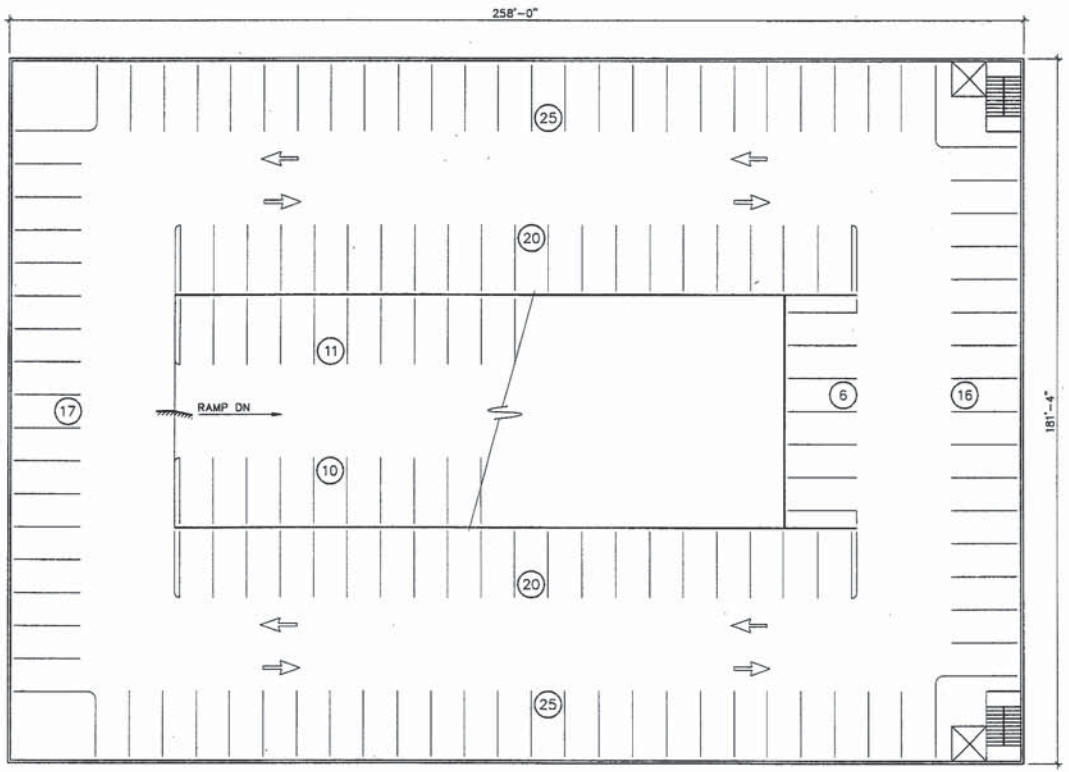
	12/21/00	PRELIMINARY

COMMERCE BUILDING
PARKING STRUCTURE 2
TYPICAL LEVEL 2 – 5
FUNCTIONAL PLAN

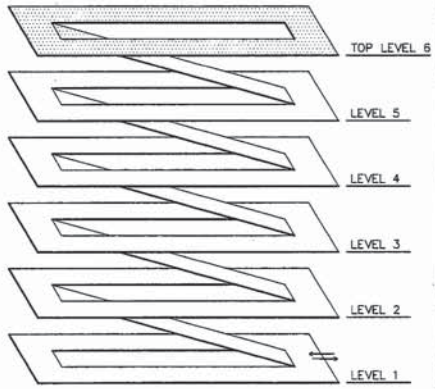
PROJECT NO.	DRAWING NO.
7232	F3.2



TOP LEVEL 6 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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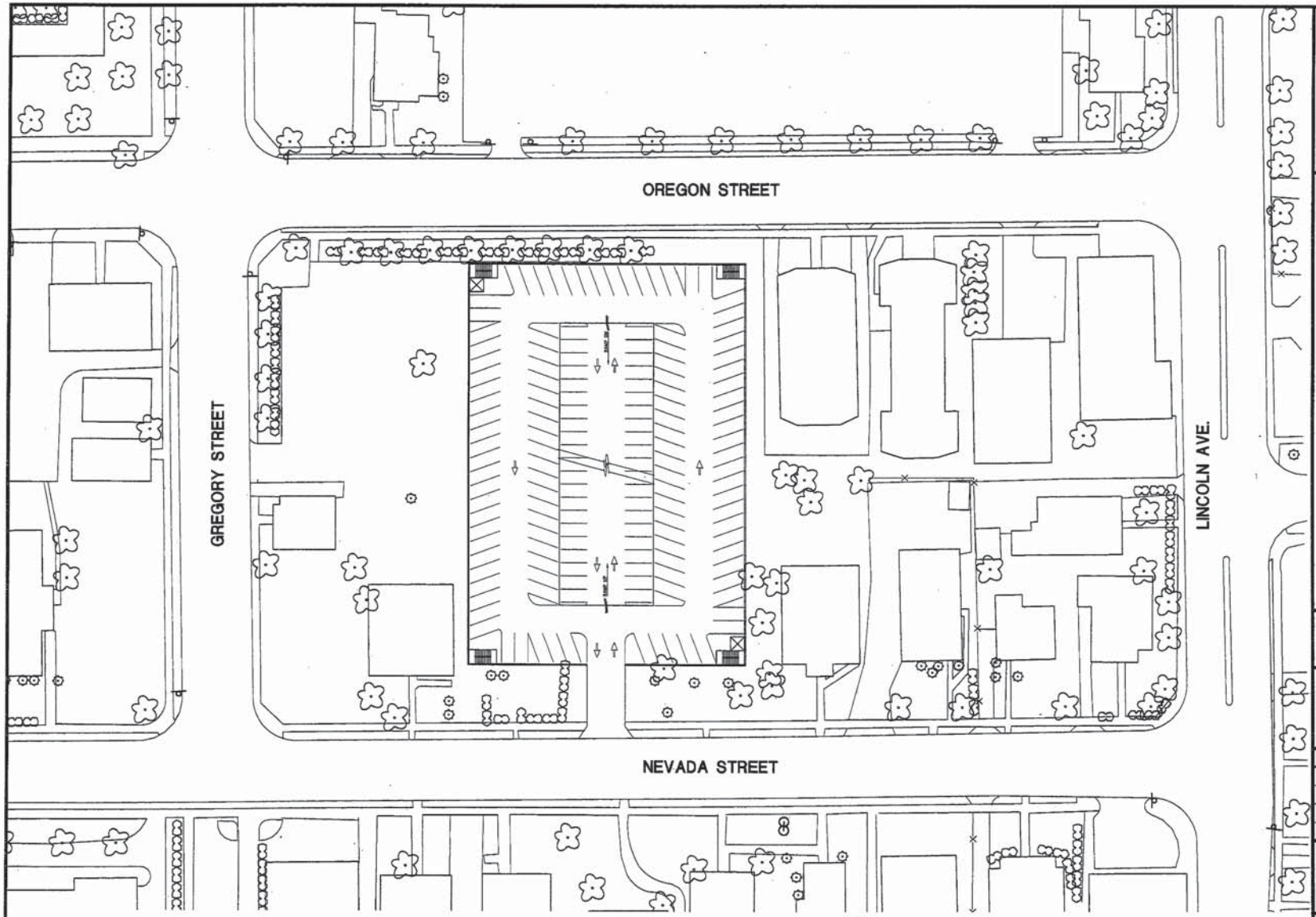
COMMERCE BUILDING
PARKING STRUCTURE 2
TOP LEVEL 6
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F3.3



EAST CENTRAL CAMPUS SITE PLAN

SCALE: 1" = 60'

North

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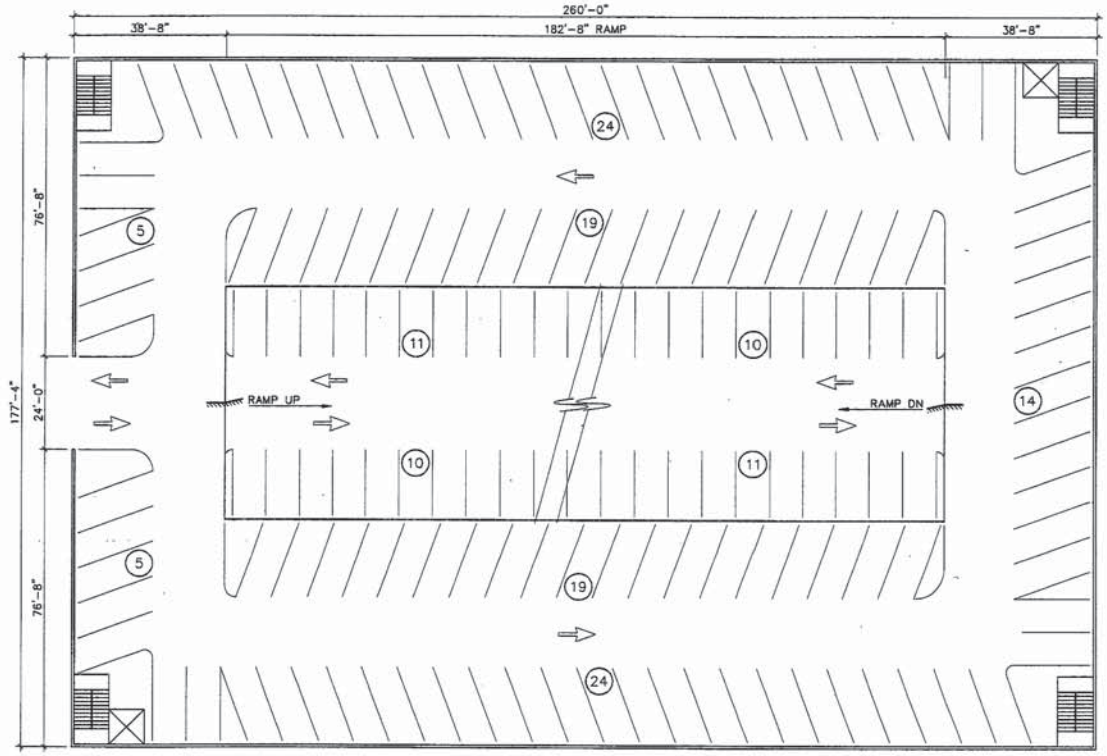
	12/21/00	PRELIMINARY

EAST CENTRAL CAMPUS PARKING STRUCTURE ENTRANCE LEVEL 1 SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F4.0



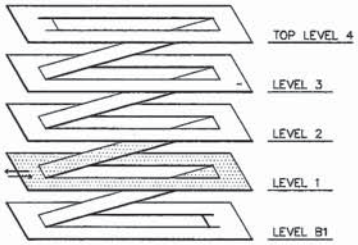
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL B1	140	–	–	140
LVL 1	152	–	–	152
LVL 2	156	–	–	156
LVL 3	156	–	–	156
TOP LVL 4	140	–	–	140
TOTAL	744	–	–	744

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



ISOMETRIC

NO SCALE

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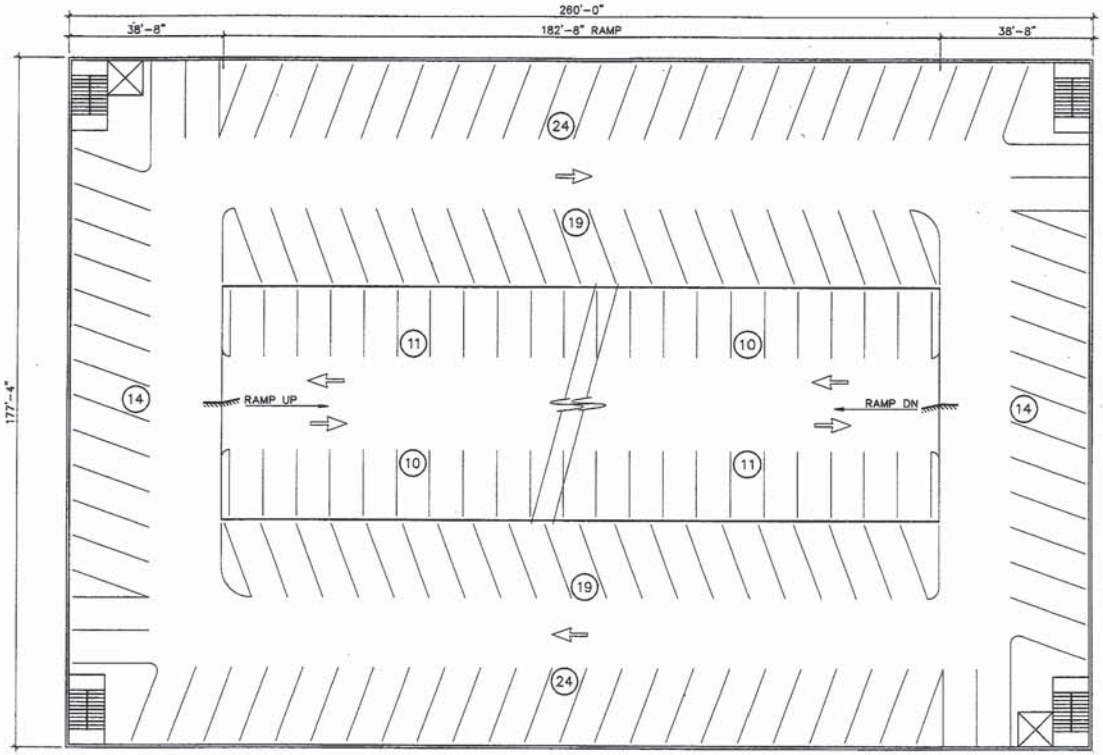
ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

EAST CENTRAL CAMPUS PARKING STRUCTURE
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO. 7232

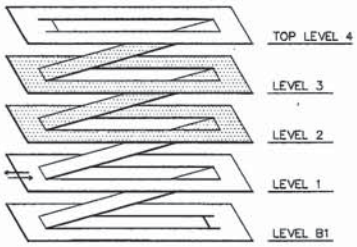
DRAWING NO. F4.1



TYPICAL LEVEL 2 & 3 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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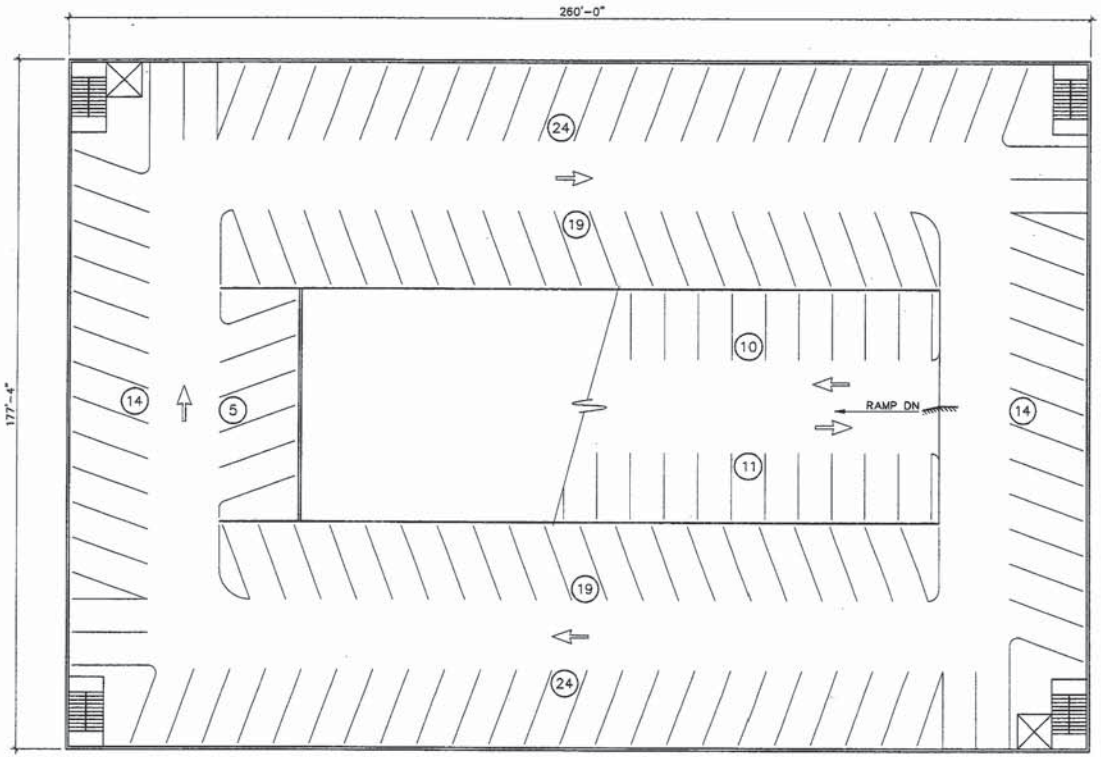
	12/21/00	PRELIMINARY

EAST CENTRAL CAMPUS
PARKING STRUCTURE
TYPICAL LEVEL 2 & 3
FUNCTIONAL PLAN

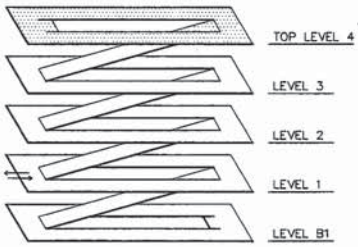
PROJECT NO.	DRAWING NO.
7232	F4.2



TOP LEVEL 4 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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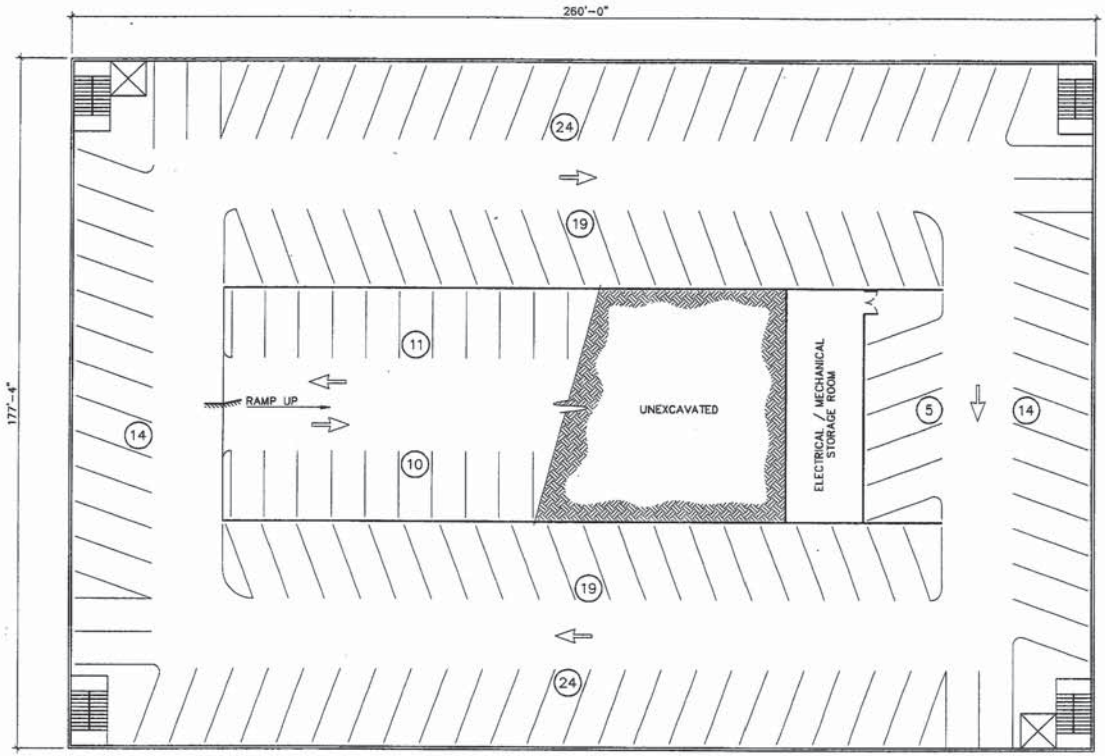
ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

EAST CENTRAL CAMPUS
PARKING STRUCTURE
TOP LEVEL 4
FUNCTIONAL PLAN

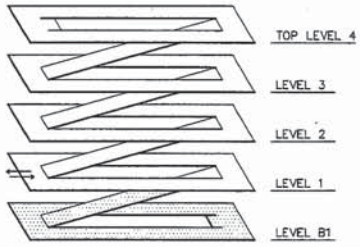
PROJECT NO.	DRAWING NO.
7232	F4.3



LEVEL B1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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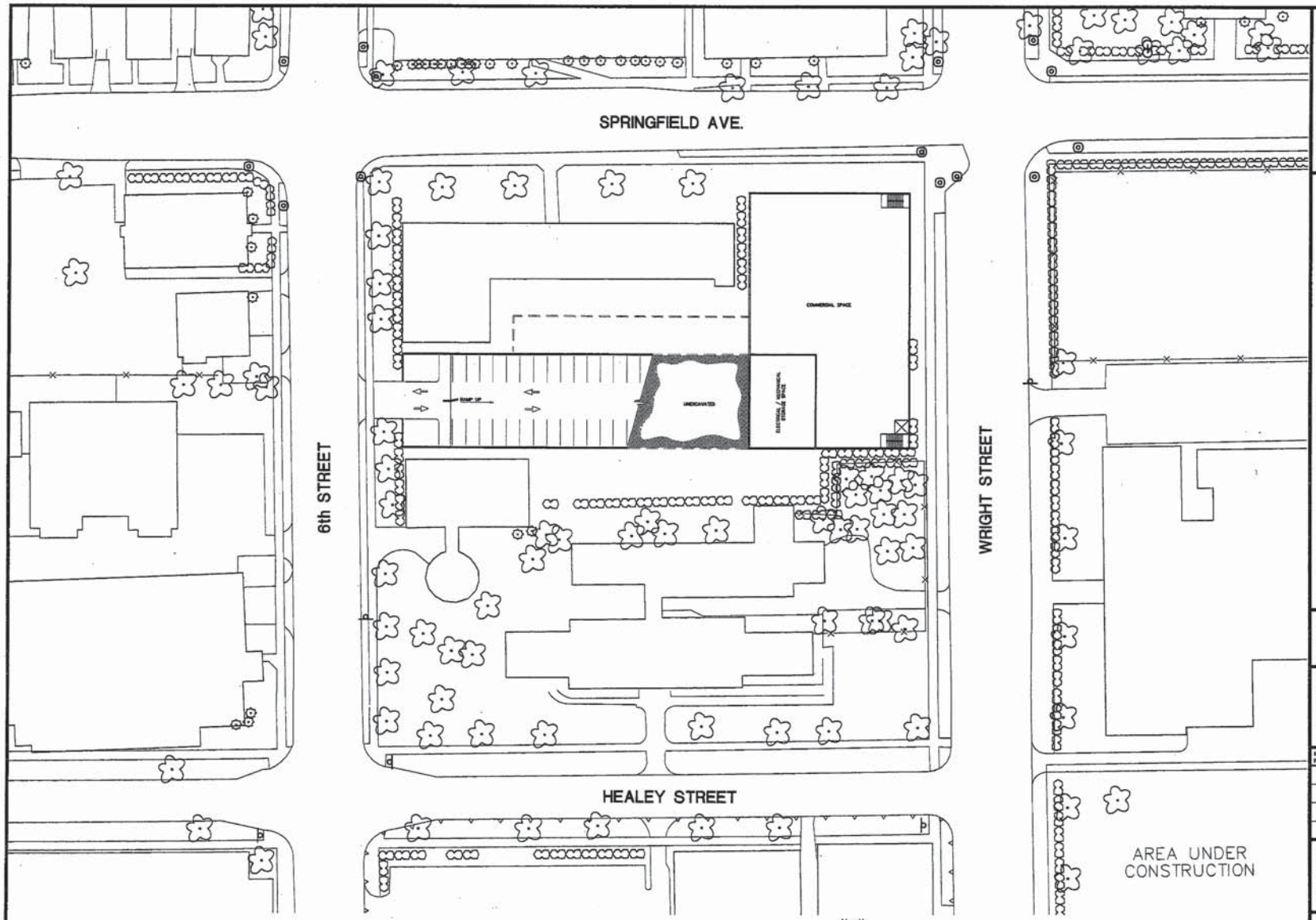
EAST CENTRAL CAMPUS
PARKING STRUCTURE
LEVEL B1
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F4.B1



6th STREET SITE PLAN

SCALE: 1" = 60'

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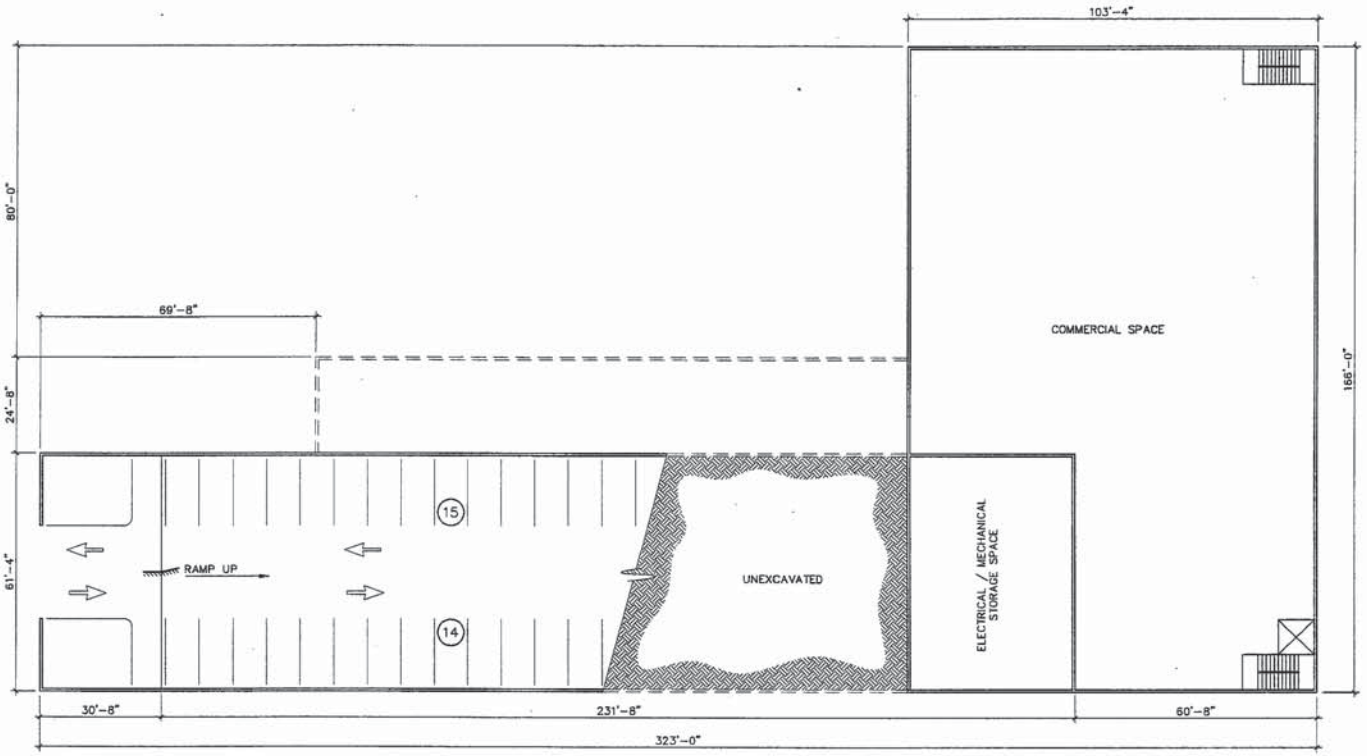
	12/21/00	PRELIMINARY

6TH STREET
PARKING STRUCTURE
ENTRANCE LEVEL 1
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F5.0



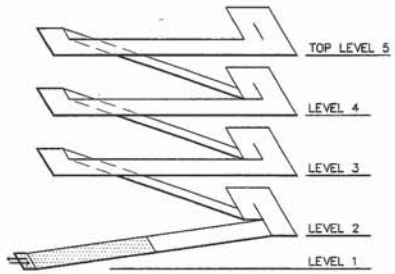
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	29	–	–	29
LVL 2	72	–	–	72
LVL 3	89	–	–	89
LVL 4	89	–	–	89
TOP LVL 5	86	–	–	86
TOTAL	454	–	–	454

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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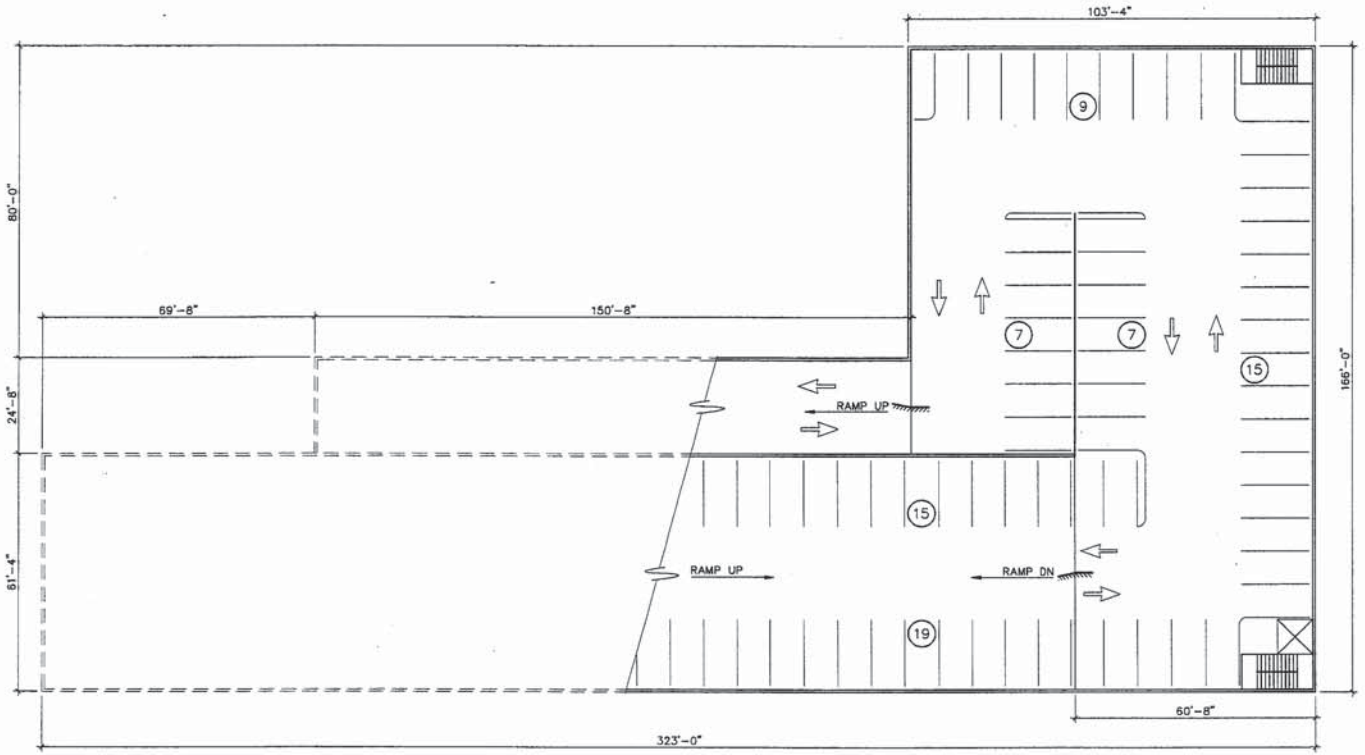
	12/21/00	PRELIMINARY

6TH STREET
PARKING STRUCTURE
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO. 7232

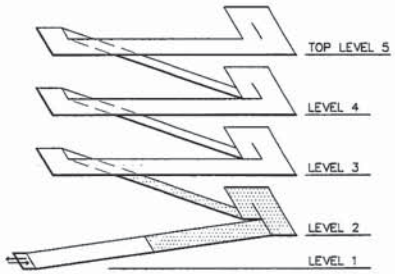
DRAWING NO. F5.1



LEVEL 2 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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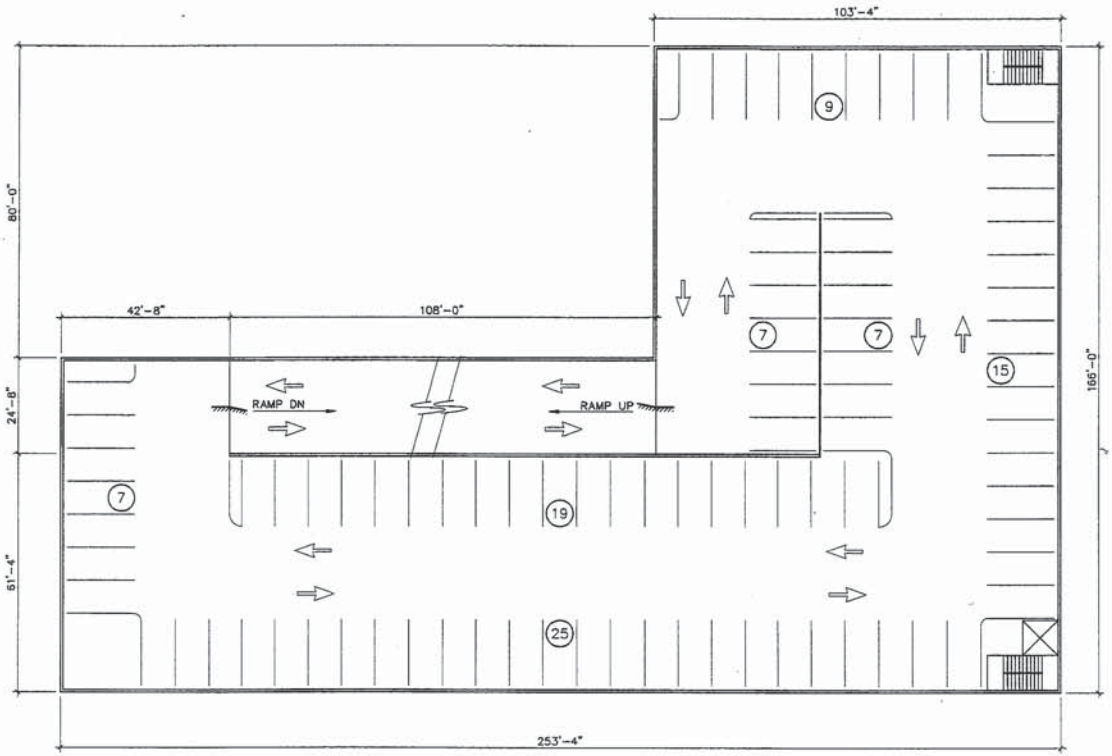
6TH STREET
PARKING STRUCTURE
LEVEL 2
FUNCTIONAL PLAN

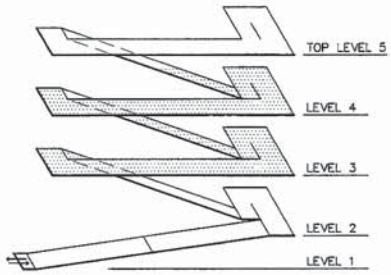
PROJECT NO.	DRAWING NO.
7232	F5.2



TYPICAL LEVELS 3 & 4 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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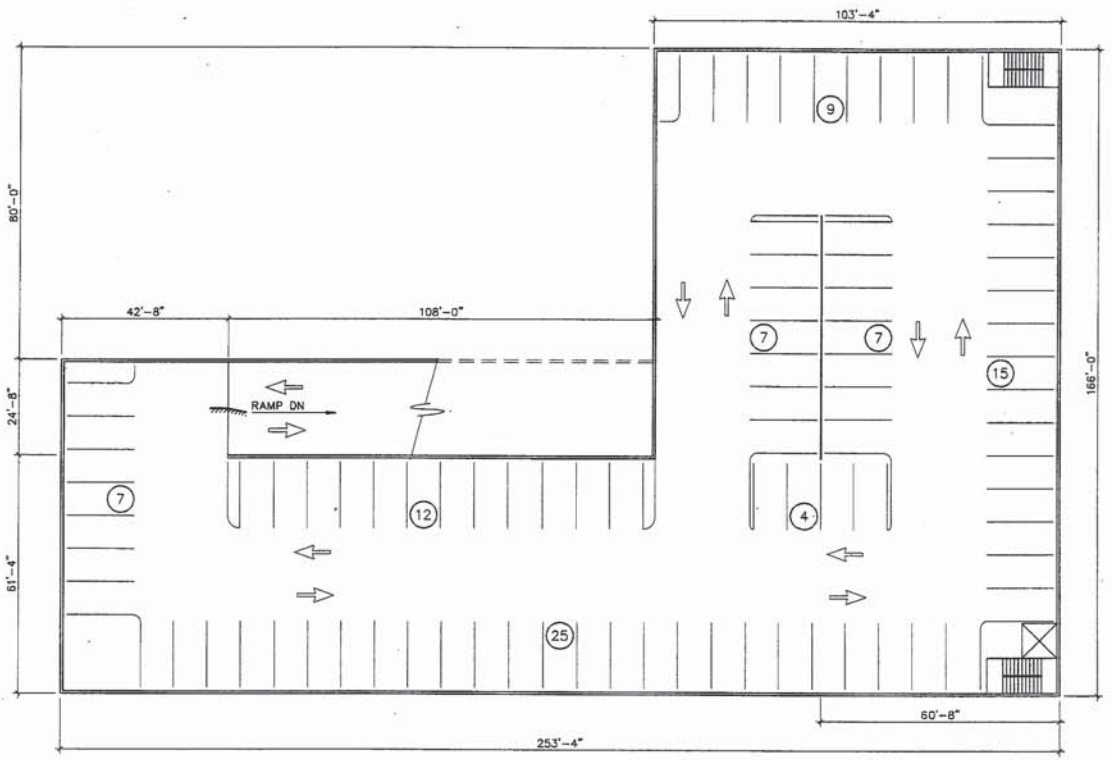
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR. TA
DESIGN ENG. SDM
DRAWN BY VJG

ISSUED/ REV. NO.	DATE	DESCRIPTION
	12/21/00	PRELIMINARY

6TH STREET
PARKING STRUCTURE
TYPICAL LEVELS 3 & 4
FUNCTIONAL PLAN

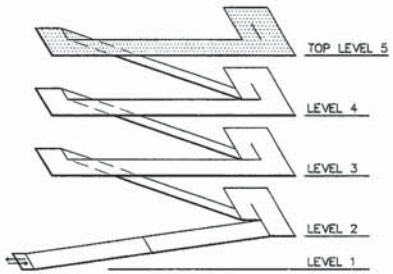
PROJECT NO.	DRAWING NO.
7232	F5.3



TOP LEVEL 5 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



ISOMETRIC

NO SCALE

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	12/21/00	PRELIMINARY

6TH STREET
PARKING STRUCTURE
TOP LEVEL 5
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F5.4

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PROJECT MGR. TA
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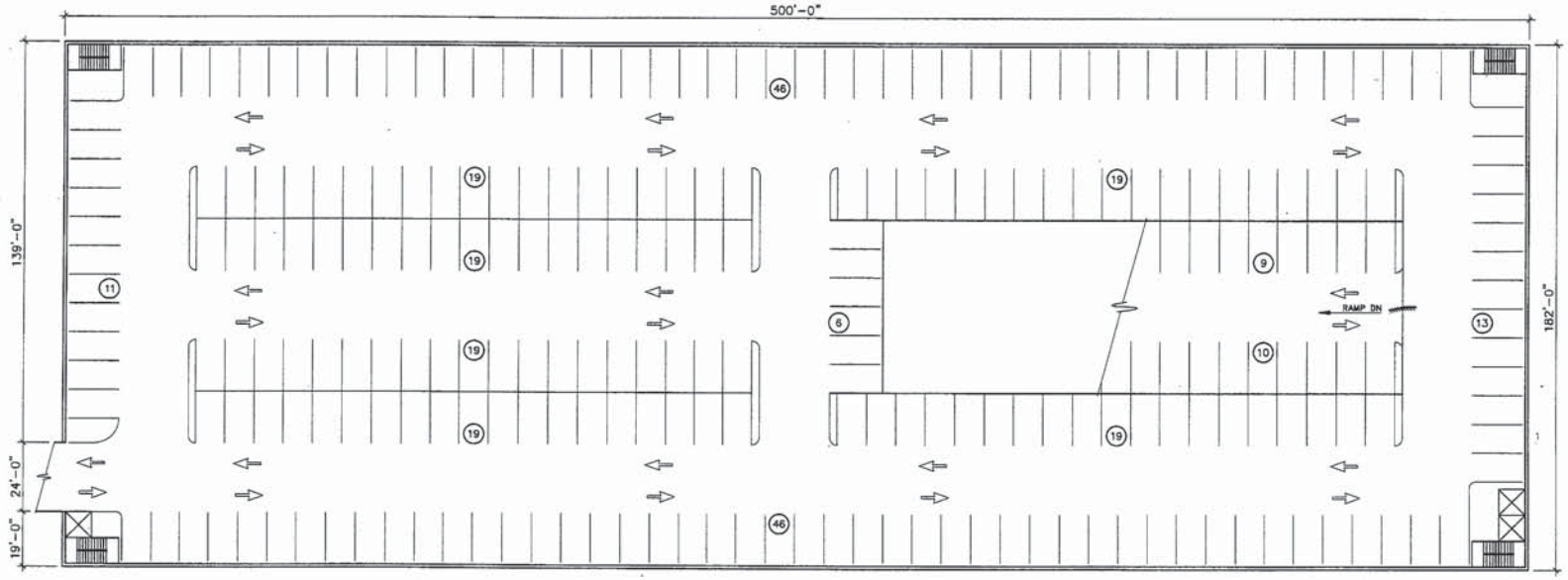
ISSUED/ REV. NO.
DATE
DESCRIPTION
12/21/00 PRELIMINARY
STUDENT UNION PARKING STRUCTURE SITE PLAN
PROJECT NO. 7232
DRAWING NO. F6.0
MATTHEWS AVE
GREEN STREET
WRIGHT STREET
AREA UNDER CONSTRUCTION
AREA U/C
AREA U/C
North
STUDENT UNION SITE PLAN
SCALE: 1" = 80'



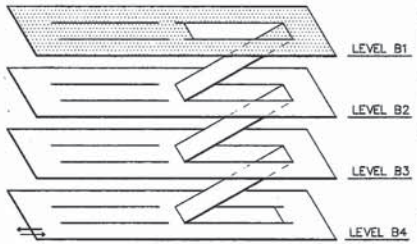
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL B1	255	–	–	255
LVL B2	271	–	–	271
LVL B3	271	–	–	271
LVL B4	258	–	–	258
TOTAL	1055	–	–	1055

ENTRANCE LEVEL B1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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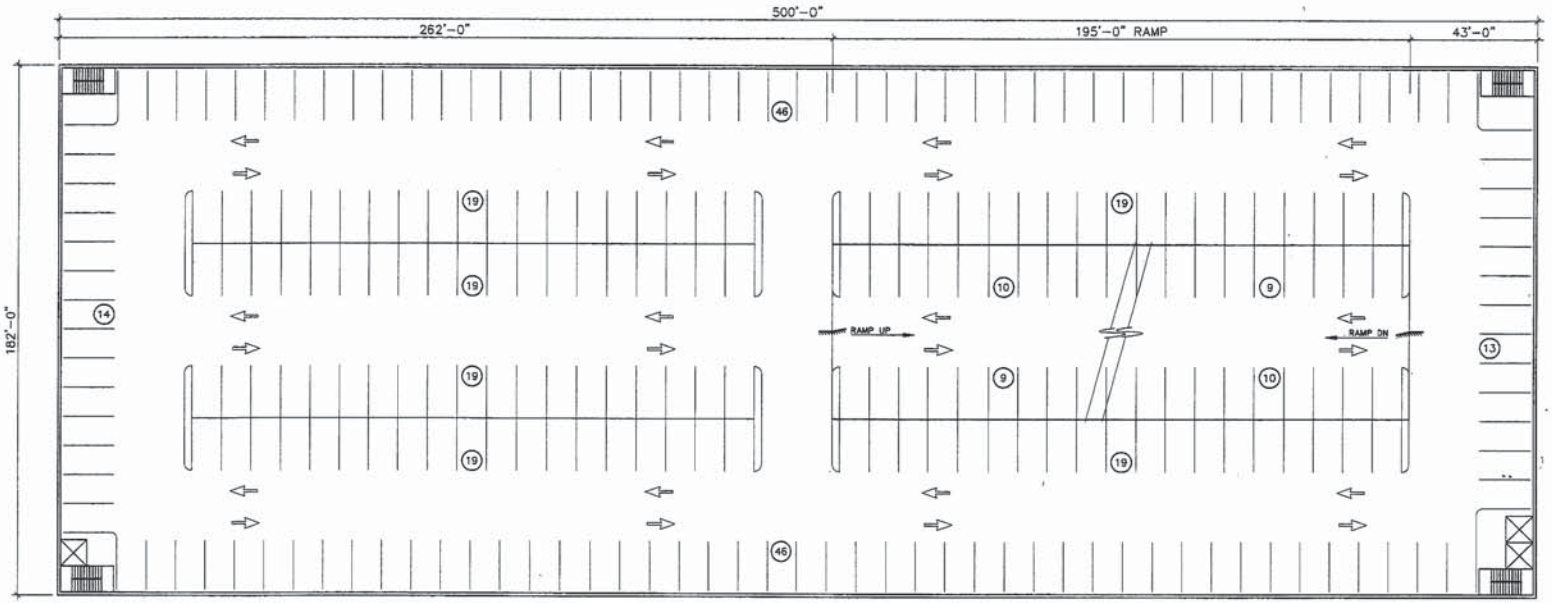
	12/21/00	PRELIMINARY

STUDENT UNION
PARKING STRUCTURE
ENTRANCE LEVEL B1
FUNCTIONAL PLAN

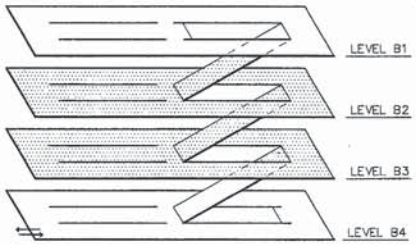
PROJECT NO.	DRAWING NO.
7232	F6.1



TYPICAL LEVELS B2 & B3 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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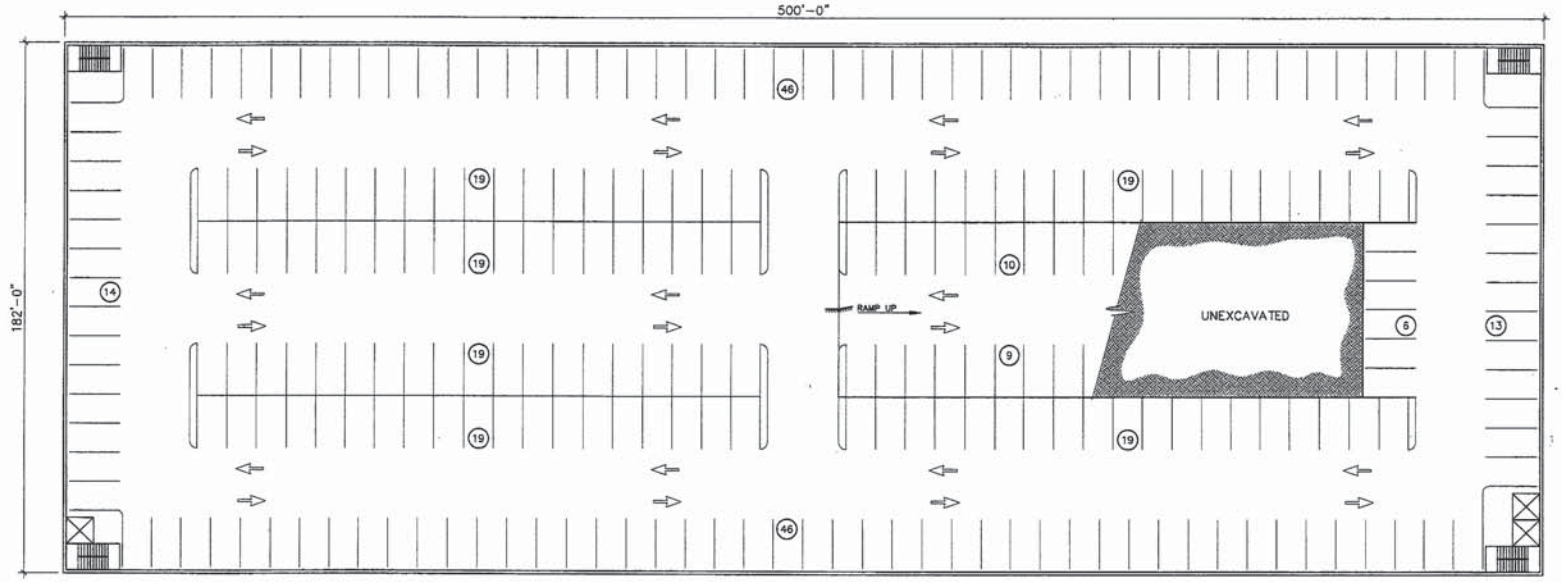
STUDENT UNION
PARKING STRUCTURE
TYP LEVELS B2 & B3
FUNCTIONAL PLAN

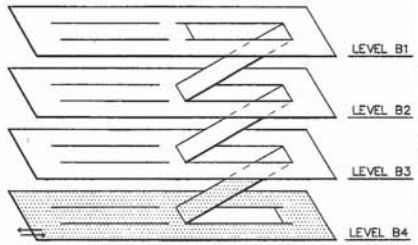
PROJECT NO.	DRAWING NO.
7232	F6.2



LOWER LEVEL B4 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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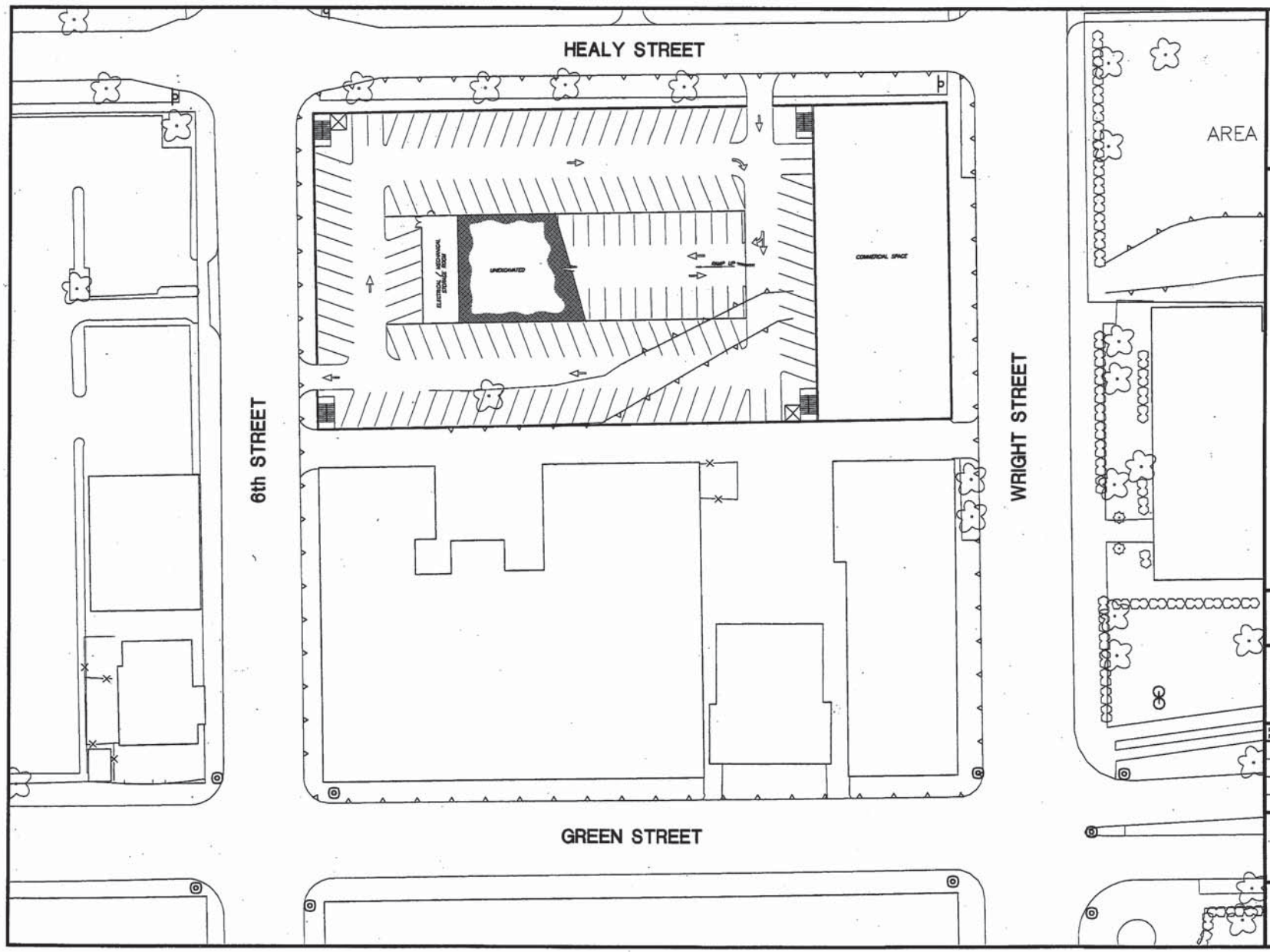
	12/21/00	PRELIMINARY

STUDENT UNION
PARKING STRUCTURE
LOWER LEVEL B4
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F6.3



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DESIGN ENG.	SDM
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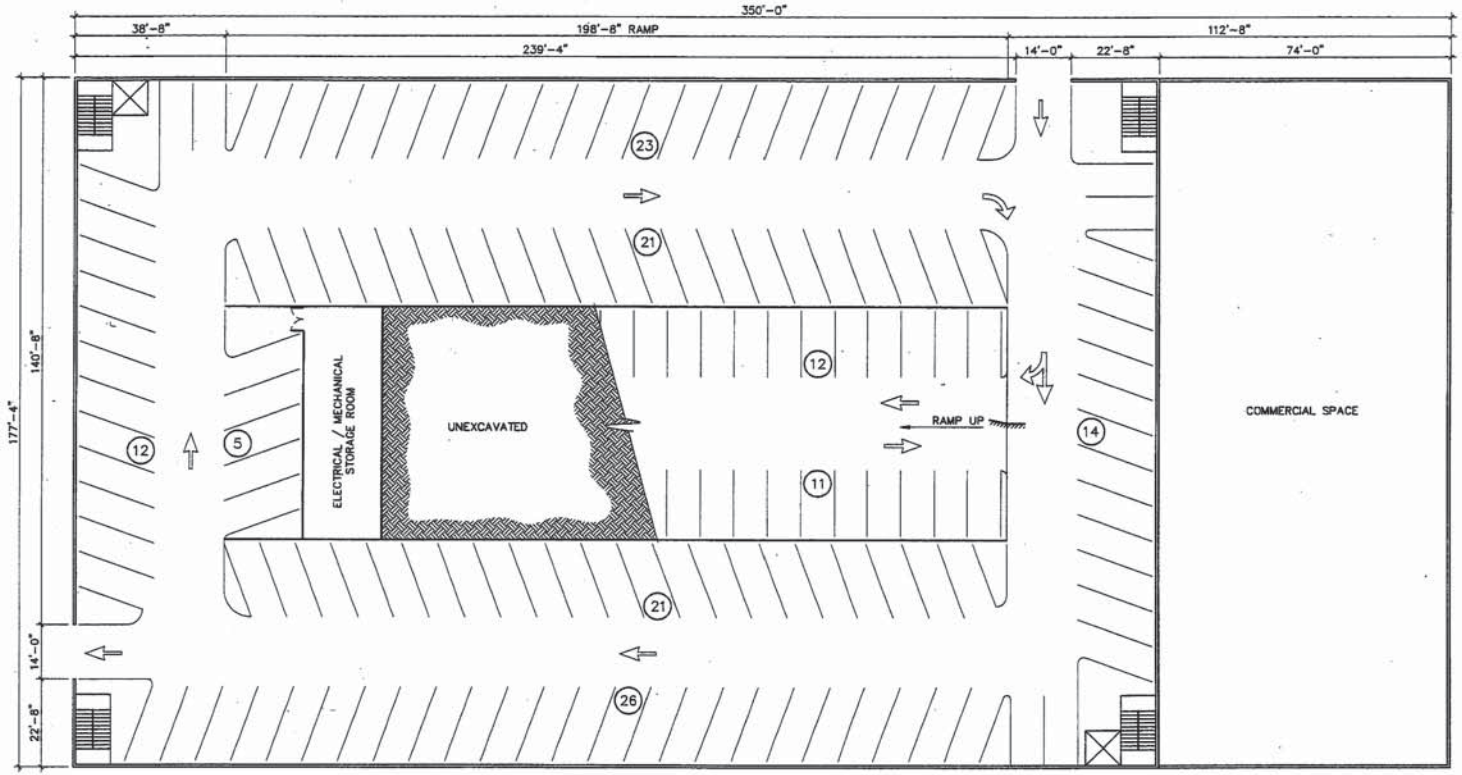
ISSUED/ REV. NO.	DATE	DESCRIPTION
	01/19/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE

PROJECT NO.	DRAWING NO.
7232	F7.0



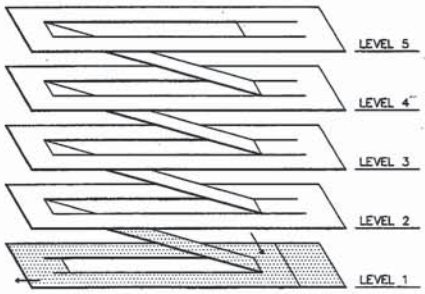
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	145	–	–	145
LVL 2	191	–	–	191
LVL 3	191	–	–	191
LVL 4	191	–	–	191
LVL 5	192	–	–	192
TOTAL	910	–	–	910

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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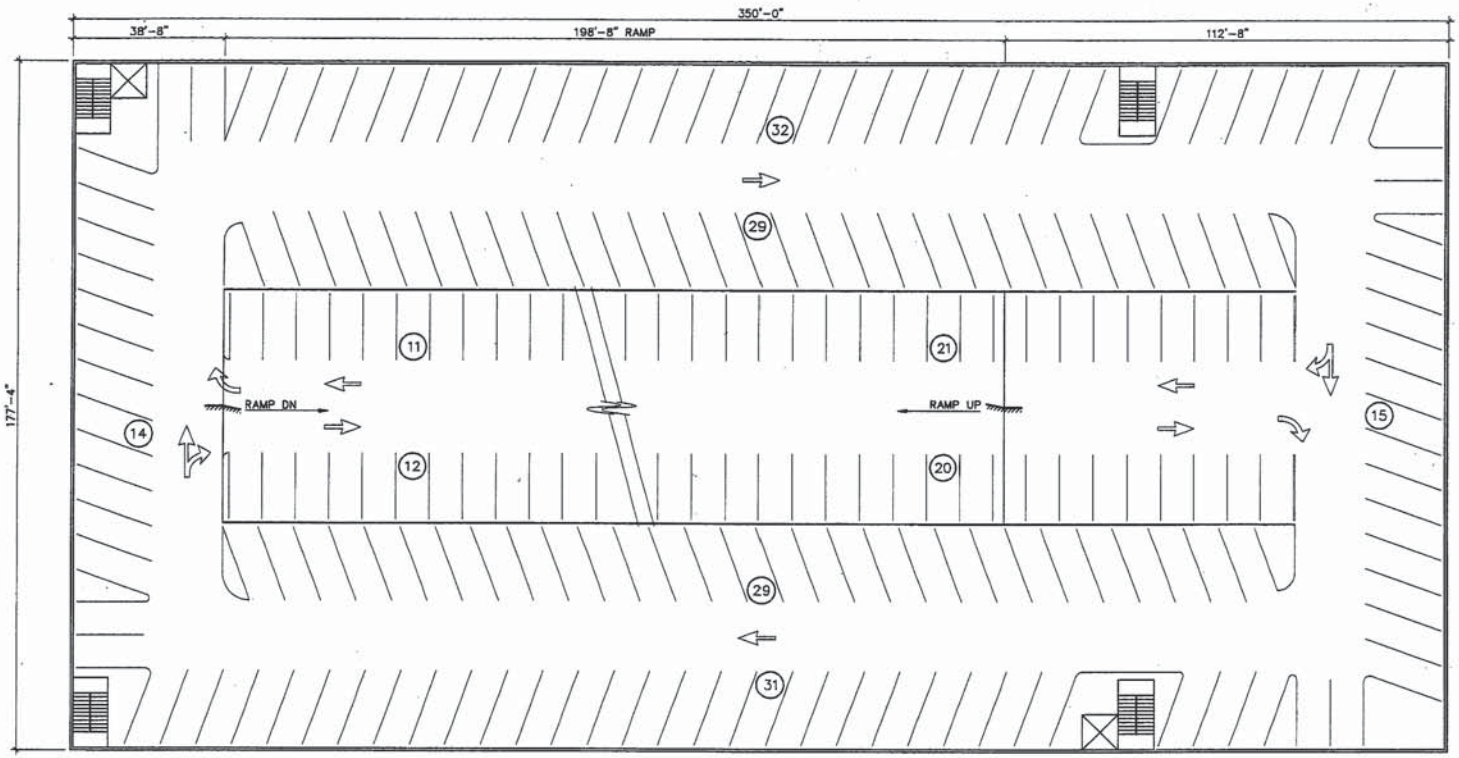
HEALY STREET
PARKING STRUCTURE
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO. 7232

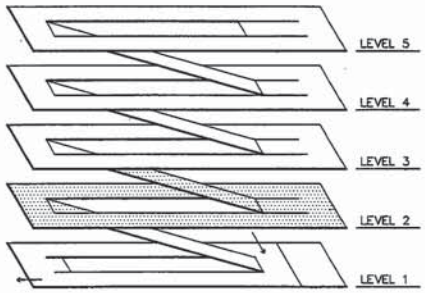
DRAWING NO. F7.1



LEVEL 2 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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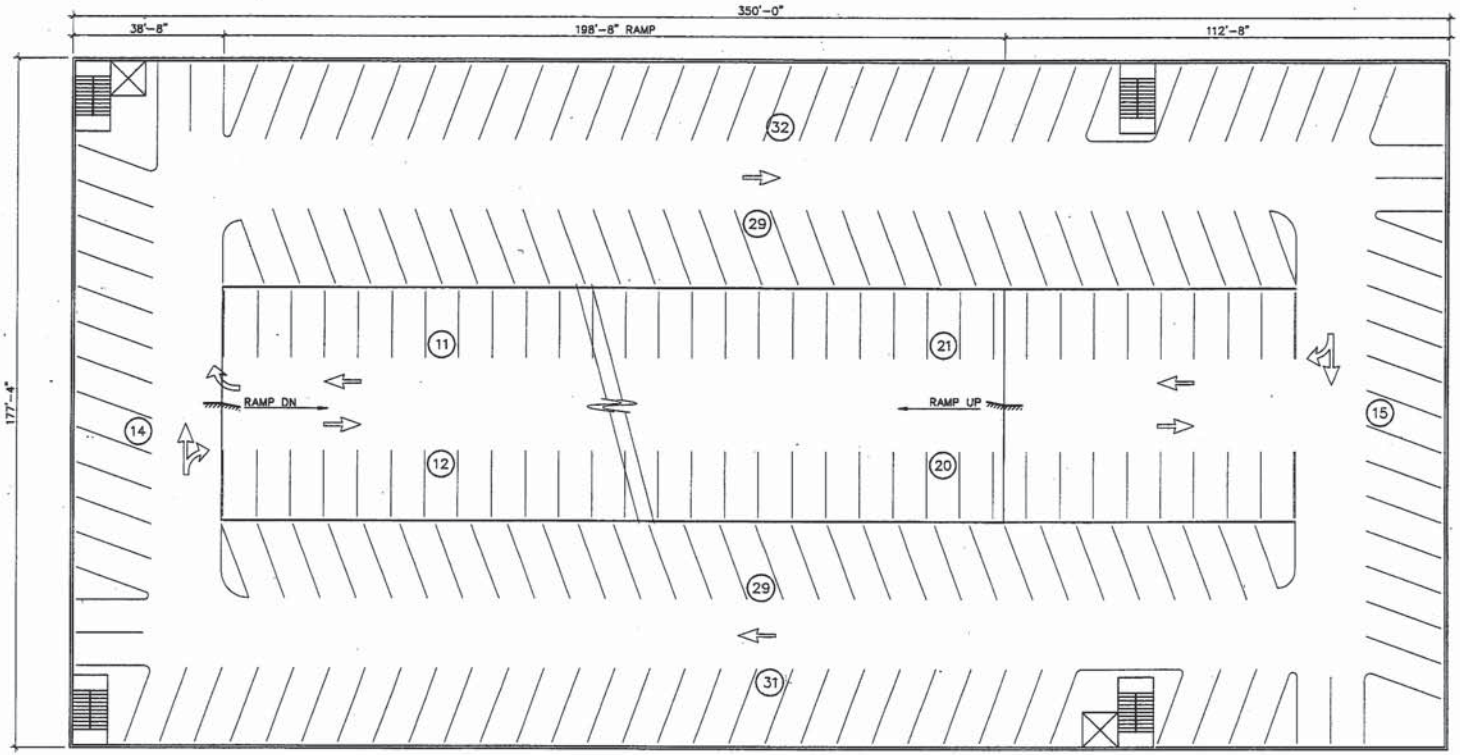
	01/19/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
LEVEL 2
FUNCTIONAL PLAN

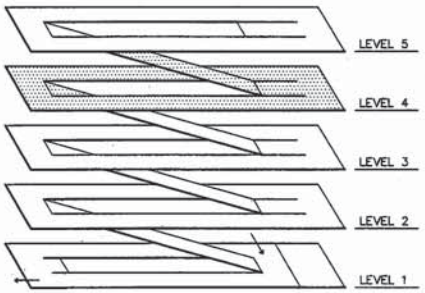
PROJECT NO.	DRAWING NO.
7232	F7.2



TYPICAL LEVELS 3 & 4 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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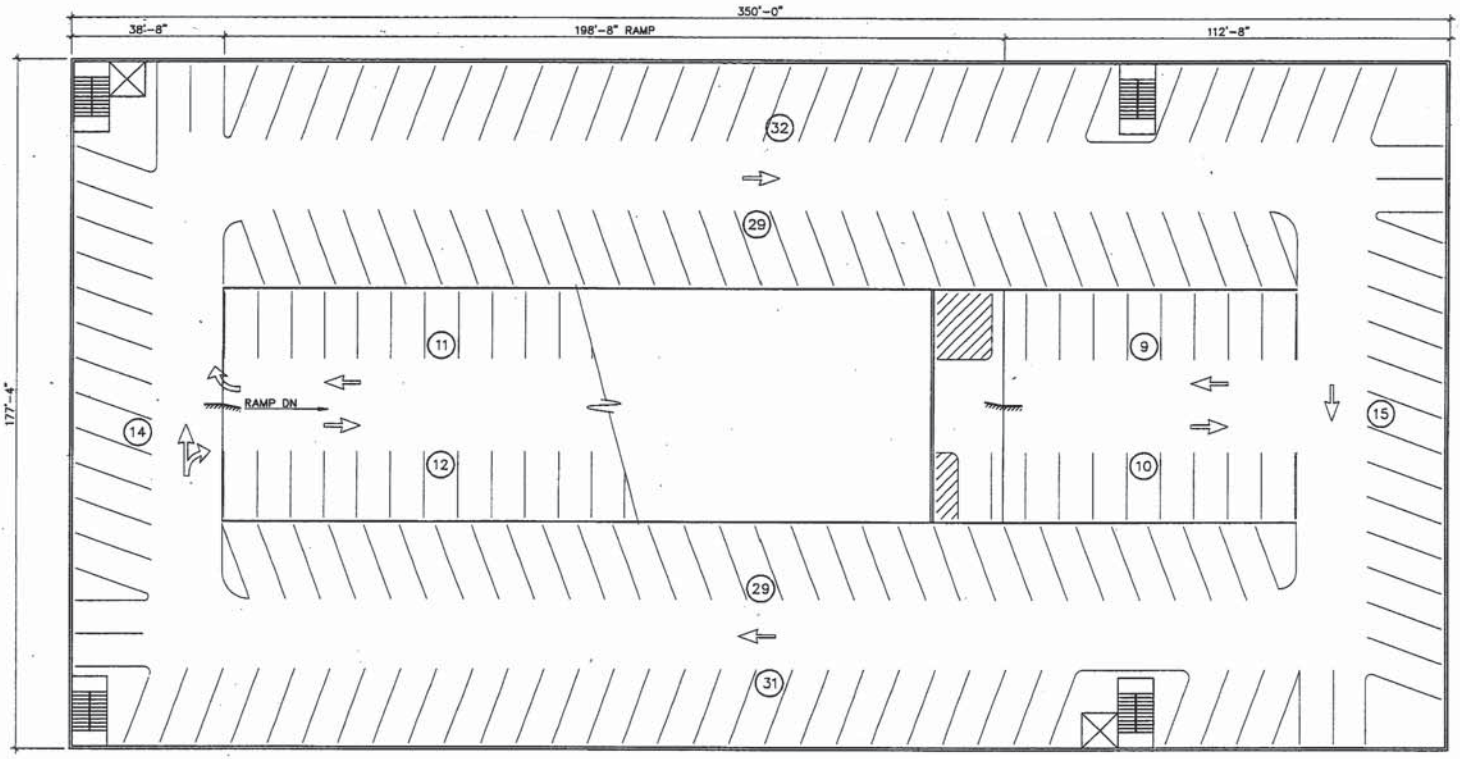
ISSUED/ REV. NO.	DATE	DESCRIPTION
	01/19/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
TYPICAL LEVELS 3 & 4
FUNCTIONAL PLAN

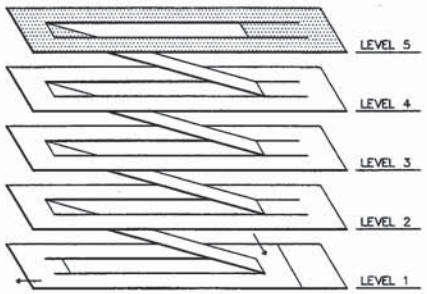
PROJECT NO.	DRAWING NO.
7232	F7.3



TOP LEVEL 5 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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ISSUED/ REV. NO.	DATE	DESCRIPTION
	01/19/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
TOP LEVEL 5
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F7.4

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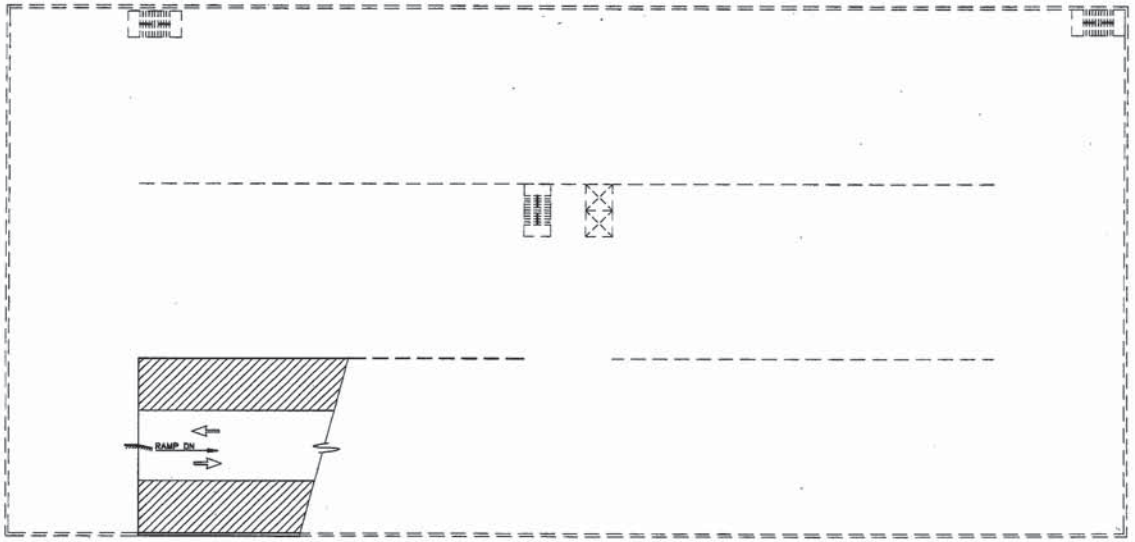
DATE
DESCRIPTION
01/19/01
PRELIMINARY
MATERIALS SCIENCE BLDG
PARKING STRUCTURE
PROJECT NO. 7232
DRAWING NO. F8.0
GOODWIN AVENUE
SPRINGFIELD AVENUE
MATTEWS AVENUE
TANKS



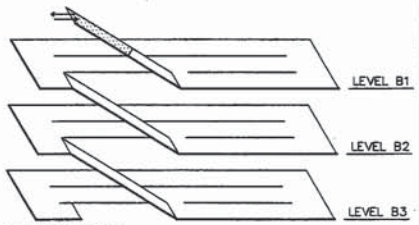
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL B1	177	–	–	177
LVL B2	177	–	–	177
LVL B3	182	–	–	182
TOTAL	536	–	–	536

ENTRANCE LEVEL (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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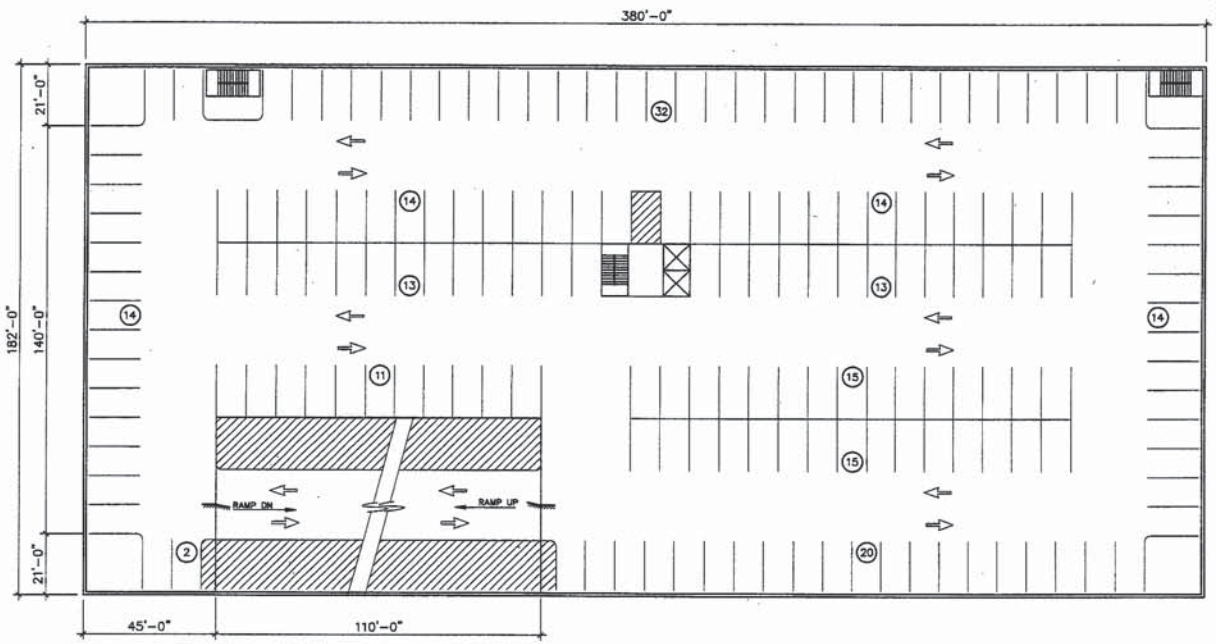
ISSUED/ REV. NO.	DATE	DESCRIPTION
	01/19/01	PRELIMINARY

MATERIALS SCIENCE BLDG
PARKING STRUCTURE
ENTRANCE LEVEL
FUNCTIONAL PLAN

PROJECT NO. 7232

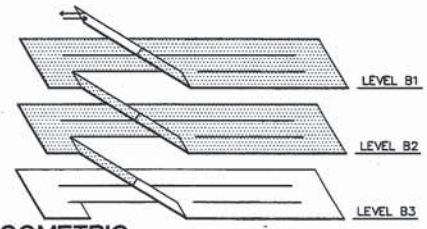
DRAWING NO. F8.1



TYPICAL LEVELS B1 & B2 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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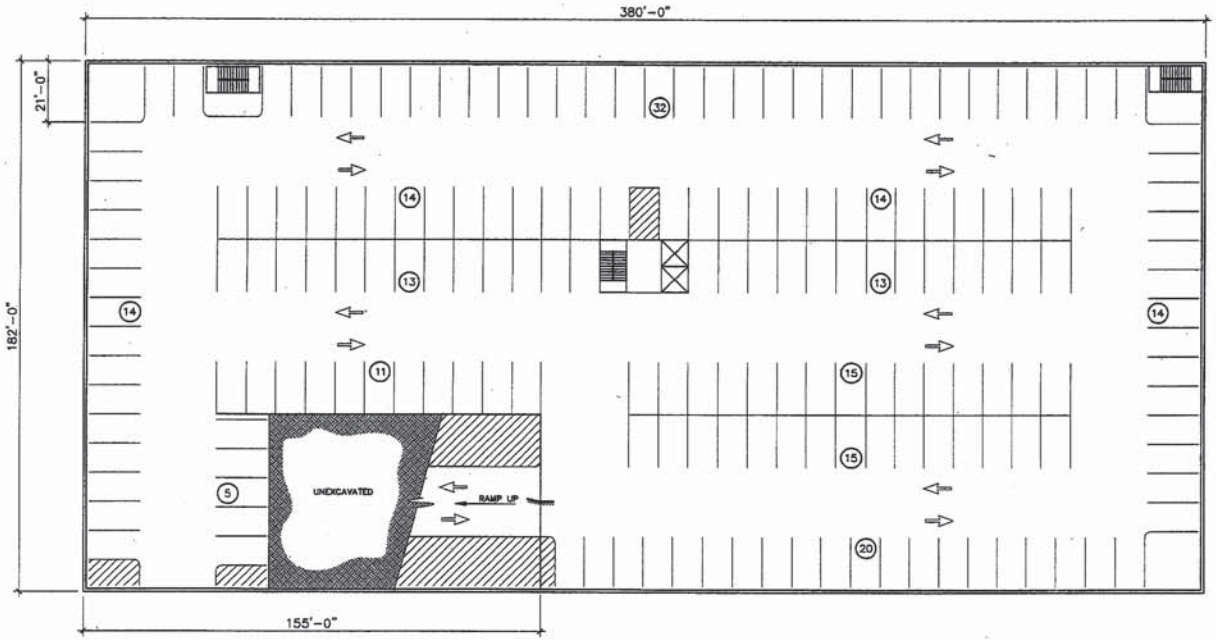
ISSUED/ REV. NO.	DATE	DESCRIPTION
	01/19/01	PRELIMINARY

MATERIALS SCIENCE BLDG
PARKING STRUCTURE
TYPICAL LEVELS B1 & B2
FUNCTIONAL PLAN

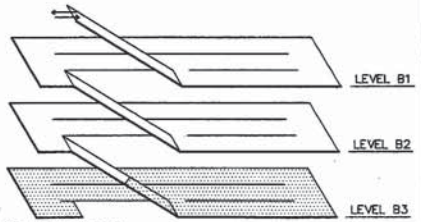
PROJECT NO.	DRAWING NO.
7232	F8.2



LEVEL B3 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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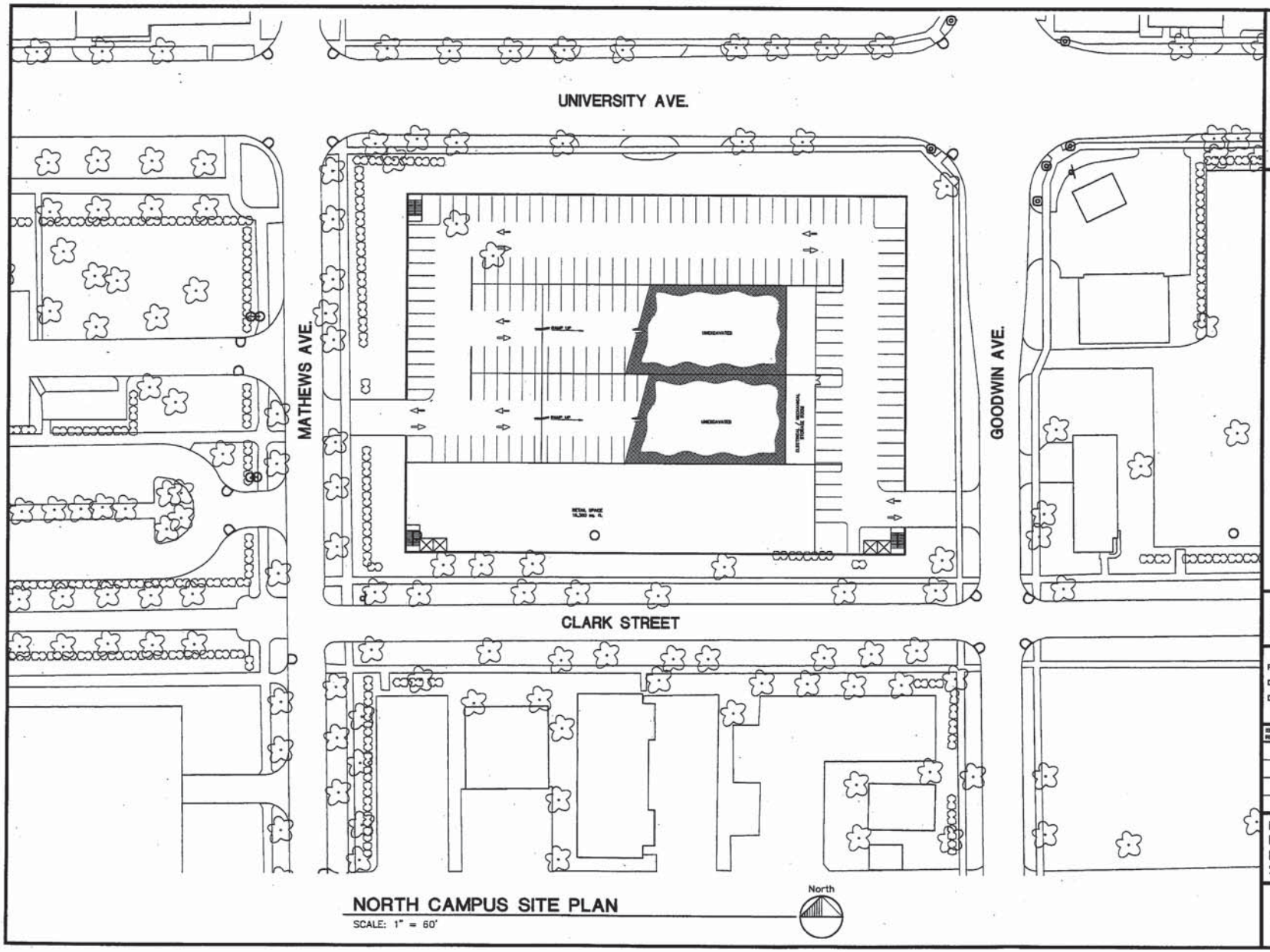
	01/19/01	PRELIMINARY

MATERIALS SCIENCE BLDG
PARKING STRUCTURE
LEVEL B3
FUNCTIONAL PLAN

PROJECT NO. 7232

DRAWING NO. F8.3



NORTH CAMPUS SITE PLAN

SCALE: 1" = 60'

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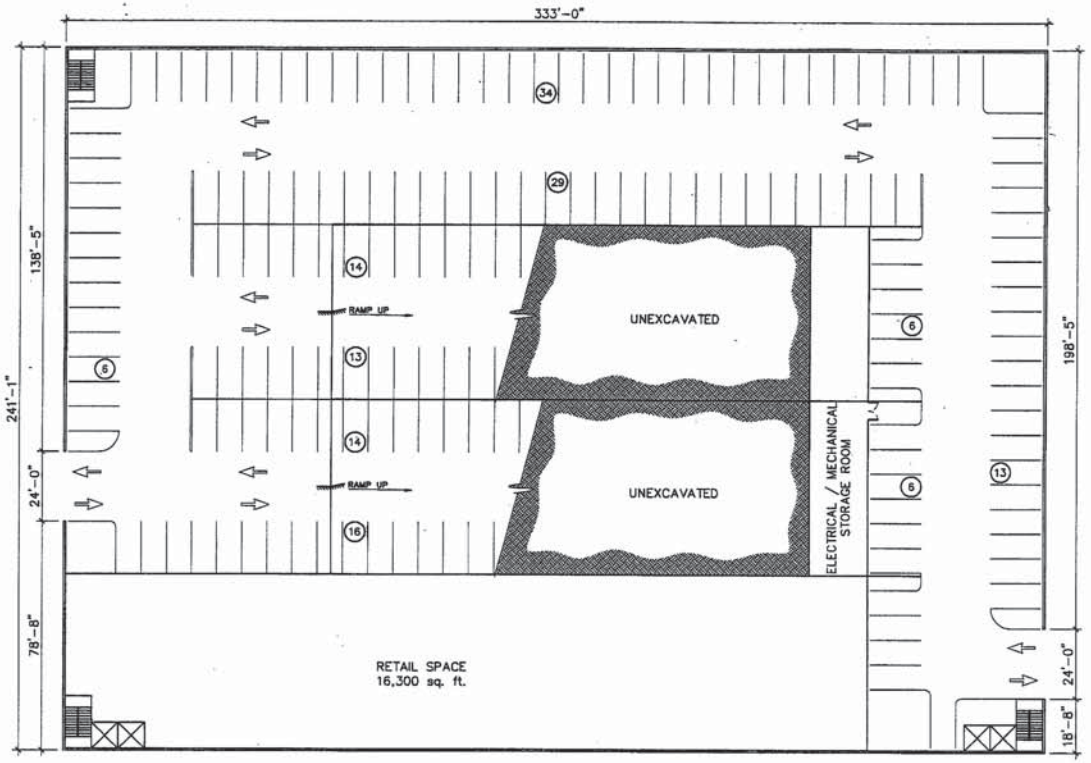
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/02/01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 2
ENTRANCE LEVEL 1
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F9.0



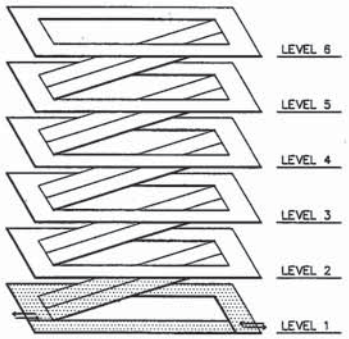
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	169	–	–	169
LVL 2	288	–	–	288
LVL 3	288	–	–	288
LVL 4	288	–	–	288
LVL 5	288	–	–	288
TOP LVL	260	–	–	260
TOTAL	1581	–	–	1581

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



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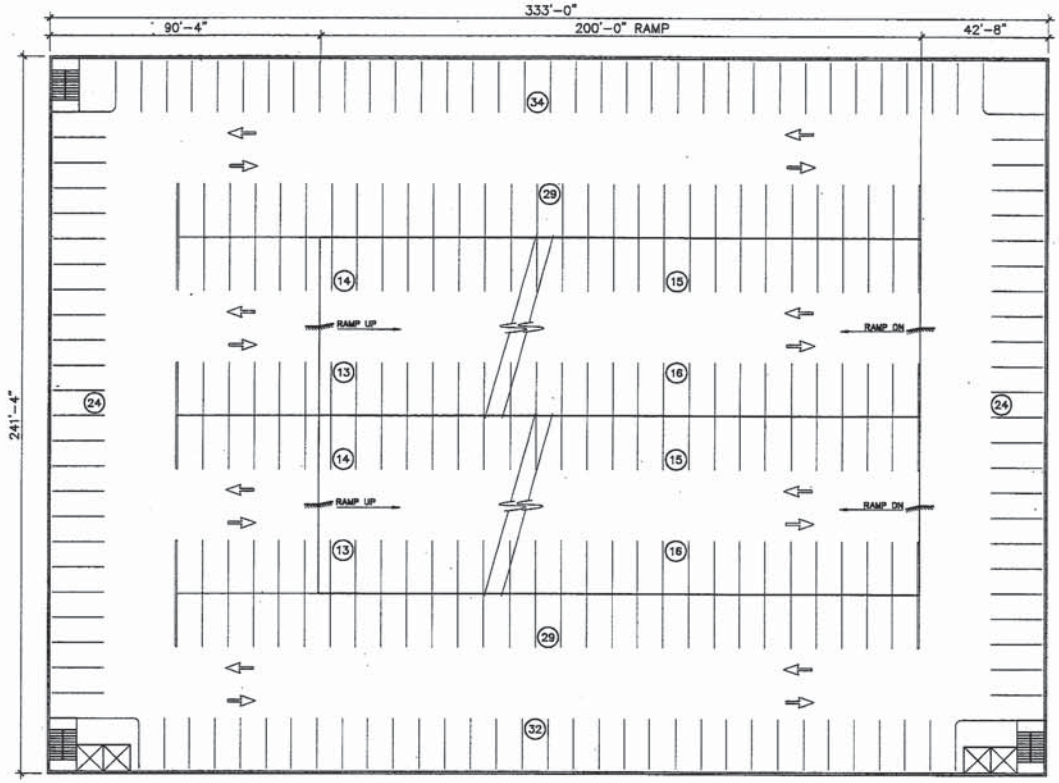
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/02/01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 2
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO. 7232

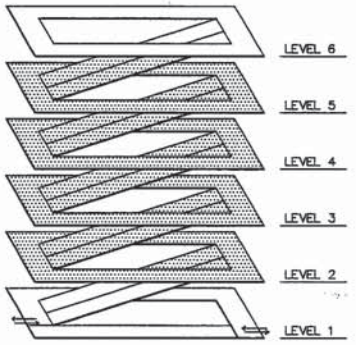
DRAWING NO. F9.1



TYPICAL LEVEL 2 - 5 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



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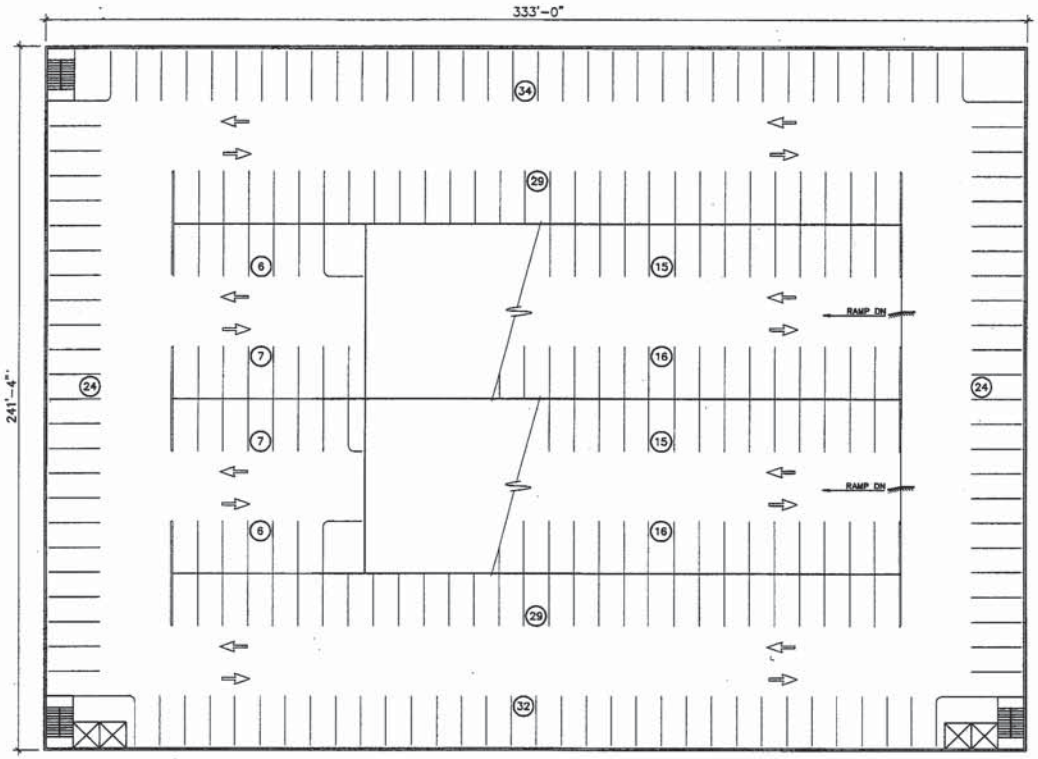
UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR. TA
DESIGN ENG. SDM
DRAWN BY VJG

ISSUED/ REV. NO.	DATE	DESCRIPTION
	02-02-01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 2
TYPICAL LEVELS 2-5
FUNCTIONAL PLAN

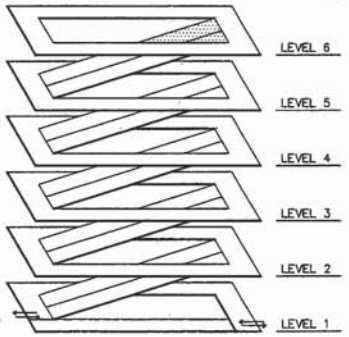
PROJECT NO.	DRAWING NO.
7232	F9.2



TOP LEVEL 6 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



ISOMETRIC

NO SCALE

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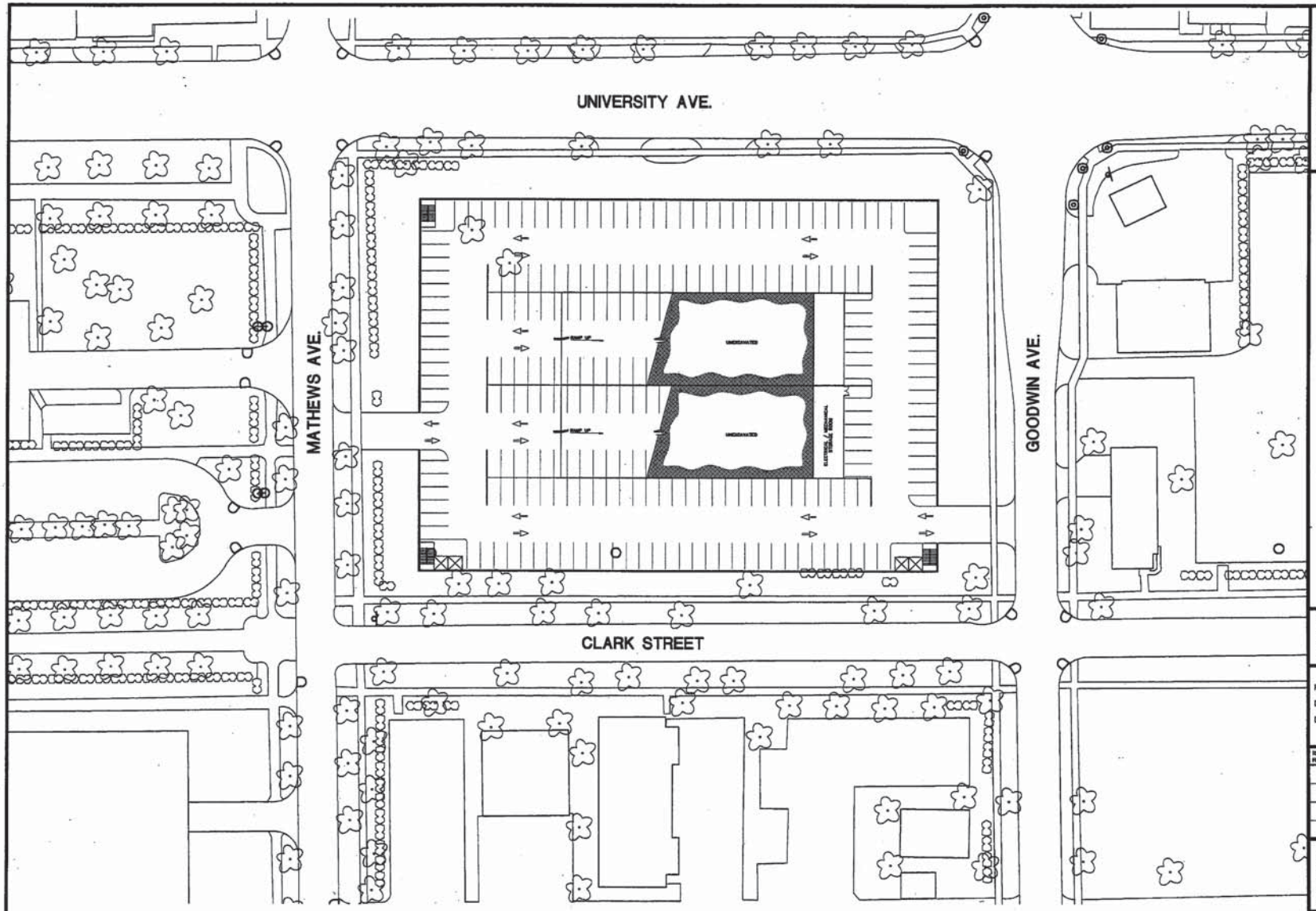
	02/02/01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 2
TOP LEVEL 6
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F9.3



NORTH CAMPUS SITE PLAN

SCALE: 1" = 60'

North

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PROJECT MGR. TA
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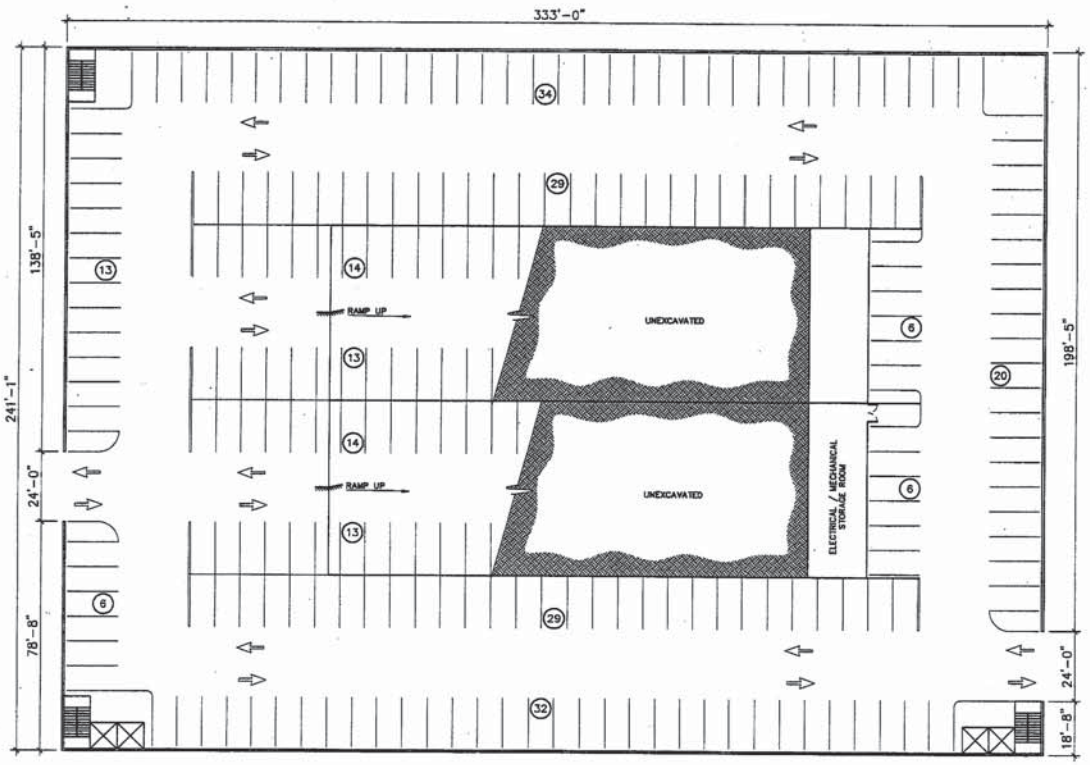
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/02/91	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 3
ENTRANCE LEVEL 1
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F10.0



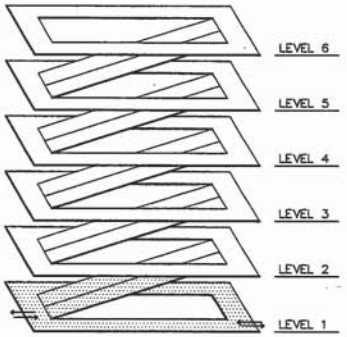
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	229	–	–	229
LVL 2	288	–	–	288
LVL 3	288	–	–	288
LVL 4	288	–	–	288
LVL 5	288	–	–	288
TOP LVL	260	–	–	260
TOTAL	1641	–	–	1641

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



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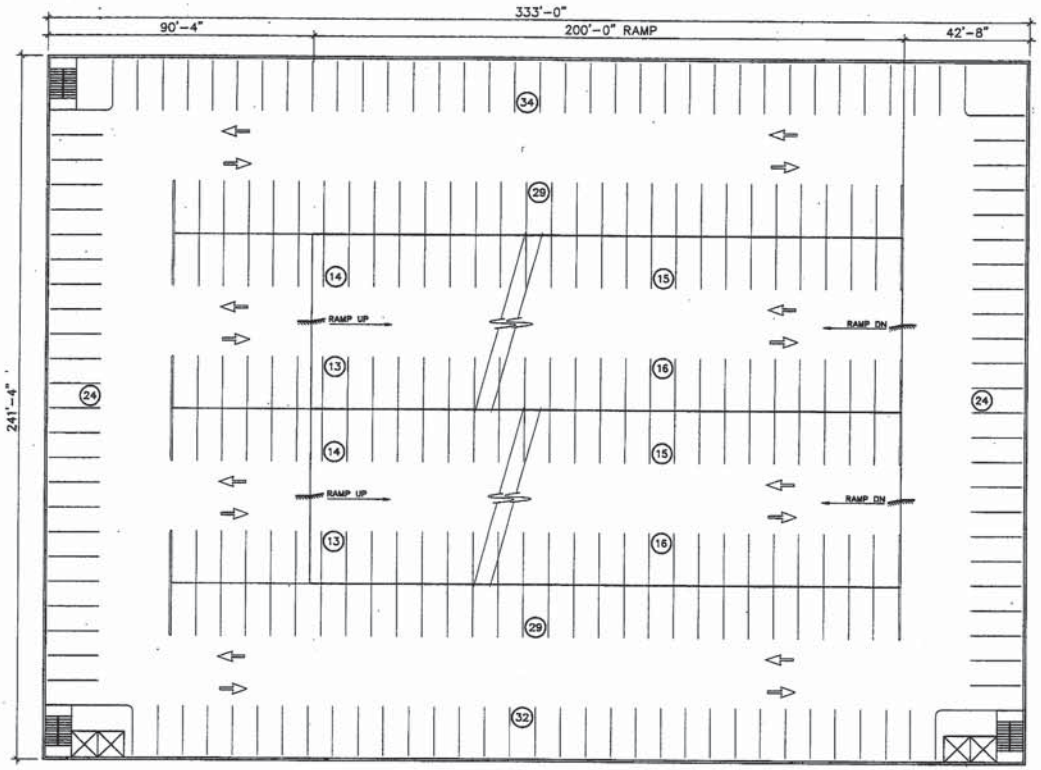
	02/02/01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 3
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

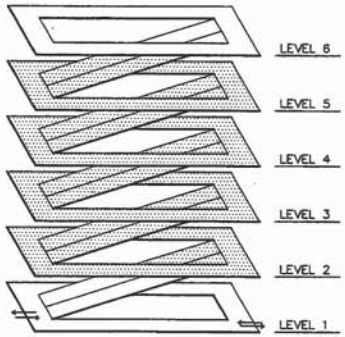
PROJECT NO.	DRAWING NO.
7232	F10.1



TYPICAL LEVELS 2 - 5 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



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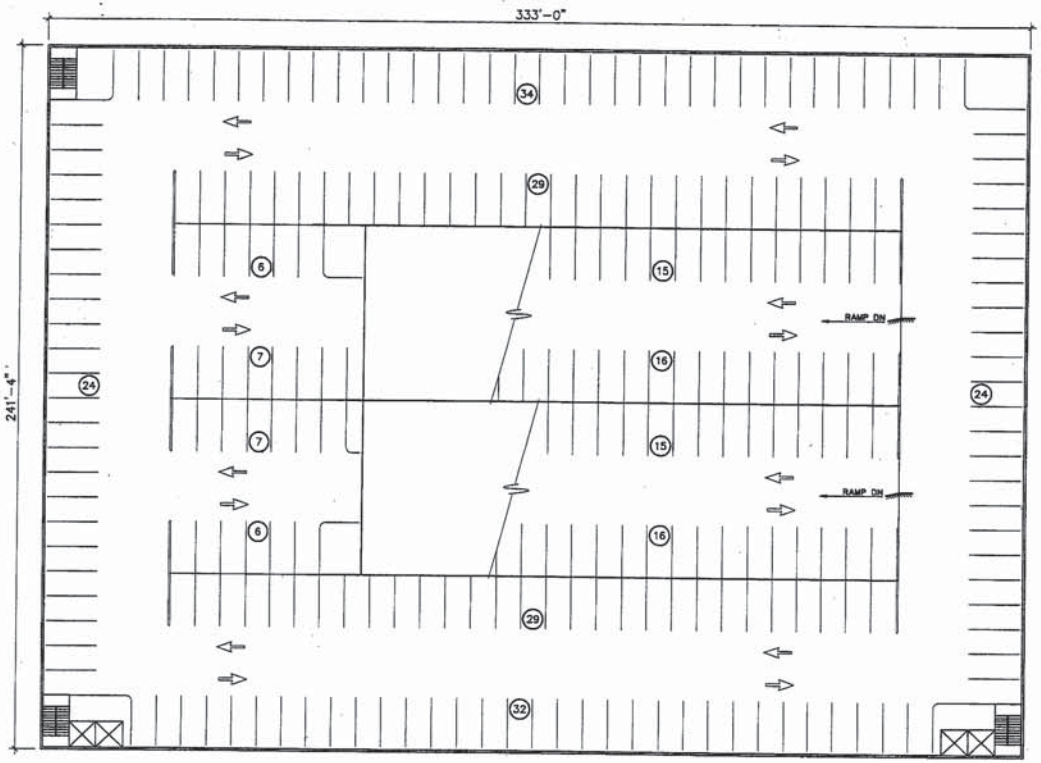
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/02/01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 3
TYPICAL LEVELS 2-5
FUNCTIONAL PLAN

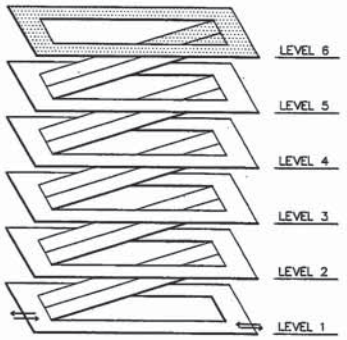
PROJECT NO.	DRAWING NO.
7232	F10.2



TOP LEVEL 6 (FUNCTIONAL PLAN)

SCALE: 1" = 40'

North



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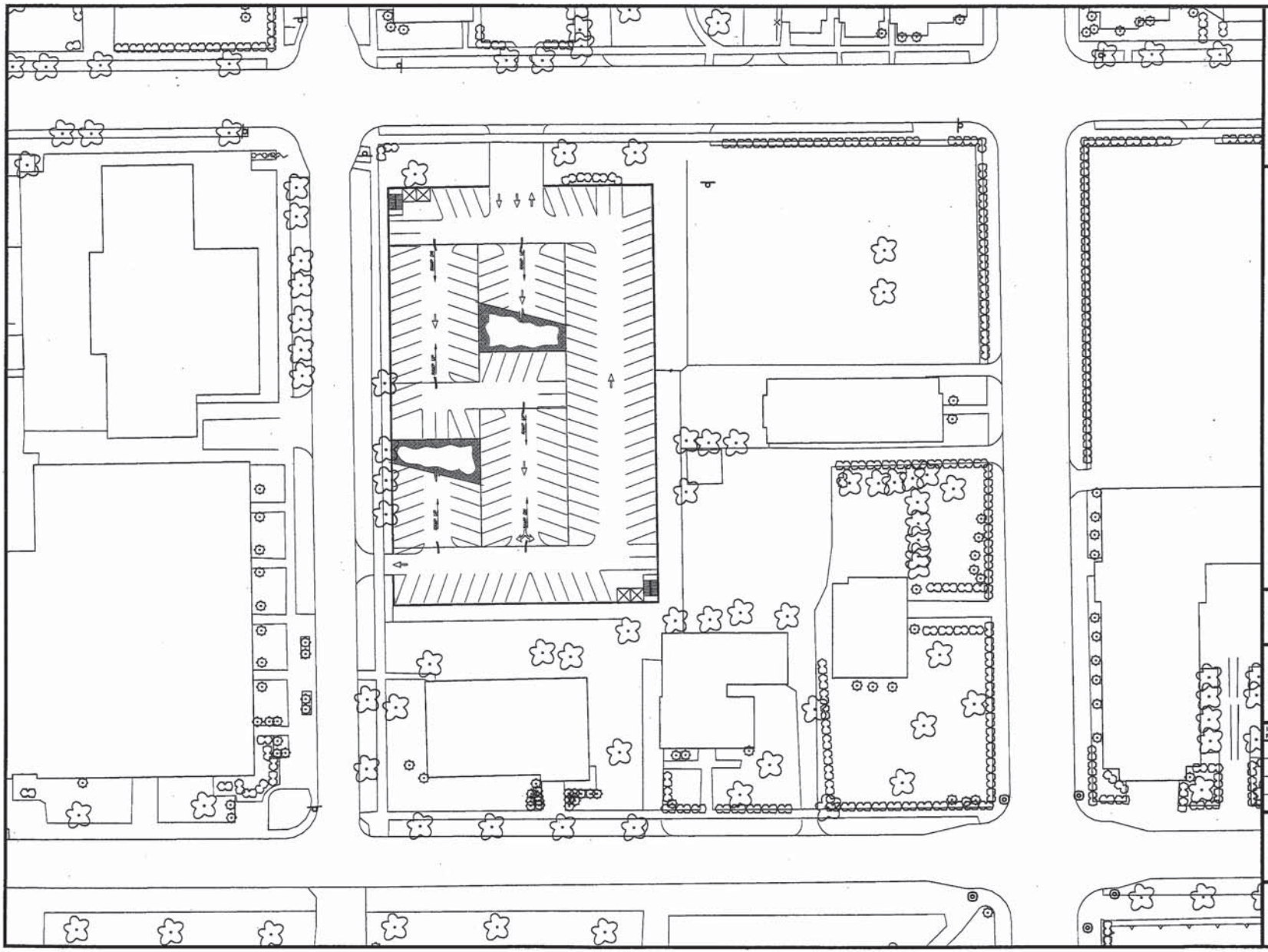
	02/02/01	PRELIMINARY

NORTH CAMPUS
PARKING STRUCTURE 3
TOP LEVEL 6
FUNCTIONAL PLAN

PROJECT NO. 7232

DRAWING NO. F10.3



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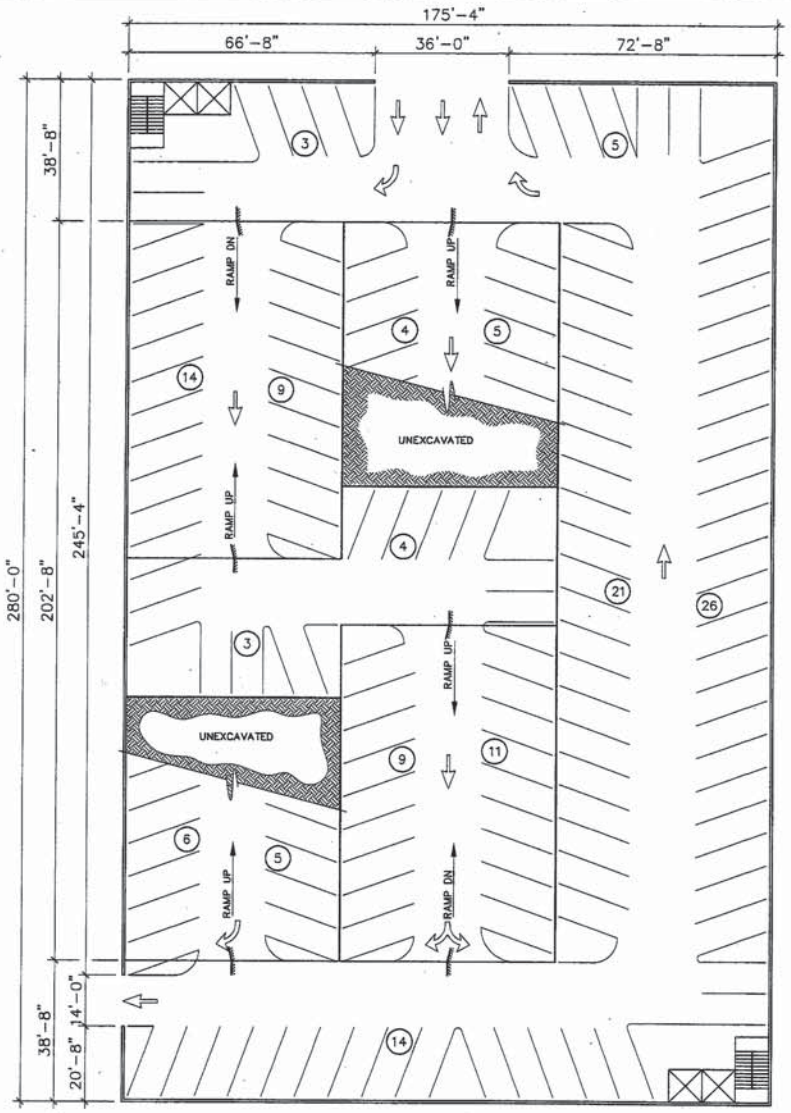
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/09/01	PRELIMINARY

CHALMERS STREET
PARKING STRUCTURE
SITE PLAN

PROJECT NO.	DRAWING NO.
7232	F11.0

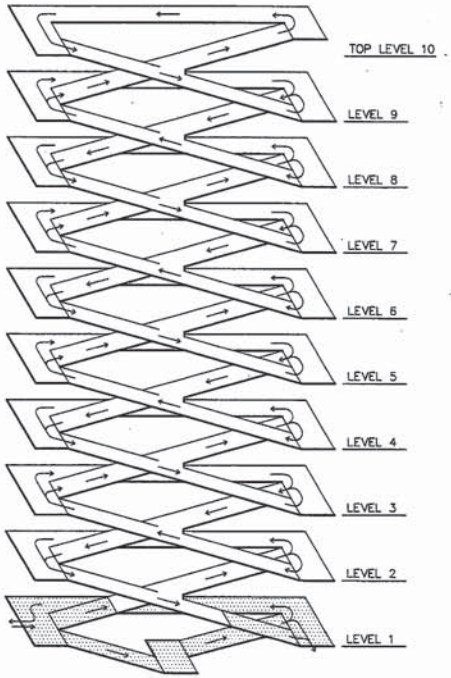


ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1/32" = 1'-0"

SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	139	–	–	139
LVL 2	154	–	–	154
LVL 3	154	–	–	154
LVL 4	154	–	–	154
LVL 5	154	–	–	154
LVL 6	154	–	–	154
LVL 7	154	–	–	154
LVL 8	154	–	–	154
LVL 9	154	–	–	154
TOP LVL	134	–	–	134
TOTAL	1505	–	–	1505



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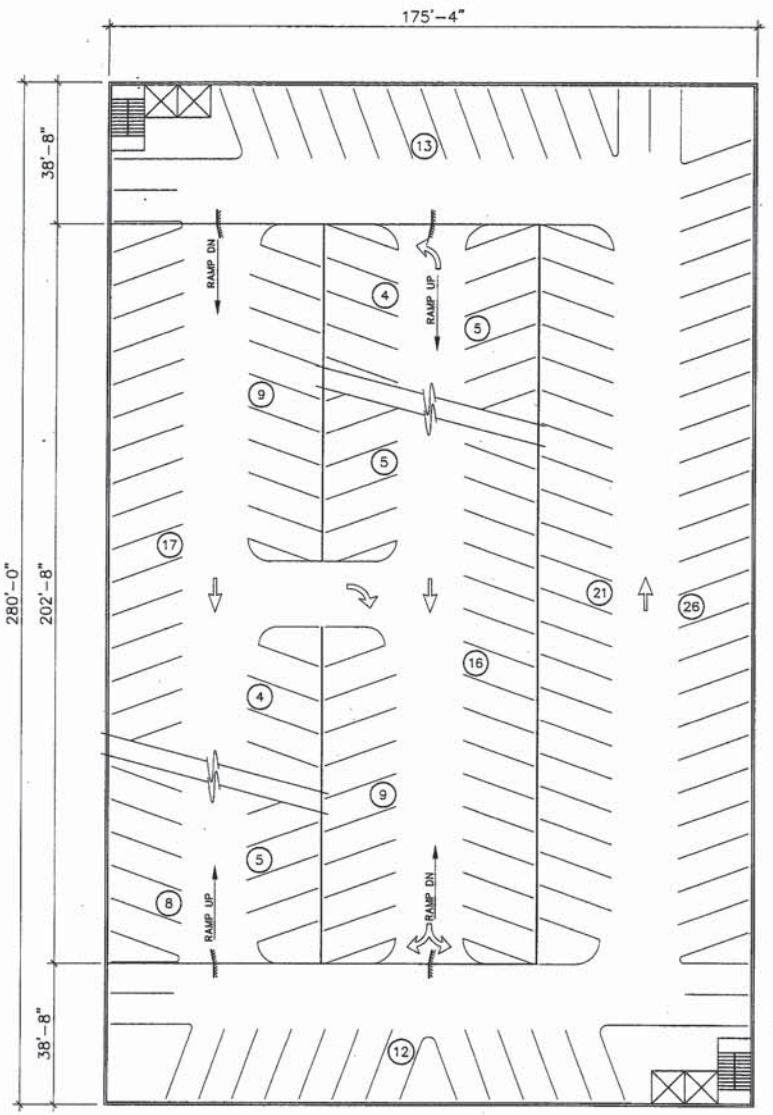
	02/09/01	PRELIMINARY

CHALMERS STREET
PARKING STRUCTURE
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

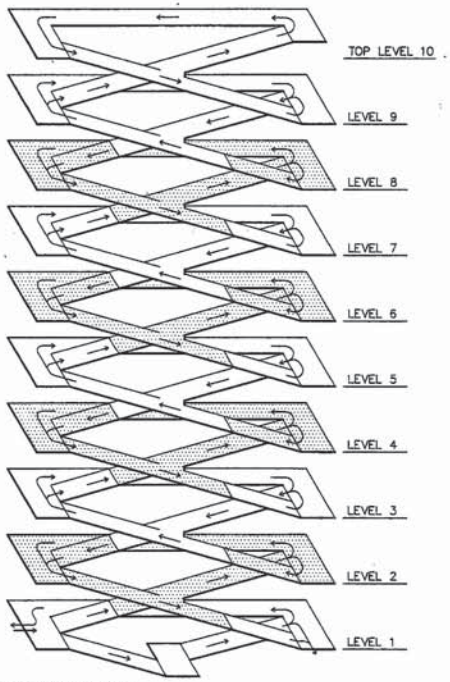
PROJECT NO. 7232

DRAWING NO. F11.1



TYP LEVELS 2/4/6/8 (FUNCTIONAL PLAN)

SCALE: 1/32" = 1'-0"



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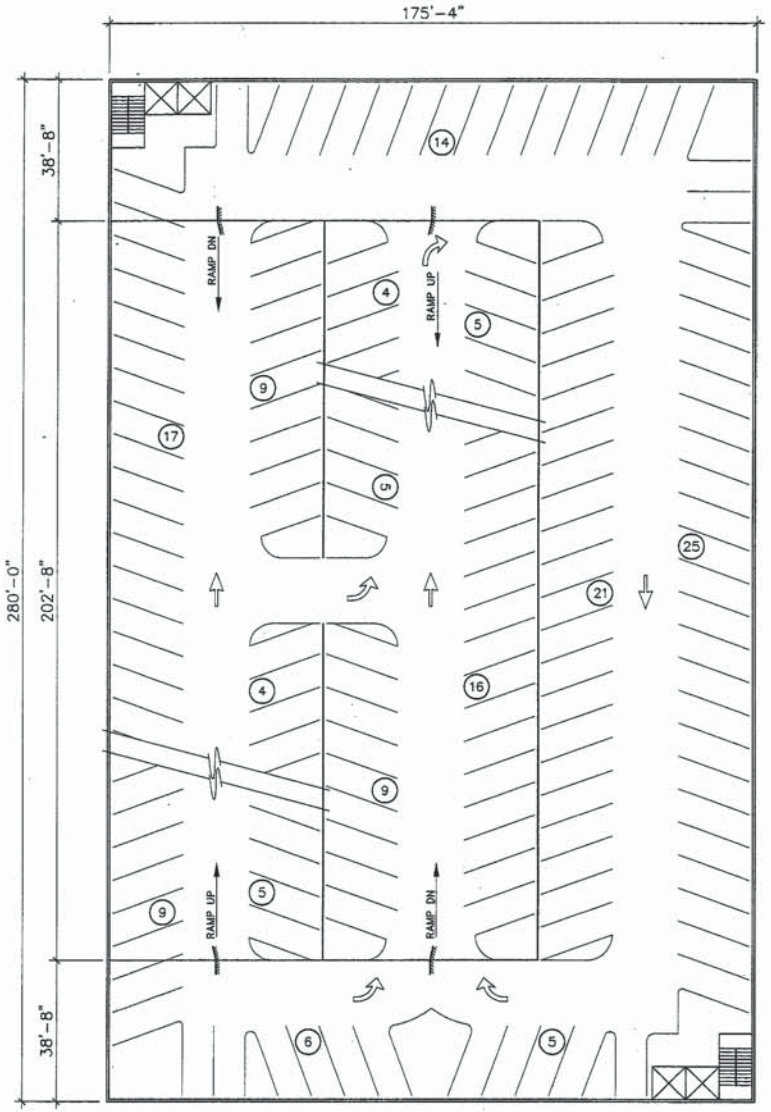
	02/09/01	PRELIMINARY

CHALMERS STREET
PARKING STRUCTURE
TYP LEVELS 2/4/6/8
FUNCTIONAL PLAN

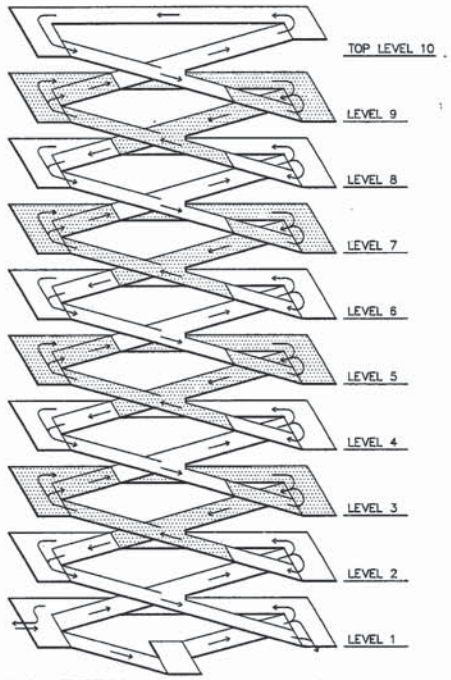
PROJECT NO. 7232

DRAWING NO. F11.2



TYP LEVELS 3/5/7/9 (FUNCTIONAL PLAN)

SCALE: 1/32" = 1'-0"



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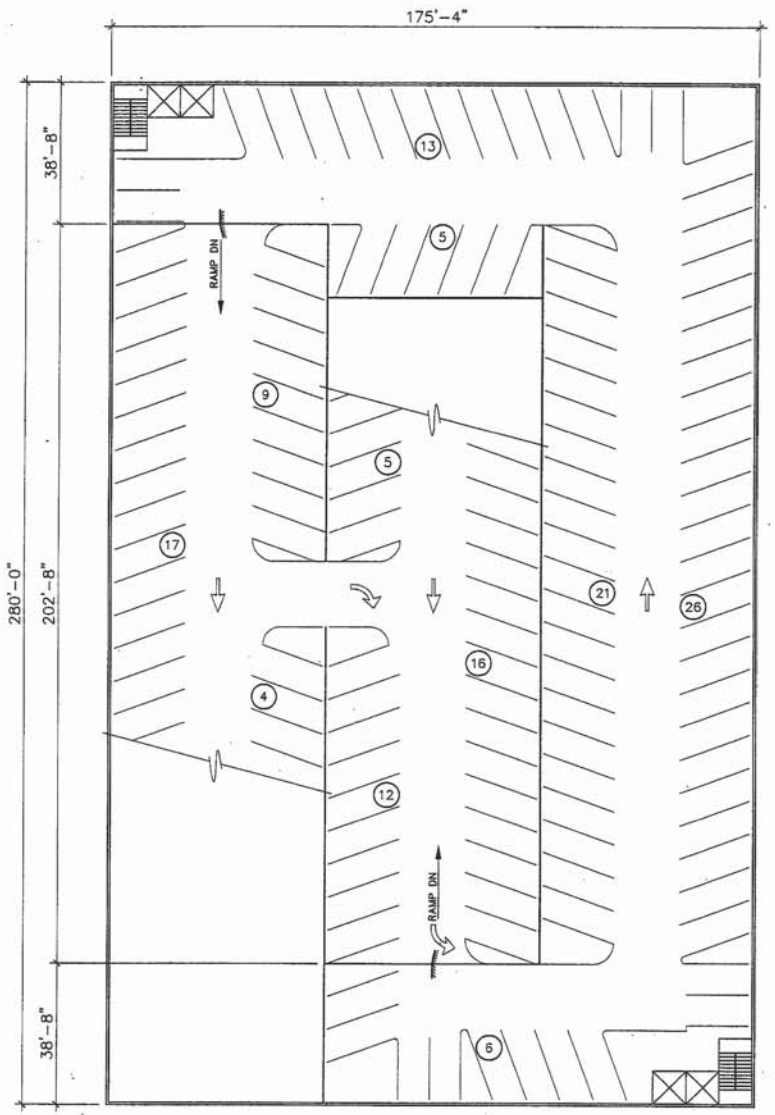
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/09/01	PRELIMINARY

CHALMERS STREET
PARKING STRUCTURE
TYP LEVELS 3/5/7/9
FUNCTIONAL PLAN

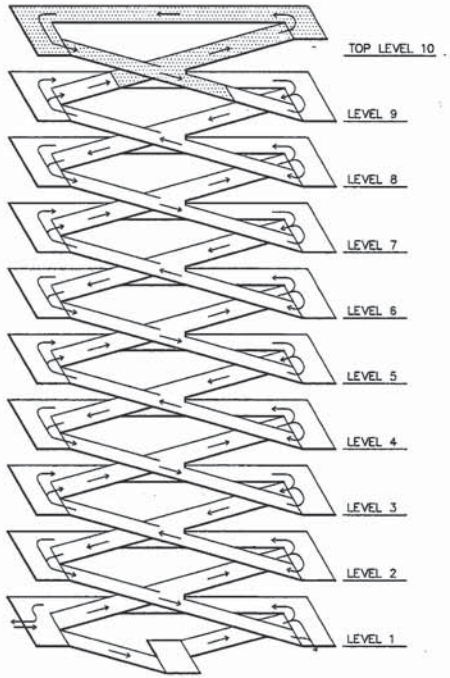
PROJECT NO. 7232

DRAWING NO. F11.3



TOP LEVEL 10 (FUNCTIONAL PLAN)

SCALE: 1/32" = 1'-0"



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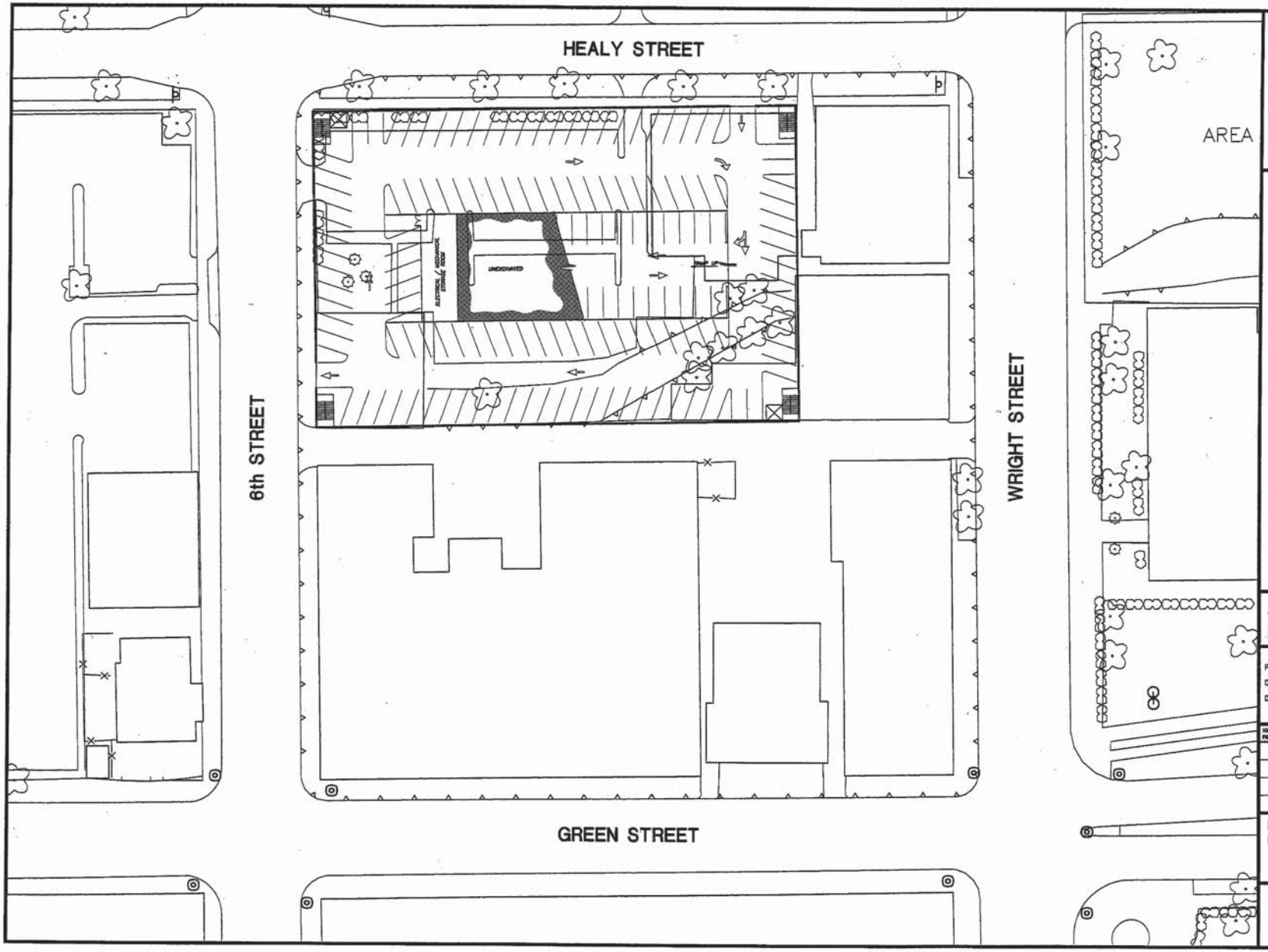
ISSUED/ REV. NO.	DATE	DESCRIPTION
	02/09/01	PRELIMINARY

CHALMERS STREET
PARKING STRUCTURE
TOP LEVEL 10
FUNCTIONAL PLAN

PROJECT NO. 7232

DRAWING NO. F11.4



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PROJECT MGR. TA
DESIGN ENG. SDM
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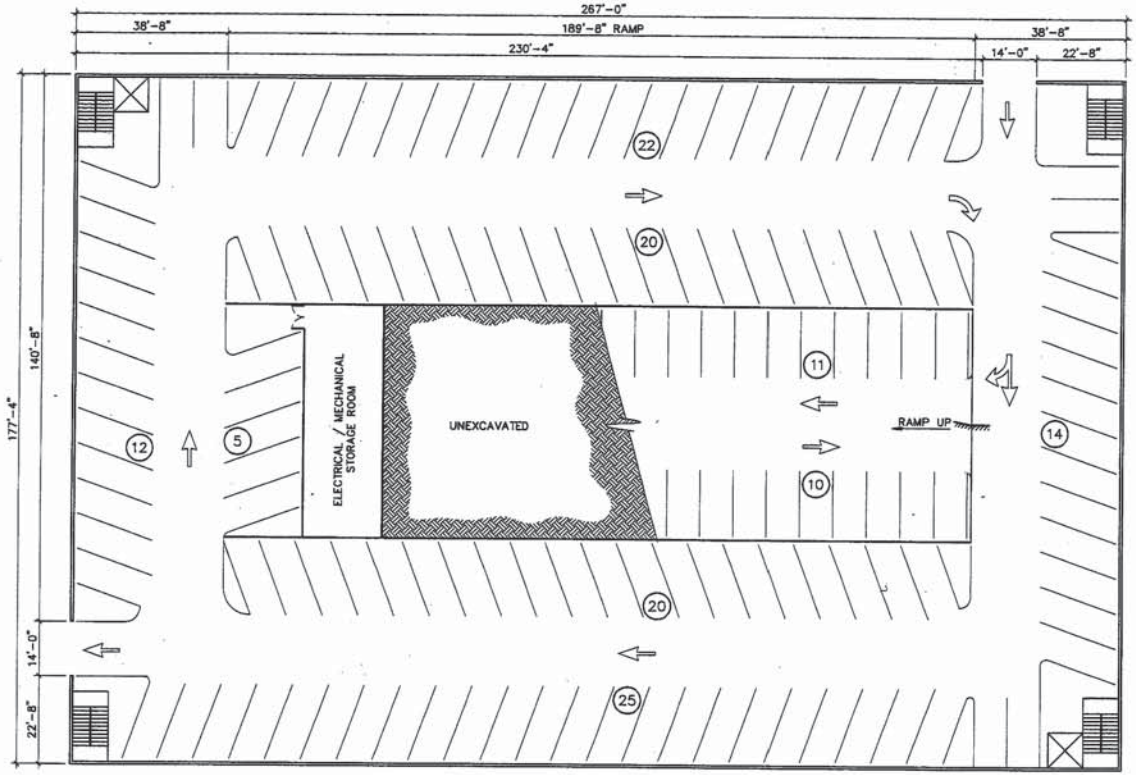
ISSUED/ REV. NO.	DATE	DESCRIPTION
	03/29/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE

PROJECT NO.	DRAWING NO.
7232	F12.0



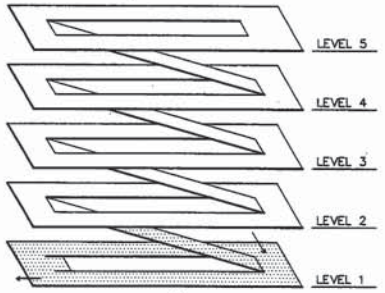
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	139	–	–	139
LVL 2	162	–	–	162
LVL 3	162	–	–	162
LVL 4	162	–	–	162
LVL 5	145	–	–	145
TOTAL	770	–	–	770

ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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PROJECT MGR. TA
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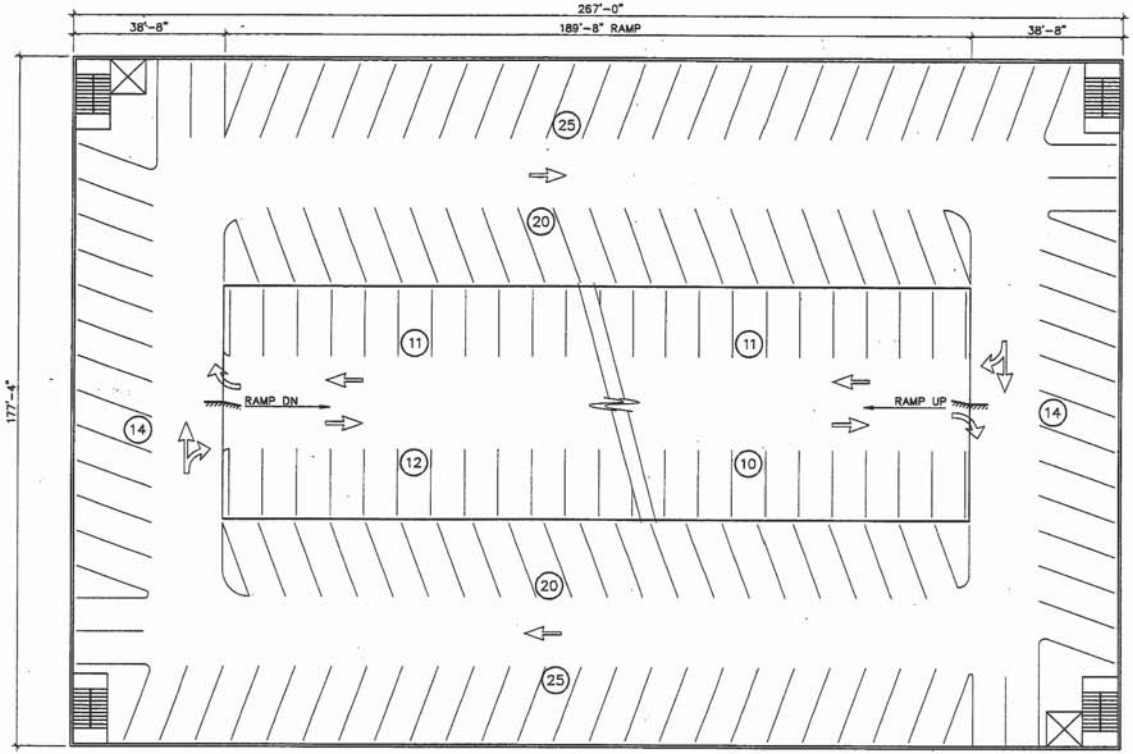
ISSUED/ REV. NO.	DATE	DESCRIPTION
	03/29/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO. 7232

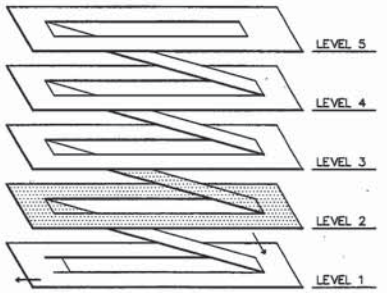
DRAWING NO. F12.1



LEVEL 2 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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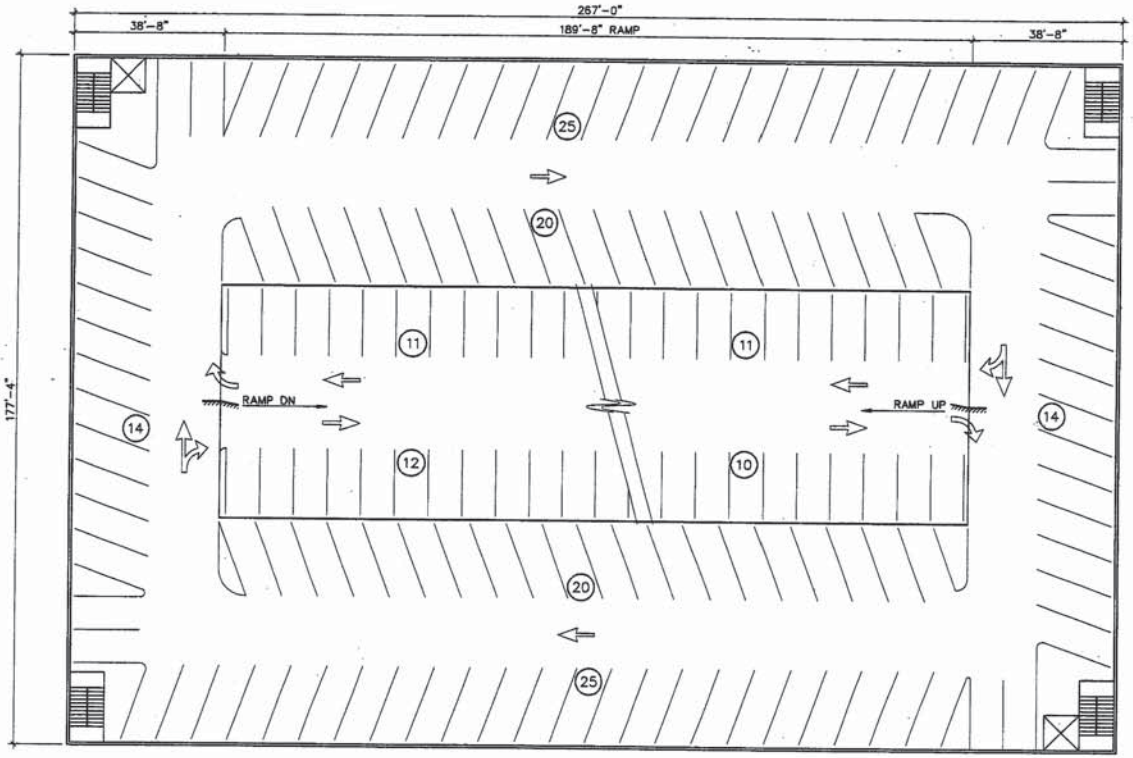
	03/29/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
LEVEL 2
FUNCTIONAL PLAN

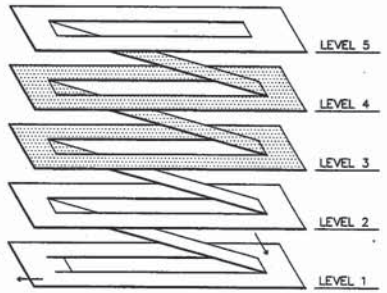
PROJECT NO.	DRAWING NO.
7232	F12.2



TYPICAL LEVELS 3 & 4 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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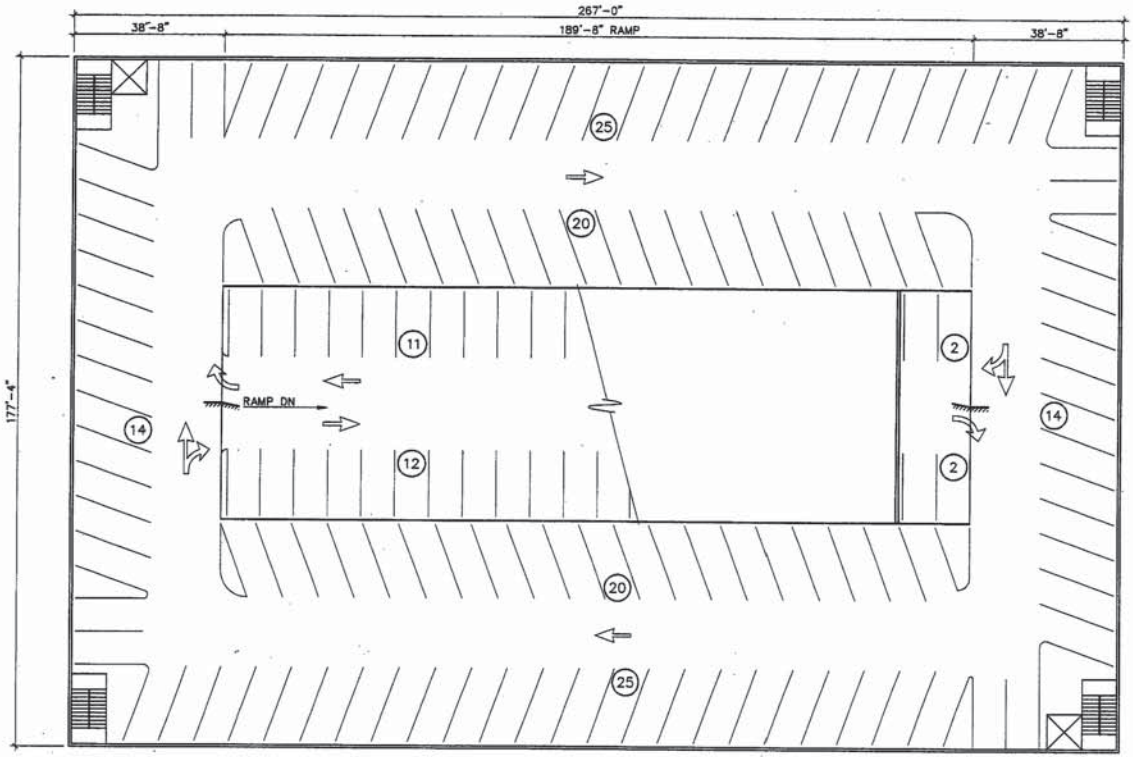
ISSUED/ REV. NO.	DATE	DESCRIPTION
	03/29/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
TYPICAL LEVELS 3 & 4
FUNCTIONAL PLAN

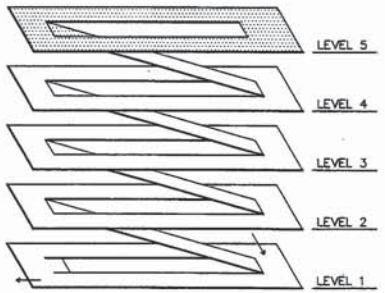
PROJECT NO.	DRAWING NO.
7232	F12.3



TOP LEVEL 5 (FUNCTIONAL PLAN)

SCALE: 1" = 30'

North



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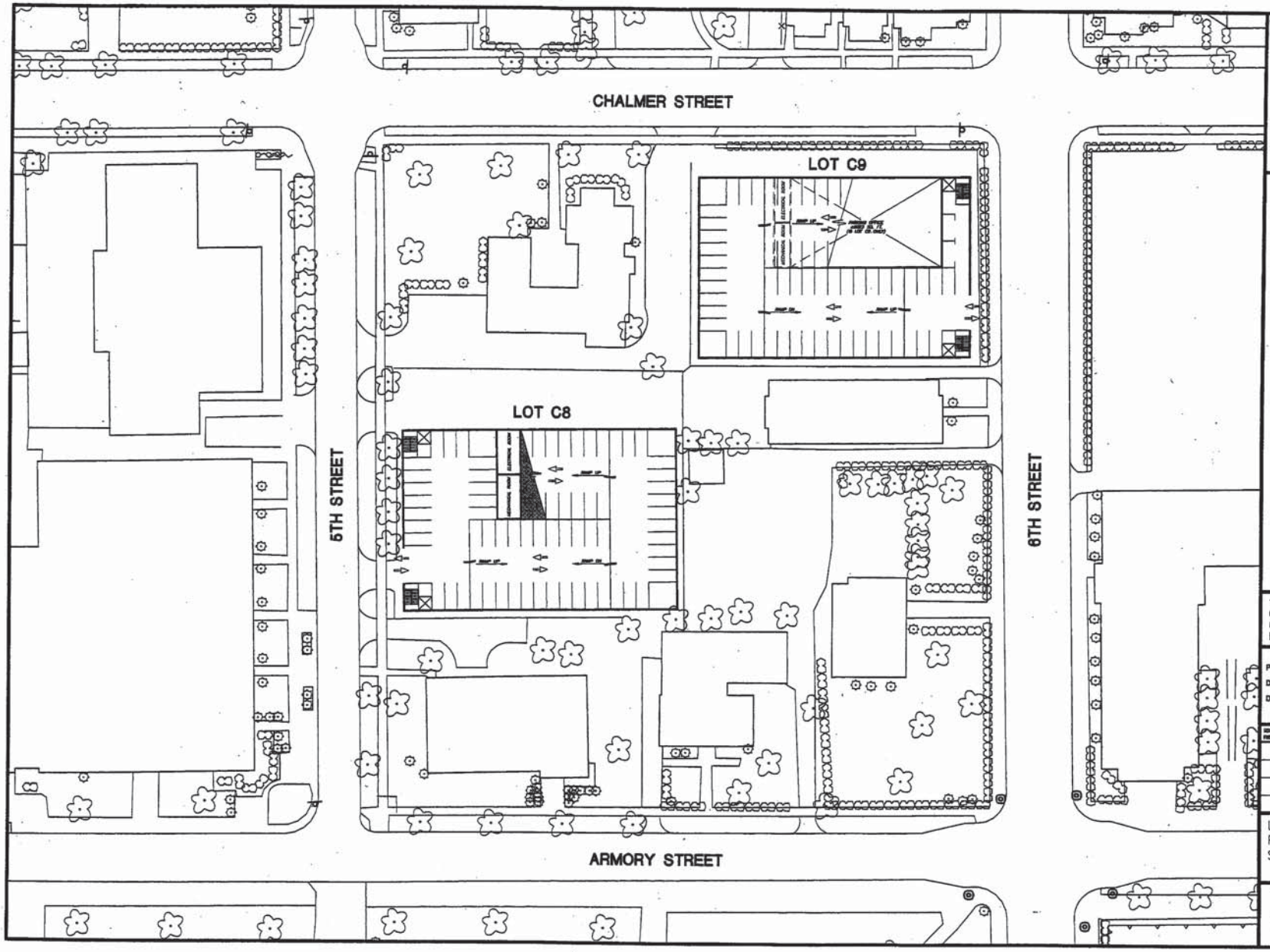
ISSUED/REV. NO.	DATE	DESCRIPTION
	03/29/01	PRELIMINARY

HEALY STREET
PARKING STRUCTURE
TOP LEVEL 5
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F12.4



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CAMPUS PARKING MASTER PLAN

PROJECT MGR.	TA
DESIGN ENG.	SDM
DRAWN BY	TFS

ISSUED/ REV. NO.	DATE	DESCRIPTION
	4/6/01	PRELIMINARY

LOTS C8 AND C9
PARKING STRUCTURES
SITE PLAN

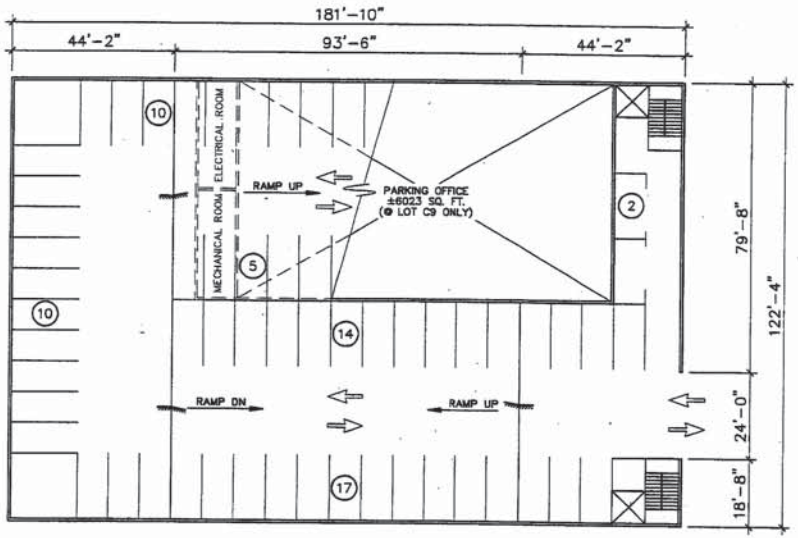
PROJECT NO.	DRAWING NO.
7232	F13.0

LOT C8
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	68	–	–	68
LVL 2	76	–	–	76
LVL 3	76	–	–	76
LVL 4	76	–	–	76
LVL 5	76	–	–	76
LVL 6	76	–	–	76
LVL 7	31	–	–	31
TOTAL	479	–	–	479

LOT C9
SPACE TABULATION CHART

LEVEL	STANDARD CAR	SMALL CAR	♿	TOTAL
LVL 1	58	–	–	58
LVL 2	76	–	–	76
LVL 3	76	–	–	76
LVL 4	76	–	–	76
LVL 5	76	–	–	76
LVL 6	76	–	–	76
LVL 7	31	–	–	31
TOTAL	469	–	–	469

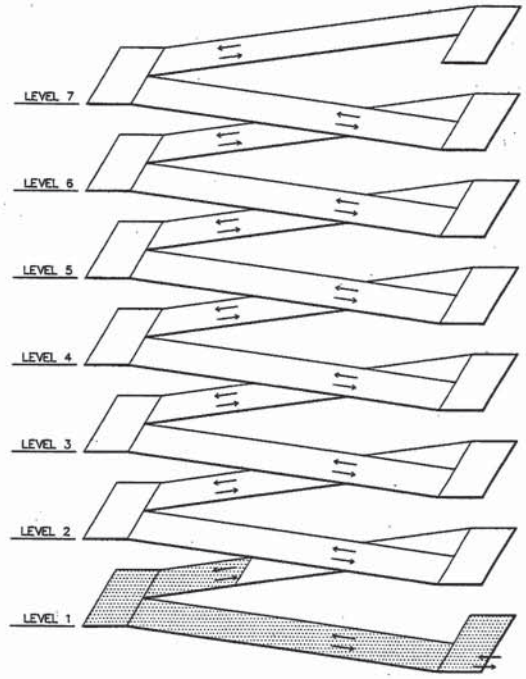


LOT C9 (AS SHOWN) LOT C8 (SIMILAR)
ENTRANCE LEVEL 1 (FUNCTIONAL PLAN)

SCALE: 1/32" = 1'–0"

North

7232F13.1



ISOMETRIC

NO SCALE

(F2I2) F2I04

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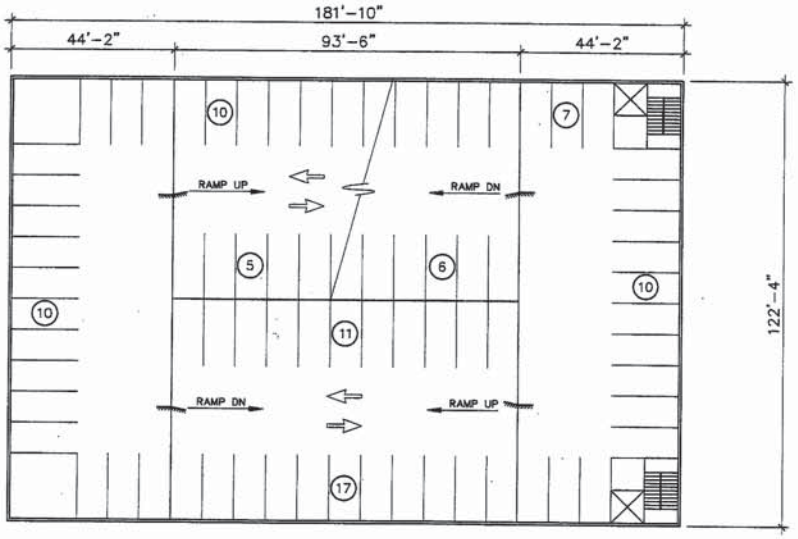
UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR. TA
DESIGN ENG. SDM
DRAWN BY TFS

ISSUED/ REV. NO.	DATE	DESCRIPTION
	4/6/01	PRELIMINARY

LOTS C8 AND C9
PARKING STRUCTURES
ENTRANCE LEVEL 1
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F13.1

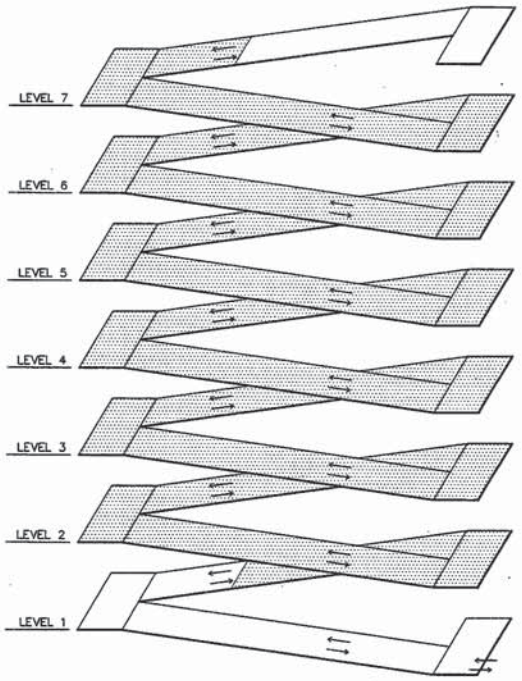


LOT C9 (AS SHOWN) LOT C8 (SIMILAR)
TYPICAL LEVELS 2-6 (FUNCTIONAL PLANS)

SCALE: 1/32" = 1'-0"

7232F13.2

North



ISOMETRIC

NO SCALE

(F212) F2104

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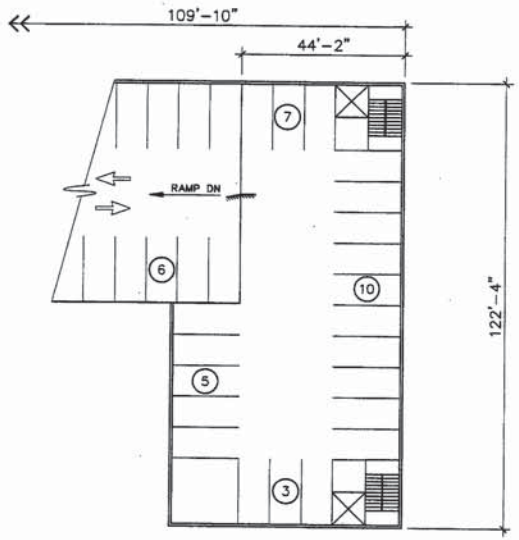
UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR. TA
DESIGN ENG. SDM
DRAWN BY TFS

ISSUED/ REV. NO.	DATE	DESCRIPTION
	4/6/01	PRELIMINARY

LOTS C8 AND C9
PARKING STRUCTURES
TYPICAL LEVELS 2-6
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F13.2

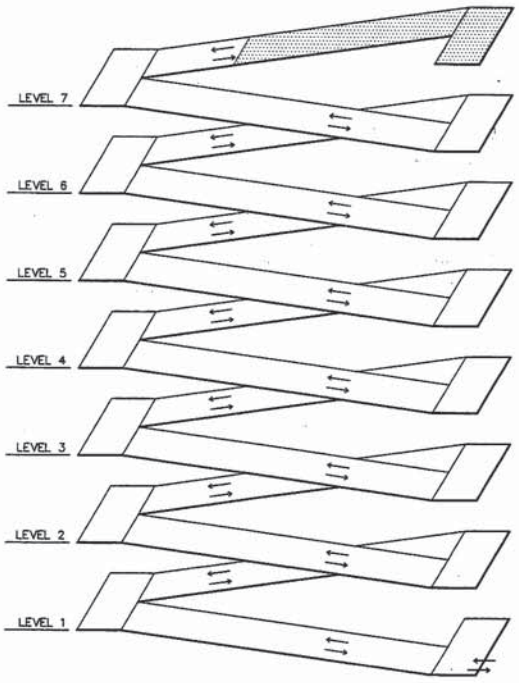


LOT C9 (AS SHOWN) LOT C8 (SIMILAR)
LEVEL 7 (FUNCTIONAL PLAN)

SCALE: 1/32" = 1'-0"

7232F13.3

North



ISOMETRIC

NO SCALE

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UNIVERSITY OF ILLINOIS
URBANA / CHAMPAIGN
CAMPUS PARKING MASTER PLAN

PROJECT MGR.	TA
DESIGN ENG.	SDM
DRAWN BY	TFS

ISSUED/ REV. NO.	DATE	DESCRIPTION
	4/6/01	PRELIMINARY

LOTS C8 AND C9
PARKING STRUCTURES
LEVEL 7
FUNCTIONAL PLAN

PROJECT NO.	DRAWING NO.
7232	F13.3

ILLINOIS
UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN
TM

Campus Parking and Transit Master Plan

Final Report—May 23, 2001

APPENDIX C

PARKING MANAGEMENT INFORMATION

Carl Walker
Parking
Planning Engineering Restoration

Projected Parking Services Revenue and Expenses - University of Illinois - Urbana/Champaign

Amounts are in Thousands

UIUC Scenario #2z. (assumes proposed decks with a 12.5% increase in rental rates starting in for FY 2002 and ending in FY 2009; increases in meters and fines; and 50% parking reimbursements)

REVENUE	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Meter Revenue w/ Increase [1]	$828	$840	***$1,250***	***$1,269***	***$1,288***	***$1,307***	***$1,769***	***$1,796***	***$1,823***	***$1,850***
Citation Revenue w/ Increase [2]	$1,143	$1,160	***$1,368***	***$1,387***	***$1,408***	***$1,429***	***$1,451***	***$1,473***	***$1,495***	***$1,517***
Rentals	$3,132	$3,215	***$3,605***	***$4,056***	***$4,563***	***$5,133***	***$5,775***	***$6,496***	***$7,308***	***$8,222***
Rental Rate Increase		3.57%	***12.50%***	***12.50%***	***12.50%***	***12.50%***	***12.50%***	***12.50%***	***12.50%***	***12.50%***
Rental Rates	**$280**	**$290**	**$326**	**$367**	**$413**	**$465**	**$523**	**$588**	**$661**	**$744**
North Deck Spaces Lost			(229)	(387)	(387)	(387)	(638)	(638)	(730)	(849)
Revenue Losses due to Campus Devel.						($573)	($645)	($725)	($816)	($2,456)
Lost Revenue (North Develop.)	$0	$0	($75)	($142)	($160)	($180)	($333)	($375)	($483)	($632)
North Deck Rental Revenue				$210	$354	$531	$598	$673	$757	$851
North Deck Retail Revenue				$347	$521	$695	$712	$730	$748	$767
North Deck Meter Revenue				$380	$390	$399	$409	$420	$430	$441
North Deck Department Rental Revenue				$20	$22	$25	$28	$32	$36	$40
North Deck Ops. Income [3]	$0	$0	$0	$957	$1,287	$1,651	$1,748	$1,854	$1,971	$2,099
C8 & C9 Deck Income [4]	$0	$0	$0	$0	$0	$429	$550	$738	$818	$907
Material Sciences Deck Income	$0	$0	$0	$0	$0	$0	$0	$278	$340	$467
Commerce Deck Income [4] [5]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$633
Lost Revenue (East Deck Const.) - Loss of 126 spaces	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
East Central Deck Income [4]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$5,103	$5,215	$6,148	$7,527	$8,386	$9,196	$10,315	$11,536	$12,456	$12,608
Percent Change		2.2%	17.9%	22.4%	11.4%	9.7%	12.2%	11.8%	8.0%	1.2%

If a $15,000 per space reimbursement for campus development occurs, and the DCPT realizes 50% of those reimbursements, the increase in revenue could be as follows:
By FY 2005 - $11,728,000 (for 1,234 lost spaces)
By FY 2010 - $17,152,000 (for 2,067 lost spaces)
TOTAL REIMBURSEMENT = $ 24,757,500

Projection of 3.0% increase in revenue per year

	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
	$12,985.93	$13,868.10	$14,826.59	$15,938.46	$16,972.69	$18,037.94	$19,135.15	$20,265.28	$21,429.31	$22,628.26	$23,863.18

East Deck Revenues

	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Meter	***$94***	***$94***	***$94***	***$94***	***$94***	***$94***	***$94***	***$94***	***$94***	***$94***	***$94***
Permit	***$399***	***$449***	***$573***	***$462***	***$462***	***$462***	***$462***	***$462***	***$462***	***$462***	***$462***

EXPENSES	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personnel	$965	$1,058	$1,106	$1,156	$1,208	$1,262	$1,319	$1,378	$1,440	$1,505
Operating Expenses	$1,206	$1,511	$1,556	$1,603	$1,651	$1,701	$1,752	$1,804	$1,858	$1,914
MTD Subsidy	$504	$504	$504	$504	$504	$504	$504	$504	$504	$504
Construction and Maintenance	$397	$1,020	$560	$380	$391	$403	$415	$428	$441	$454
Auxiliary Admin. Charges	$161	$166	$171	$176	$181	$187	$192	$198	$204	$210
Auxiliary R&R	$268	$276	$332	$342	$353	$363	$374	$385	$397	$409
Debt Service	$886	$997	$1,932	$1,933	$1,931	$1,723	$1,726	$1,727	$1,723	$1,726
North Deck Ops. Expenses	$0	$0	$0	$465	$495	$519	$532	$546	$559	$573
North Deck Debt Service	$0	$0	$0	$2,282	$2,282	$2,282	$2,282	$2,282	$2,282	$2,282
C8 & C9 Deck Expenses [6]	$0	$0	$0	$0	$0	$341	$350	$358	$367	$376
C8 & C9 Deck Debt Service	$0	$0	$0	$0	$0	$1,048	$1,048	$1,048	$1,048	$1,048
Material Sciences Deck Expenses [6]	$0	$0	$0	$0	$0	$0	$0	$192	$197	$202
Material Sciences Deck Debt Service	$0	$0	$0	$0	$0	$0	$0	$910	$910	$910
Commerce Deck Expenses [6]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$357
Commerce Deck Debt Service	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,462
East Campus Deck Expenses [6]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
East Campus Deck Debt Service	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Recurring Interest Saved	$0	$0	$0	($38)	($38)	($38)	($38)	($38)	($38)	($38)
Total	$4,387	$5,532	$6,161	$8,803	$8,958	$10,295	$10,456	$11,723	$11,892	$13,894
Percent Change		26.1%	11.4%	42.9%	1.8%	14.9%	1.6%	12.1%	1.4%	16.8%
Net Operating Income	$716	($317)	($13)	($1,276)	($572)	($1,099)	($141)	($187)	$564	($1,287)

Projection of 1.5% increase in expenses per year

	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
	$14,102.62	$15,489.16	$15,721.50	$15,957.32	$16,196.68	$16,439.63	$16,686.22	$16,936.52	$17,190.57	$17,448.42	$17,710.15
	($1,117)	($1,621)	($895)	($19)	$776	$1,598	$2,449	$3,329	$4,239	$5,180	$6,153

NON-OPERATING REVENUE AND EXPENSES	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Investment Income	$186	$110	$123	$121	$141	$152	$128	$137	$163	$177
Land Reimbursement	$280	$0	$0	$0	$0	$0	$0	$0	$0	$0
Land Acquisition	($229)	$0	$0	$0	$0	$0	$0	$0	$0	$0
North Campus Land Acquisition Reimbur.	$0	$0	$0	***$793***	$0	$0	***$1,512***	$0	***$137***	$0
Other Parking Reimbursements [7]	$0	$0	$0	***$1,400***	$0	$0	$0	$0	$0	$0
Net Non-operating Income	$237	$110	$123	$2,314	$141	$152	$1,640	$137	$300	$177
Percent Change		-53.7%	11.9%	1784.5%	-93.9%	7.5%	980.0%	-91.6%	118.2%	-40.9%
NET INCOME (Operating + Non-Operating)	$953	($207)	$110	$1,038	($430)	($947)	$1,499	($49)	$864	($1,110)

FUND BALANCE SUMMARY	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Beginning Fund Balance	$2,659	$3,612	$3,405	$3,515	$4,553	$4,123	$3,176	$4,675	$4,625	$5,489
Net Income or Loss	$953	($207)	$110	$1,038	($430)	($947)	$1,499	($49)	$864	($1,110)
Ending Fund Balance	$3,612	$3,405	$3,515	$4,553	$4,123	$3,176	$4,675	$4,625	$5,489	$4,380

	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
	$4,380	$3,263	$1,642	$747	$728	$1,504	$3,102	$5,551	$8,880	$13,119	$18,299
	($1,117)	($1,621)	($895)	($19)	$776	$1,598	$2,449	$3,329	$4,239	$5,180	$6,153
	$3,263	$1,642	$747	$728	$1,504	$3,102	$5,551	$8,880	$13,119	$18,299	$24,452

Notes: 1 - Assumes meter rate increase to $.75 per hour in FY 2002 and an increase to $1.00 per hour in FY 2006.

2 - Assumes citation fine increase of approximately 29% in FY 2002.

3 - Assumes rental, retail, and meter parking income. (Based on DCPT North Campus DeckProjections)

4 - Assumes rental sales and 10% meter sales. Also assumes 80% occupancy - 1st year, 90% occupancy - and 115% occupancy every other year.

5 - Assumes the above ground version of the parking deck is constructed.

6 - Expenses based on $325 per space (adjusted 2.5% for inflation each year after FY 2003) to cover operations, personnel, maintenance, and necessary reserves.

7 - Other parking loss reimbursements include $1.4 million for the loss of Lot F-56. Other reimbursements are used to lower bond debt in 2005 and 2011.

Figures highlighted in yellow are CWI recommended changes

All other figures are based on projections as outlined in the pro-formas for the North Campus Deck or otherwise provided by the UIUC.

	School	Iowa State Univ.	Michigan State Univ.	Northwestern Univ.	Ohio State Univ.	Purdue Univ.	Univ. of Arkansas	Univ. of Iowa	Univ. of Michigan	Univ. of Minnesota	Univ. of Nebraska	Univ. of Oklahoma	Univ. of Wisconsin
	Athletic Conference	*BIG-12*	*BIG-10*	*BIG-10*	*BIG-10*	*BIG-10*	*SEC*	*BIG-10*	*BIG-10*	*BIG-10*	*BIG-12*	*BIG-12*	*BIG-10*
#1	Does your campus provide designated parking for visitors?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
#2	If you provide visitor parking, what type is provided?	Visitor lots and visitor permits	Visitor lots , on-street meters, and visitor permits	Visitor permits	Visitor lots , on-street meters, and visitor permits	On-street meters and visitor permits	Visitor permits	Visitor lots and on-street meters	Visitor lots and visitor permits	Visitor lots and on-street meters	Visitor lots and visitor permits	On-street meters and visitor permits	On-street meters and visitor permits
#3	What do you charge for visitor parking?	$0.00 per day	$.70 per hour in lots, $1.00 per hour in meters, and $5 per day for permits	$5.00 per day	$3.00 - $4.00 per day	$5.00 per day	$1.00 per day, $4.00 per week, and $80.00 per year	$.60 per hour	$3.00 - $6.00 per day for permits and $.60 per hour in meters (up to $6.00)	$2.00 per hour ($16.00 max. per 24 hours)	$4.00 per day	$0.00 per day	$8.00 per day for permits and $.75 per hour in meters
#4	How does the parking department value surface lots? (What is the cost basis for Facilities, Capital Planning or other department seeking to acquire surface parking for campus building development?)	$2,000 per space based on construction costs	Current replacement value is used	N/A	No costs, but the University assesses a "tax" to all internally funded projects, and then also has a line item the capital budget for replacement parkin	Parking does not receive payment for surface lots lost to construction	$1,500 per space. New buildings must also construct adequate parking	$2,000 per space	Parking does not receive payment for surface lots lost to construction	N/A	$12,500 per space (based on the costs for the construction of structured parking)	Parking does not receive payment for surface lots lost to construction	Parking does not receive payment for surface lots lost to construction
#5	Is your campus using surface parking to land bank for future campus facility development?	NO (but can work out that way)	YES	YES	YES	YES	NO	YES	YES	N/A	NO	NO	YES
#6	What are your current parking permit fees for the following user groups?												
	Faculty/Staff	$585/year for 24 hr. reserved $285/year for general staff; $57/year for staff perimeter.	$13/month	$351 - $726 per year	$51 - 396 per year	$30 - $70 pear year	$62 - $80 per year (license to hunt); $350 per year for reserved	Ramp-$39/month; Surface-$26/month; Commuter-$13/month.	$969/year for controlled areas; $533/year for structures and close lots; $197/year for other surface; $147 /year for shuttle lots.	$44.75/month for surface; $66.75/month for ramps (above ground garages?); $89.50/month for garages (below ground?)	$264 per year for non-reserved; $660 per year for reserved	$117 per year	$210 - $935 per year (six price levels)
	Students	$40 per academic year	Permits vary in cost from $55 - $103	$351 per year	$33.75 - $360 per year	$30 per year	$20/year commuter; $30 $45 per year resident; $135/ year for student reserved.	Commuter-$13/month; Storage-$21/month.	$33 - $288 per semester	$175 per semester (ram is higher)	$216 per year for non-reserved; $540 per year for reserved	$117 per year	$210 per year
#7	What is the basis, if any, for multiple or tiered rates within user group categories?	See # 6. 24-hour reserved, 7 days a week as compared to reserved Mon.-Fri. 7:00 a.m. to 5:30 p.m.	We tier rates for student permits depending on proximity of storage lot to residence halls. We do not tier the faculty/staff or visitor rates.	Based on salary - 4 tiers	Classification (for faculty and staff); class ranking (i.e. hours accrued) for students.	Proximity	No response	Different categories of lots are based on the type of facility. Ramps cost to build, etc., surface lots-on campus usually closer to work site, commuter further out-bus service.	The tiered rate are based on the proximity to campus core areas.	Facility type (not location) determines rate for all users.	The non-reserved permit is a hunting license, where as the reserved is guaranteed parking within the designated lot.	N/A	Distance and/or structure vs. surface parking.
#8	What are your hourly meter rates?	$.50 / hour	$1.00 / hour	N/A	$1.00 / hour	$.50 / hour	$.50 / hour	$.50-$.60 / hour	$.60 / hour	$1.25 / hour	$.50 / hour	$1.00 / hour	$.75 / hour

CITATION FINE BENCHMARKING

December 4, 2000

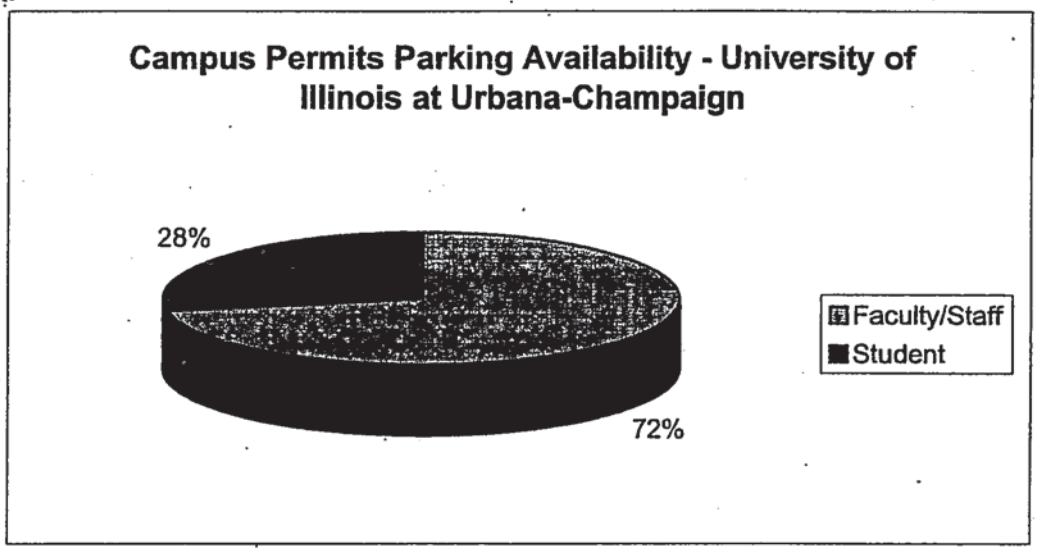
(Revised 12/4/00)

University	Failure to Register / No Decal	Expired Meter	Improper Parking Decal	Parked in No Parking Zone	Improperly Parked in a Reserved Space	Improper Display of Parking Decal	Overtime in Loading Zone	Parked in Service Vehicle Area	Parked over Stall Lines	Stolen/Counterfeit Parking Decal	Parking in a Disabled Space	Average
University of Illinois - UC	$15	$5	$15	$15	$15	$15	$15	$15	$15	$100	$100	$30
Recommended Rates *	$20	$10	$15	$40	$100	$15	$20	$40	$15	$100	$100	$41 *
Arizona State Univ.	$25	$15	$20	$50	$100	$10	$25	$50	$20	$100	$100	$47
Univ. of Arizona	$25	$25	$25	$30	$150		$30	$30	$25	$100	$150	$59
Florida State	$28	$10	$15	$100	$250	$10	$15	$100	$15		$250	$79
Ohio State	$30	$15	$25	$30	$100	$25	$25	$30	$25	$100	$100	$46
Temple Univ.	$20		$20	$25	$25			$25	$10		$25	$21
Univ. of California-Irvine	$24	$20	$18	$35	$275	$9	$35	$35	$22	$162	$275	$83
Univ. of Cincinnati	$25	$15	$15	$75	$75	$15	$15	$75	$15	$200	$75	$55
Univ. of Colorado-Boulder	$17	$10	$10	$17	$100		$17	$17	$17	$100	$100	$41
Univ. of Kansas	$20	$5	$20	$65	$100		$20	$65	$20	$65	$100	$46
Univ. of Nebraska	$25	$5	$25	$100	$100		$25	$100	$10	$100	$100	$59
Average (not including UIUC)												

* = Recommended citation rates based on 80% of average of other universities (rounded)

Available Parking

	Faculty/Staff	Student
Zones A, B, C & D	3,835	274
Zones E & F	4,148	2,836
Total Permit Spaces	7,983	3,110



Projected Parking Services Revenue and Expenses - Univ. of Illinois - Urbana/Champaign

Amounts are in Thousands

Baseline (Existing Parking Only)

REVENUE	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009
Meters	$828	$840	$926	$940	$954	$968	$983	$998	$1,013	$1,028
Citations	$1,143	$1,160	$1,178	$1,195	$1,213	$1,231	$1,250	$1,269	$1,288	$1,307
Rentals	$3,132	$3,215	$3,605	$3,707	$3,901	$4,094	$4,302	$4,523	$4,758	$4,993
Total	$5,103	$5,215	$5,709	$5,842	$6,068	$6,293	$6,535	$6,790	$7,059	$7,328
Percent Change		2.2%	9.5%	2.3%	3.9%	3.7%	3.8%	3.9%	4.0%	3.8%

EXPENSES	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009
Personnel	$965	$1,058	$1,106	$1,156	$1,208	$1,262	$1,319	$1,378	$1,440	$1,505
Operating Expenses	$1,206	$1,511	$1,556	$1,603	$1,651	$1,701	$1,752	$1,804	$1,858	$1,914
MTD Subsidy	$504	$504	$504	$504	$504	$504	$504	$504	$504	$504
Construction and Maintenance	$397	$1,020	$560	$380	$391	$403	$415	$428	$441	$454
Auxillary Admin, Charges	$161	$166	$171	$176	$181	$187	$192	$198	$204	$210
Auxillary R&R	$268	$276	$332	$342	$353	$363	$374	$385	$397	$409
Debt Service	$886	$997	$1,932	$1,933	$1,931	$1,723	$1,726	$1,727	$1,723	$1,726
Total	$4,387	$5,532	$6,161	$6,094	$6,219	$6,143	$6,282	$6,424	$6,567	$6,722
Percent Change		26.1%	11.4%	-1.1%	2.1%	-1.2%	2.3%	2.3%	2.2%	2.4%
Net Operating Income	$716	($317)	($452)	($252)	($151)	$150	$253	$366	$492	$606

NON-OPERATING REVENUE AND EXPENSES

	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009
Investment Income	$186	$110	$123	$113	$105	$102	$106	$116	$131	$150
Land Reimbursement	$280	$0	$0	$0	$0	$0	$0	$0	$0	$0
Land Acquisition	($229)	$0	$0	$0	$0	$0	$0	$0	$0	$0
Net Non-operating Income	$237	$110	$123	$113	$105	$102	$106	$116	$131	$150
Percent Change		-53.6%	11.8%	-8.1%	-7.1%	-2.9%	3.9%	9.4%	12.9%	14.5%
NET INCOME (Operating minus Non-Operating)	$953	($207)	($329)	($139)	($46)	$252	$359	$482	$623	$756

Fund Balance Summary

	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009
Beginning Fund Balance	$2,659	$3,612	$3,405	$3,076	$2,937	$2,891	$3,143	$3,502	$3,984	$4,607
Net Income or Loss	$953	($207)	($329)	($139)	($46)	$252	$359	$482	$623	$756
Ending Fund Balance	$3,612	$3,405	$3,076	$2,937	$2,891	$3,143	$3,502	$3,984	$4,607	$5,363

Uses same projection figures as outlined in pro-formas provided by the University

ILLINOIS
UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN
TM

Campus Parking and Transit Master Plan

Final Report—May 23, 2001

APPENDIX D

PARKING REGULATIONS

Carl Walker
Parking Planning Engineering Restoration

UIUC Parking Regulations

Due to limited parking resources and to improve the efficiency of existing facilities, DPTC regulates the parking of all faculty/staff, visitor and student-operated motor vehicles and motorcycles.

PERMITS

PERMIT	DESCRIPTION	COST
Faculty/Staff		
	SPECIFIC LOT, 6AM - 5PM	$290.00 per year *
2ND/3RD Shift	Times Vary	$65.00 per year
2:00 - 6:00 AM	2:00 - 6:00 AM	$65.00 per year
SHUTTLE	SHUTTLE BUS LOT, E14S	$70.00 per year
MOTORCYCLE	DESIGNATED SPACES ON CAMPUS	$25.00 per year
BICYCLE	BIKE RACKS ON CAMPUS	FREE
MTD BUS	MTD BUS PASS (any bus route in CU)	FREE (with your Univ. ID)

PERMIT	DESCRIPTION	COST
Students		
FALL & SPRING SEMESTER (B22, F23, E14)	SPECIFIC LOT, 24 Hour (Overnight) Rental	$120.00 per semester
FALL & SPRING SEMESTER	SPECIFIC LOT, 6AM - 5PM (open to the public 5PM - 2AM)	$120.00 per semester
SUMMER '00	SPECIFIC LOT	$70.00
SHUTTLE	SHUTTLE BUS LOT, E14S	$70.00 per year
MOTORCYCLE	DESIGNATED SPACES ON CAMPUS	$25.00 per year
BICYCLE	BIKE RACKS ON CAMPUS	FREE
MTD BUS	MTD BUS PASS (any bus route in CU)	FREE (with your Univ. ID)

Parking Fines

CODE	CITATION	FINE	LATE FEE
02	Meter Time Expired	$ 5.00	$ 2.00
03	Parked Without Proper Permit	$15.00	$ 5.00
04	Driver Must Remain in Vehicle	$15.00	$ 5.00
05	Parked in Posted Rental Space	$15.00	$ 5.00
06	No Parking 2:00 AM - 6:00 AM	$15.00	$ 5.00
07	Parked in Posted Rental Lot	$15.00	$ 5.00
09	No Parking Anytime	$15.00	$ 5.00
10	Permit Improperly Affixed	$15.00	$ 5.00
11	No Parking - Yellow Zone	$15.00	$ 5.00
13	No Parking - Loading Zone	$15.00	$ 5.00
14	Parking Out of Designated Area	$15.00	$ 5.00
15	No Parking This Side of Street	$15.00	$ 5.00
16	No Parking - Service Drive	$15.00	$ 5.00
17	Occupying Two Spaces	$15.00	$ 5.00
18	Unauthorized Use of Lot Rental Permit	$35.00	$ 0.00
19	Other	$15.00	$ 5.00
20	No Parking - Handicapped Space	$100.00	$25.00
21	Use of Lost/Stolen Permit	$100.00	$25.00
50	Bicycle - Failure to Register	$10.00	$ 0.00
51	Bicycle - Illegal Operation	$15.00	$ 0.00
52	Bicycle - Parking Out of Area	$ 5.00	$ 0.00
OM	O & M Warning	$0.00	$0.00
S05 - S45	Storage fees for impounded bicycles	varies	$0.00

Late Fees are applied three days after the citation was issued.

The *Parking Regulations* are as follows:

I. Purpose

Because of limited campus parking facilities and to ensure the maximum use of these facilities, it is necessary to regulate the parking of all faculty/staff, visitor, and student-operated motor vehicles and motorcycles.

II. Definitions

A. *University:* The University of Illinois at Urbana-Champaign.

B. *Faculty/Staff:* Personnel of the University or of an Approved Allied Agency employed at the Urbana-Champaign campus. For the purpose of these regulations, visiting professors, cooperative extension advisors, cooperating teachers and administrators, part-time faculty with professorial appointments, and others as deemed appropriate by the Director of the Division of Campus Parking and Transportation, are considered faculty/staff.

C. *Approved Allied Agency*: Only those agencies included on a current list maintained by the Office of the Vice Chancellor for Administration and Human Resources entitled "Approved Allied Agencies."

D. *Student*: Any individual other than faculty/staff who is enrolled in one or more courses at the University for which credit toward a degree may be earned. For the purpose of these regulations an individual employed by the University who does not qualify for a faculty/staff vehicle registration is considered a student.

E. *Visitor:* Any individual other than faculty/staff or student who desires to visit a facility administered by the University or an Approved Allied Agency.

F. *Motor Vehicle*: Any vehicle licensed as an automobile, taxicab, recreational vehicle, or truck having a gross weight not exceeding 8,000 pounds.

G. *Motorcycle*: Any vehicle licensed as a motorcycle, motor-driven cycle, or moped.

H. *Park or parking*: The stationary placement of a motor vehicle or motorcycle whether occupied or not.

I. *University parking facilities*: All University of Illinois at Urbana-Champaign campus administered facilities including parking structures/decks, parking lots, University-owned streets, alleys, service access roads, and drives where parking is permitted or prohibited.

J. *Service areas, access roads, alleys, and drives*: Those areas on University premises posted as service drives or loading zones and areas that provide access to parking facilities.

K. *Restricted hours*: 6 a.m. to 5 p.m. Monday through Friday, unless otherwise indicated by posted sign. All facilities are restricted from 2:00 a.m. to 6:00 a.m. on all days. No exceptions are made for any holiday or recess except those listed officially as "All University Holidays."

L. *Permits*:

1. *Faculty/Staff permit:* The permit issued to an individual who qualifies as faculty/staff per II.B. above.

2. *Student permit*: The permit issued to all students not qualified to receive a Faculty/Staff permit.

3. *Temporary permits:* The permit issued for temporary parking.

III. Operation of Motor Vehicles and Motorcycles on University Parking Facilities

A. Every individual operating a motor vehicle or motorcycle on any parking facility shall do so with due regard for the safety of pedestrians and in compliance with the motor vehicle laws of the State of Illinois, the traffic ordinances of the Cities of Champaign and Urbana, and such other specific regulations as may be adopted by the University of Illinois.

IV. Parking of Motor Vehicles and Motorcycles on University Campus in Other Than University Parking Facilities

A. Motor vehicles and motorcycles may not be parked on University pedestrian walks, bicycle lanes, or other grounds areas except as authorized under Section VII-8 of the *Campus Administrative Manual*.

V. Parking of Motor Vehicles and Motorcycles on University Parking Facilities

A. General Principles

1. The parking of motor vehicles and motorcycles in University structures or lots is controlled by signs posted at the entrances. Unless special approval is received under Section VIII-8 of the *Campus Administrative Manual*, parking on University property is permitted only in areas marked as University streets or as areas posted with signs designating specific parking areas, unless otherwise restricted.

2. During restricted hours a current rental permit must be displayed in motor vehicles parked in rental facilities. A current motorcycle rental permit must be displayed on motorcycles parked in designated motorcycle areas.

3. No parking is permitted on most University-administered parking facilities from 2 a.m. to 6 a.m. except for persons on duty. Motor vehicles and motorcycles parked by those persons on duty must display current permits.

4. The University reserves the right to close any facility at any time.

5. Vehicles must be parked entirely within the boundaries of the parking space.

6. In all cases of conflict, posted information has precedence over any conflicting parking map designations.

7. The responsibility of finding authorized parking space rests upon the vehicle operator. Lack of space is not a valid reason for violation of regulations.

8. The University is not liable for any damage to or theft of the vehicle or its contents while parked on University property.

9. If damage or inconvenience is caused to a motor vehicle being towed by an independent contractor, the University is not liable or responsible for such damage or inconvenience. This does not affect the liability of any independent contractor carrying out the towing.

10. Motorcycles shall be parked in University facilities specifically designated by signs stating "Motorcycle Parking Permitted."

B. Rental Parking Facilities

1. Lot Rental Permits

a. Hours during which rental lots may be used are posted on the entrance signs. Vehicles parked in rental lots at any time during restricted hours must display the appropriate rental permit. The University is not responsible for any fees or damages incurred as a result of failure to post the proper rental permit. The fee for renting a space the subsequent year will be announced at least two months prior to issue of permits.

b. Priority for such lot rental assignment is by date of request.

c. Unless otherwise authorized by the Director of Campus Parking and Transportation, only one lot permit will be issued for each fee paid. Lot rental privileges are not transferable and the registered owner of the permit is responsible for any towing/immobilization fees or fees assessed for violation of parking regulations.

d. Report lost or stolen permits to the Division of Campus Parking and Transportation immediately. The proper forms must be completed and a replacement fee paid before a new permit will be issued.

e. A department or administrative unit that requires a space or spaces reserved for its use may apply to the Division of Campus Parking and Transportation for rental of any of the above space. Such space may not be rented for exclusive use of a member of the faculty/staff.

2. Upon application to the Division of Campus Parking and Transportation and surrender of the lot rental permit, an appropriate refund will be granted to those wishing to cancel their rental arrangement during the course of the rental year. Refunds for rental parking will be prorated from the date the permit is surrendered to the end of the rental agreement period only.

3. Physically disabled faculty/staff should consult with their personal physician and upon recommendation from said physician may apply for any of the above parking privileges.

4. Physically disabled students should contact the Division of Rehabilitation and Educational Services for information on parking and transportation options available on campus.

5. The rental permit must be properly displayed in the motor vehicle as stated on the back of the permit or according to written instructions provided by the Division of Campus Parking and Transportation. Rental privileges may not be exercised until the rental permit is properly displayed.

6. The renter is responsible for any lost or stolen permit that has been delivered or mailed to the renter.

7. Faculty/staff and student rental permits are issued for the period July 1 through June 30 of the following year.

8. Motorcycle rental permits are issued for the period January 1 through December 31 of the following year. A nonrefundable fee to be announced not later than two months prior to issue of permits will be charged for each motorcycle permit issued during that period or fraction thereof.

C. Fee Parking

1. Motor vehicles and motorcycles operated or owned by faculty/staff or students or members of their immediate family who park during restricted hours must display the appropriate current registration permit as indicated by the regulatory sign at the lot entrance.

2. Motor vehicles parked at meters that require a special permit as indicated by posted signs must display that permit.

3. No person shall park a motor vehicle in any metered parking space to exceed the time which deposited coins have caused to be indicated on the meter.

D. Parking Facilities by Allied Agencies and Divisions

All Parking in spaces constructed by Allied Agencies and Divisions, such as Housing Division, Illini Union, Division of Intercollegiate Athletics, Airport, etc., must be in compliance with these regulations unless specific arrangements are made by the Division or Agency with the approval of the Chancellor's Office.

E. Visitor Parking

Metered parking for University visitors is available on University streets and drives and in several lots around the campus marked by entrance signs designating visitor parking. Visitors must pay the established meter fee.

VI. Violations

A. Violators of these regulations will be subject to citation and penalty.

B. The penalties for violations, including late payment penalties, are noted on the citation.

C. Penalties may be paid directly to the Division of Campus Parking and Transportation, Room 201, Public Safety Building, Cashiering Operation, Room 100B, Henry Administration Building, or by placing the correct amount in the violation envelope and depositing it in a red courtesy box.

D. Failure to satisfy the penalties assessed may result in billing and collection by the University Business Office, and/or may result in denial of University parking privileges, and may be enforced by vehicle immobilization and/or towing.

E. Faculty/staff or student, in whose name the motor vehicle or motorcycle is registered, either with the University or State is responsible for any violation notice issued to the motor vehicle or motorcycle.

F. Faculty/staff and students will be considered the operator and will be responsible for any violation notice issued to a motor vehicle or motorcycle having state registration in the name of any family member, unless acceptable evidence to the contrary is presented prior to billing as per "D" above.

G. New violations are deemed to occur every:

1. Hour for meters of one hour total duration or more.

2. Two hours for all prohibited-parking violations.

H. Motor vehicles and motorcycles parked without authorization in prohibited areas, or which collect three or more unpaid citations are subject to immobilization and/or towing from University premises at the owner's expense.

I. Revocation of Parking Privileges

Loss of all parking privileges may result from the following:

1. Counterfeiting a permit, use of a counterfeit or stolen permit,

2. Violation of signed agreements,

3. Purchase of a permit by or for an ineligible person.

4. Failure to satisfy penalties assessed, and

5. Other abuses.

VII. Appeals

Appeals for violations or other matters concerning these regulations may be made in writing to the Division of Campus Parking and Transportation. Appeals must be made within five business days of citation issuance. Appeals are heard by the Traffic Appeals Board which consists of volunteer faculty, staff, and student members.

VIII. Authority

By action of the Board of Trustees pursuant to the authority vested in them by Article V, Section 1c of the General Rules of the University Concerning University Organization and Procedures, the Chancellor has authorized the preceding regulations concerning the parking of motor vehicles and motorcycles on University property. The Division of Campus Parking and Transportation, 1110 W. Springfield Ave., Urbana, IL 61801, telephone (217) 333-3530, administer these regulations.