

University of St. Thomas Travel Demand Management Plan

Prepared for the City of Saint Paul

TDM plan title:

University of St. Thomas Anderson Student Center & Commuting Management Strategies

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EXECUTIVE SUMMARY & FUNDAMENTAL TDM PLAN GOALS

Planning Commission Mandate

In the late-spring 2010 the City of St. Paul was writing new legislation which requires any developer or redeveloper of a construction project requiring the addition of 100 or more parking spaces to conduct, execute and evaluate a Travel Demand Management (TDM) plan as a stipulation for approving the issuance of necessary construction permits. At the time the city approved the site plan review for the Anderson Student Center (ASC) in May 2010, located on the campus of the University of St. Thomas at the northeast corner of Cretin and Summit avenues, the TDM legislation had not been written, much less approved. However, when St. Paul Planning Commission issued the appropriate permits allowing St. Thomas to proceed with the ASC project, it anticipated approval and adoption of the legislation. Consequently the Planning Commission included a requirement for the University of St. Thomas to execute a TDM plan to be submitted by June 30, 2011.

The purpose of a TDM plan is defined in Section 63.122 of St. Paul city code:

"The Travel Demand Management provisions of this section are intended to implement Comprehensive Plan policies calling for a balance and choice in transportation options; coordination between transportation options and land use; maximizing the use of alternative travel modes such as ridesharing, public transit, bicycling, and walking; and offering other choices such as staggered work hours, preferential parking, and telecommuting; in order to reduce motor vehicle travel and thus traffic congestion in the City, enhance the efficiency of transport on facilities and infrastructure, improve air quality, conserve energy and enhance productivity."

St. Thomas is the first developer required to prepare a TDM plan. As such, there is no blueprint to follow. To assist with developing a plan, the city recommended that St. Thomas collaborate with St. Paul Smart Trips, a St. Paul non-profit organization whose goal is to improve access and "mobility for those who travel in and around St. Paul." (<http://www.smart-trips.org/about>) The university's TDM plan working group convened in October 2010 and, since that time, has worked closely with Damian Goebel, Smart Trips employer outreach specialist.

TDM Plan Framework

In 2008, the university's Sustainability Working Group completed a carbon footprint audit for the three previous fiscal years by utilizing the Cool Air-Clean Planet (CA-CP) carbon calculator. The committee analyzed and examined the feasibility of signing *The American College and University Presidents' Climate Commitment* statement, which expresses mutual concern "about the unprecedented scale and speed of global warming and its potential for large-scale, adverse health, social, economic and ecological effects." The commitment explicitly states that "colleges and universities must exercise leadership in their communities and throughout society by modeling ways to minimize global warming emissions, and by providing the knowledge and the educated graduates to achieve carbon neutrality."

In the summer 2009, the Rev. Dennis Dease, president of the University of St. Thomas, affixed his signature to the climate commitment document, thereby establishing a long-term university goal to achieve carbon neutrality by 2035. Among the items noted in the presidents' commitment is a provision to "encourage use of and provide access to public transportation for all faculty, staff, students and visitors" to the institution. Subsequently, in June 2010 the St. Thomas

President's staff formally approved the *Climate Action Plan for the University of St. Thomas*. Attaining carbon neutrality on campus can only be achieved, in part, by developing strategies and initiatives to reduce carbon emissions of the vehicles entering and leaving campus.

In addition, St. Thomas has had a long-time commitment toward developing and evaluating a commuter and parking plan to reduce the amount of single-occupancy vehicle commuters to the St. Paul and Minneapolis campuses and to reduce parking pressure on neighboring streets. Consequently, university offices have systematically monitored and documented commuting and traffic patterns for more than a decade and have maintained files including itemized reports, survey results and traffic counts. In preparing this TDM plan, the committee discovered that it was not necessary to conduct an initial survey to review patterns of commuter usage. The challenge the committee faced was rather to collect, itemize and evaluate the information to determine future steps.

St. Thomas is committed to developing a valid and useful TDM plan in accordance with the newly adopted city code. To that end, and in accordance with the request of the West Summit Neighborhood Advisory Committee (WSNAC)—a town and gown advisory group mandated in August 2004 by the St. Paul City Council—St. Thomas has broadened the scope and perspective of the TDM plan, focusing not only on the anticipated impacts of the new ASC but also on the entire campus commuting program. The TDM plan working group (whose membership is defined below) challenged itself to answer a larger question: what policy changes and refinements can it make to fine-tune, coordinate and improve the efficiency of the university's overall transportation-related management strategies? As a result, the report is divided into three sections to address items specific to the ASC, primary campus-wide commuting strategies and secondary campus-wide commuting strategies. The committee hopes that by widening the scope of the TDM plan it produces a more effective overall plan which has the potential to have a more significant impact on the community.

The committee is utilizing this TDM process as a way of gathering additional relevant information as it makes progress toward its formally stated and adopted goal of achieving carbon neutrality. It has set specific goals which include reducing single-occupancy motor vehicle commuting to and from the St. Paul campus, reducing the amount of university-related parking on neighboring streets and developing vehicle and pedestrian management programs which contribute to safer driving and walking.

Fundamental TDM Plan Goals

As the TDM plan working group considered the specifics of the TDM plan, it established a series of goals by which to guide the overall goal-setting process.

- Limit the St. Thomas carbon footprint by reducing the amount of single-occupancy vehicle commuting trips.
- Refine and develop St. Paul on-campus parking lot management strategies and policies to increase lot usage and reduce St. Thomas-related congestion on neighboring streets.
- Refine vehicular and pedestrian management strategies specific to daily and special event use.

TDM Plan Working Group

The university convened a committee October 2010 and began the process of creating a useful TDM plan under the guidance of Damian Goebel, employer outreach specialist for St. Paul Smart Trips, and Joshua Williams, St. Paul Office of Planning and Economic Development (PED).

When the City of St. Paul it issued permits to St. Thomas to begin construction of the ASC, WSNAC strongly supported the TDM plan requirement. Its members have been, and remain, interested in participating in a process which helps promote vehicular and pedestrian traffic improvements to ensure traffic flow and to improve safety conditions. Hence, a WSNAC member, Leo Viktora, has participated as a member of the TDM plan working group. He and John Hershey, WSNAC co-chair and St. Thomas neighborhood liaison, have provided regular progress reports at the monthly WSNAC meetings. Group members are:

- Jim Brummer, St. Thomas construction manager, Physical Plant
- Dr. Michael Cogan, St. Thomas director, Office of Institutional Research & Analysis
- Robert Douglas, St. Thomas coordinator of central receiving & recycling; chair, St. Thomas Sustainability Committee
- Damian Goebel, employer outreach specialist, St. Paul Smart Trips
- Doug Hennes, St. Thomas vice president for university & government relations
- Josh Hengemuhle, St. Thomas area manager, Off-Campus Student Services
- John Hershey, St. Thomas neighborhood liaison; co-chair, West Summit Neighborhood Advisory Committee
- Diana Kaardal, St. Thomas operations manager, Public Safety & Parking Services
- Dan Meuwissen, St. Thomas director, Public Safety & Parking Services
- Leo Viktora, co-chair Traffic, Parking, Safety & Student Relations subcommittee of the West Summit Neighborhood Advisory Committee
- Joshua Williams, city planner, St. Paul Office of Planning & Economic Development

Appendices

- A. St. Paul Smart Trips Web page document
- B. Section 62.133 St. Paul code
- C. American College and University Presidents' Climate Commitment document
- D. Climate Action Plan for the University of St. Thomas document, May 24, 2010
- E. Sustainability at UST Web page document

PRIMARY & SECONDARY TDM PLAN OBJECTIVES & ACHIEVEMENT STRATEGIES DEFINITION

The St. Thomas TDM plan must, by definition, apply specifically to the ASC. However, the TDM plan working group also received direction from St. Paul Smart Trips, PED and WSNAC to address university-wide commuting issues, strategies and programs. In developing the most-effective and useful plan, the working group collected St. Thomas commuting-related data from a broad sample of institutional and external sources to gain a clearer overall picture of the St. Paul campus commuting patterns and policies. The information presented in the following two sections of the St. Thomas TDM plan provides a description, review and evaluation of the collected data.

After reviewing the data, the TDM plan working group set appropriate "achievement objectives" and identified strategies to attain them. The achievement objectives are divided into categories of "primary" and "secondary" importance. The Primary Objectives are further subdivided into four categories:

- The Anderson Student Center (tables #1a & #1b, pp. 30)
- On-Campus Parking Policies & Management (table #2, pp. 31)
- Public Transportation & Mass Transit Programs (table #3, pp. 32)
- Rideshare & Car Sharing (table #4, pp. 32)

There are three following Secondary Objectives:

- Bicycle Commuting & On-Campus Bicycle Storage (table #5, pp. 33)
- Pedestrian Commuting (table #6, pp. 33)
- Telecommuting (table #7, pp. 34)

N.B., A concise overview of the St. Thomas TDM plan objectives and proposed strategies to achieve the stated objectives appears in table form in the section titled *TDM Plan Objectives & Achievement Strategies Summary Charts*.

PRIMARY TDM PLAN OBJECTIVES

PRIMARY OBJECTIVE #1: The Anderson Student Center

2009 Environmental Assessment Worksheet (EAW)

In 2009-10, the university conducted a city-mandated Environmental Assessment Worksheet (EAW) which included an evaluation of the potential combined impacts of the Anderson Athletic and Recreation Complex (AARC), which was already under construction, and of the Anderson Student Center (ASC), which was in the "design phase" as the study occurred. Consequently, the EAW included a sophisticated traffic and parking analysis which examined issues related to vehicular traffic patterns, vehicular and pedestrian safety, intersection level-of-service studies, vehicular and pedestrian traffic counts, parking availability and vehicle-related air emissions. After conducting its own review and public hearing, the city approved the St. Thomas EAW in January 2010. Since the information included in the EAW was so recent, it was not necessary to conduct additional traffic counts and analysis as a part of the TDM plan. It also important to note that while the buildings do change the community and university landscape, neither building will result in any significant increase in employment or enrollment. In order to stay competitive in the broader educational market, the facilities are designed to improve delivery of services to students, faculty and staff.

ASC-Related Cretin/Summit Pedestrian Management Plan & Intersection Improvements

The location of the ASC at the northeast corner of Cretin and Summit avenues and the construction of the APF, at the southwest corner of Grand and Summit avenues, has altered local pedestrian and vehicular patterns. During the 2009-10 academic year, St. Thomas consulted regularly with WSNAC, the city's Traffic Engineering department, Opus NW and the St. Paul Heritage Preservation Commission (HPC) to implement a series of automobile and pedestrian traffic management and safety improvements at the intersection of Cretin and Summit avenues.

As the ASC design and permitting proceeded, the university also instructed Opus architects to consider pedestrian management as a design variable. Consequently, sidewalks leading to and from the Summit side of the ASC will lead pedestrians to the Cretin/Summit corner or, with the assistance of a retaining wall as a design element, toward the designated Summit crosswalk in front of the Arches.

Subsequently, in spring 2010 the WSNAC neighborhood caucus submitted a position paper to university officials detailing a specific series of traffic- and pedestrian-related concerns which they believed needed to be addressed as plans for the Cretin/Summit intersection re-design continued to move forward and as the university conducted its TDM plan. The WSNAC traffic-related topics are itemized below.

- "Provide for adequate vehicular and pedestrian management strategies, including a strategy to manage vehicular access/egress to the student center from Cretin Avenue.
- "Address the management of increased pedestrian traffic to and from the North Campus to the APF and South Campus.
- "Provide transit-friendly enhancements to the university campus."

The resulting approved plan became a part of the ASC site plan application which was reviewed in a public hearing before the Zoning Committee of the Planning Commission and ultimately approved by the Commission in May 2010. St. Thomas funded the \$250,000 project. Construction commenced during the 2010 summer. The improvements were completed by September, when school began. The following outlines the series of improvements.

- The Summit median sidewalks on the east and west side of the intersection were widened to accommodate pedestrian movements.
- With the approval of the HPC the Summit median on the east side of the intersection was "squared out" to reduce the distance from the median to the northeast and southeast intersection corners.
- The traffic island "pork chop" at the northeast corner of the intersection was removed, thus eliminating the "free northbound turn" and requiring westbound drivers on Summit to stop at the intersection before turning north onto Cretin.
- The pedestrian staging pads were enlarged on all four corners of the intersection.
- The storm drain at the northeast corner was moved to accommodate the larger staging pad.
- The city relocated and installed new traffic lights and adjusted the timing to allow for intersection clearing.
- The city installed visible and audible countdown pedestrian crossing signage and installed new pedestrian crossing prompt buttons.
- The lighting was improved at the intersection.
- During the first week of classes in the fall semester 2010, the Office of Public Safety and Parking Services assigned an officer to the intersection during class change times to direct pedestrians to corners and to encourage them to cross with the lights.
- After the ASC opens in the winter 2012, the university is required to remove the "serpentine path" located in public park land on the Summit Avenue median, immediately east of the Cretin/Summit intersection, and re-sod the Summit median.

Finally, in conjunction with the Cretin/Summit intersection re-design, traffic timing was adjusted and synchronized at Cretin/Grand intersection to accommodate left turn arrows for northbound and southbound vehicles at the intersection. The city installed visible and audible pedestrian countdown signage at that intersection as a part of the construction of the APF.

ASC Traffic, Parking & Drop-Off/Pick-Up Access

Architectural plans call for 117 standard parking stalls and five handicap stalls on the lower level of the ASC. Drivers will be able to enter and exit the ramp from both directions via Cretin Avenue. The university is still determining the precise usage for the parking spaces and must make determinations regarding allocations for open spaces, handicap access, special event access and LEED certification. A decision will be made by October 15, 2011.

In addition, there will a drop-off/pick-up area on the west side of the ASC with access gained via Cretin Avenue. Due to space limitations, bus service will not be permitted. These traffic patterns (and the truck delivery pattern which appears below) were all reviewed and approved by St. Paul Traffic Engineering and the St. Paul Planning Commission prior to the ASC construction permitting process.

ASC Truck Deliveries & Schedule

As a part of the December 2009 ASC/AARC EAW, the university provided the truck delivery data which is detailed in the table that appears below. Trucks will be advised to access the site from southbound Cretin and will make right, northbound turns on Cretin upon exiting. The delivery area is enclosed to control noise. Truck deliveries are deliberately staggered around the heaviest rush hours times to avoid congestion. Deliveries are approximately halved during Christmas break, J-term, spring vacation, June, July and August (or approximately five months each year).

Delivery routes were approved by the St. Paul Planning Commission before ASC construction permits were issued. All deliveries and refuse pick-up will occur in an enclosed area inside the ASC.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
US Foods 5:30 am		US Foods 5:30 am		US Foods 5:30 am
	Reinhart 5:30 am		Reinhart 5:30 am	
Kemps 5:30 am		Kemps 5:30 am		Kemps 5:30 am
Barthold 6:30 am		Barthold 6:30 am		Barthold 6:30 am
	Deli Express 6:30 am			
	Naked Juice 6:30 am			Naked Juice 6:30 am
	Sushi 7:00 am		Sushi 7:00 am	
	Tombstone 7:00 am			
	Best Brand 9:00 am		Bake Mark 9:00 am	
Ctry Hearth 9:00am			Ctry Hearth 9:00 am	
	Frito 9:00 am		Frito 9:00 am	
	Old Dutch 9:00 am			Old Dutch 9:00 am
	Pepsi 10:00 am	Pepsi 10:00 am	Pepsi 10:00 am	Pepsi 10:00 am
Ameri Price 10:00 am			Ameri Price 10:00 am	
			Trio 10:00 am	
Frmr Bocken 10:00 am				
			Source 10:00 am	
Veolia 10:00 am	Veolia 10:00 am	Veolia 10:00 am	Veolia 10:00 am	Veolia 10:00 am
Eureka 10:00 am				
		Rock-Tenn 11:00 am		

Special Event Management Plan for the ASC, AARC & O'Shaughnessy Stadium

In the fall of 2005 the office of Public Safety and Parking Services hired a Manager of Special Events and Projects who is charged with the oversight of all special events on the St. Paul campus. He coordinates all internal and external safety and security measures and, when appropriate, coordinates the hiring of St. Paul police officers to manage on-street traffic flow. Aside from campus move-in and move-out days, St. Thomas paid its staff officers for 739.50 "overtime hours" during the 2010-11 academic year and spent \$28,000 of overtime pay to St. Paul Police officers as they provided support for special events and participated in the weekend neighborhood patrol program.

The manager also takes responsibility for deploying the university LED traffic advisement sign to provide parking information to visitors and makes appropriate arrangements to rent additional advisory signage (and to pull required city permits) for larger events such as campus move-in day and commencement exercises. He sends campus arrival and parking information and maps to visiting groups that are specific to the event, and he coordinates and directs all

bus arrivals, drop-offs and parking accommodations. The manager also always includes a request to encourage campus visitors not to park on the residential streets surrounding the campus, a request issued as a courtesy to St. Thomas neighbors and to assist visitors in avoiding tickets for parking in residential permit zones. He also insures that appropriate information appears on the university website, including map information tailored for the specific event.

The manager participates in the weekly meetings of the St. Paul Operations Group (SPOG) to organize all necessary and required support coverage for events that require special attention to detail including the internal coordination of all support services.

The manager has greatly improved the special event management program which is a regular part of the university's standard practices and procedures. A more detailed explanation, titled *Special Event Management Plan for Stadium and Arena Parking*, appears in the appendix and can be easily modified for application to the ASC when it opens in January 2012. A plan for the use of parking spaces underneath the building will be in place by that time. Given the ASC's proximity to the AARC and O'Shaughnessy Stadium, special event planning will require no major overhaul. It will however, require some tweaking as traffic patterns change slightly.

A spring 2010 report submitted to the city provides a clear example of university's preparation and attention to detail in planning for parking for larger athletic events and commencement exercises held in O'Shaughnessy Stadium and Schoenecker Arena:

"The plan deploys St. Thomas Public Safety officers and off-duty St. Paul Police officers, who manage vehicular and pedestrian traffic and point motorists and pedestrians in the right direction... Cretin Avenue between Grand and Selby avenues is the key area for traffic control. Here is our existing traffic management plan for football games and how we will enhance it beginning this fall:

- "Officers are stationed along Cretin at key points, including Summit Avenue, the entrance to what was Lot H (and will be the entrance to the student center), and Mississippi River Boulevard. Officers direct cars to free on-campus parking areas (primarily the Anderson ramp on the southwest corner of Grand and Cretin and adjacent Lots O, W and M on the south campus) and direct pedestrians safely cross Cretin.
- "With Cretin-Derham football games, St. Thomas provides written communications, including directions to free parking areas, that Cretin-Derham officials share with students, parents and their opponents for that week's game. St. Thomas will enhance its website to provide a map with directions to the campus and parking facilities.
- "A portable electronic sign is stationed along the west side of southbound Cretin south of Selby directing traffic to free parking in the Anderson ramp and on south campus lots. St. Thomas will add temporary parking signage (e.g., sandwich boards) along northbound Cretin south of Goodrich and westbound Summit and Grand near Cleveland directing traffic to the Anderson ramp and south campus parking lots.
- "Pedestrian traffic from the Anderson ramp and south campus parking lots is directed along the west side of Cretin to the north side of Summit, crossing Cretin and proceeding north to the stadium. Police officers prevent jaywalking.
- "A St. Paul Police squad car is parked along the east side of Cretin just north of Summit. The right northbound Cretin traffic lane from that point north to the northern edge of the stadium is "coned" off from 11 a.m. to 4 p.m. on Saturday game days and 6 to 9:30 p.m. on Friday game nights, so northbound vehicular traffic must stay in the left lane. The right-hand lane from the northern edge of the stadium to Selby also is restricted for use by buses (e.g., Cretin-Derham buses) during those hours.
- "Left turns are not allowed onto Mississippi River Boulevard from northbound Cretin during the hours that officers are on foot-patrol in the area. This restriction allows northbound Cretin traffic to move efficiently.

"St. Thomas carried out a similar plan of action for basketball games in Schoenecker Arena, when necessary. The crowds at those games typically are much smaller (half or less) than football crowds, but can approach 1,800 people during high-profile games (e.g., St. John's or late February/early March playoff games)...At commencement ceremonies (10 a.m. and 2 and 7 p.m. on a May Saturday), St. Thomas deploys 15-20 Public Safety officers and six St. Paul police officers to manage vehicular and pedestrian traffic around campus. Motorists are encouraged to use the Anderson ramp and south campus parking lots...The university's traffic management plan for stadium and arena events has proven to be very effective. Traffic moves efficiently in and out of campus, and motorists are able to find parking close to their destination."

WSNAC has expressed concern about the potential use of the ASC multi-purpose meeting and banquet room, which can be subdivided into two smaller meeting areas, and some neighbors are concerned about the university hosting a consistent pattern of large outside groups, particularly where alcohol is served. Accordingly, the university vice president Doug Hennes prepared a document which summarizes an event breakdown for the 2008-09 academic year.

"Only 15 percent (63 events) with attendance above 200 were for external organizations in 2009. Internal departments such as student clubs, Admissions, Student Affairs, and Alumni and Constituent Relations hosted the balance of events. St. Thomas holds many Friday evening and Saturday weddings in the Chapel of St. Thomas Aquinas—69 in 2009—but most of them have less than 200 attendees.

"The largest events were for May 2009 commencements (10,000 undergraduate, 2,500 undergraduate and 2,500 graduate business), October 2008 St. John's football game (7,711) and December 2008 graduate commencement (2,800); all were on Saturdays or a weeknight.

"All athletic events were on weeknights and Saturdays except for the 2008 Catholic Spirit basketball tournament for high school teams, held during Christmas break. Attendance ranged from 2,300 to 7,711 for St. Thomas football games (average 3,542), 240 to 1,800 for men's and basketball games and men's and women's doubleheaders (average of 1,116); and 220 to 500 for women's basketball games (average of 284). Volleyball matches, swim meets and baseball games typically drew 75 to 200 spectators."

A more complete summary of all events which occurred on campus during the 2008-09 academic year can be found in the Appendix. Also included is a document which details the number of dinners and receptions involving the sale of alcohol, where a "license to serve" must be acquired.

Given the level of expressed concern, the university plans to monitor special event usage, particularly as it relates to the ASC, in order to ensure there are no dramatic changes in usage patterns. It should be noted that the ASC is being added to the campus footprint as a *student* amenity and is designed primarily for *student* use.

Transportation-Related LEED Certification for the ASC Project

The university will seek LEED certification for the ASC and is eligible to receive credit for the following transportation categories:

- Alternative Transportation: Public Transportation Access. As stated previously, four Metro Transit bus lines serve the St. Paul campus and each has a stop within ¼ mile of the ASC, a requirement necessary for credit qualification.
- Provide New Parking. Plans call for adding 122 parking spaces under the ASC.

ANDERSON STUDENT CENTER TDM PLAN OBJECTIVES #1a & #1b

The ASC-related TDM plan goals have been formed by incorporating plans for pedestrian and traffic improvements, some of which are already in place, by refining pre-existing event management plans and by planning for parking and service vehicle access. They are divided into two basic categories:

#1a: Anderson Student Center Pedestrian & Vehicular Management Objectives

#1b: Special Event Management Objectives for the ASC, AARC, O'Shaughnessy Stadium & Other Venues

#1a: Anderson Student Center Pedestrian & Vehicular Management Objectives

- Establish "cross at the corners" mind-set in students as the ASC opens in January 2012, regularly monitor intersection safety conditions and, if necessary, determine plan for safety improvements by fall semester 2013.
- Explore with City of St. Paul possibility of implementing one new pedestrian/vehicular safety initiative for 2011-12 and 2012-13 academic years.
- Determine ASC parking ramp space allotment, for university community members and visitors, by October 15, 2011.
- Maximize transportation-related ASC LEED certification by January 2012.

#1a: Anderson Student Center Pedestrian & Vehicular Management Objectives Achievement Strategies

- Public Safety staff to monitor, as staffing permits, pedestrian traffic across the Summit median during class changeovers at the start of each semester during the 2011-12 and 2012-13 academic years. **Meuwissen**
- Remove the "serpentine path" on the Summit median by fall 2012. **Hennes**
- Explore a plethora of potential pedestrian/vehicular safety initiatives with City of St. Paul officials: placing paw prints on sidewalks adjacent to the APF and Cretin/Summit intersections to designate preferred pedestrian travel routes; eliminating northbound turns by vehicles entering Cretin Avenue from Mississippi River Boulevard; improving and/or adding lighting to the Summit median at the "Arches crosswalk;" restriping the "Arches crosswalk;" creating additional marked crosswalks adjacent to campus; examining the potential need to restrict deliveries to the ASC to a "right in/right out" pattern. **Hershey/Meuwissen/WSNAC**
- St. Thomas Parking Policy Committee to confer with senior staff and come to a determination of the ASC parking ramp usage. **Hennes, Meuwissen**

- Obtain ASC LEED credit for Alternative Transportation by providing appropriate bicycle storage racks, access to locker facilities and approximately 120 parking spaces under the ASC. **Brummer**

#1b: Special Event Management Objectives for the ASC, AARC, O'Shaughnessy Stadium & Other Venues

- Continue annual evaluation of special event management policy.
- Create a user-friendly Web page for visitors by fall semester 2013.
- Evaluate possible internal development and implementation of a "campus wayfinding" routing program by fall semester 2013.

#1b: Special Event Management Objectives Achievement Strategies for the ASC, AARC, O'Shaughnessy Stadium & Other Venues

- Continue regular St. Paul Operations Group event planning meetings to enhance internal and external communication. **Meuwissen (Carter)**
- Create special events Web page on the St. Thomas site and provide link to mass transit information websites. **Meuwissen (Carter)**
- Develop specific policy in cooperation with the Division of Student Affairs for managing special events which occur in the multi-purpose room of the ASC. **Meuwissen (Carter)**
- Move St. Thomas football tailgate event to Monahan Plaza in September 2011. **Hennes**
- Explore placement of a "special events parking button" on the St. Thomas home Web page. **Hennes**
- Place mass transit, rideshare and bike routing maps on the university's visitors' Web page; work with Information Resources & Technologies to develop Web page. **Kaardal**
- Explore development of a "campus wayfinding" routing program to identify major campus destinations, primary pedestrian routes, transit stop locations and bike parking locations. **Meuwissen, Hershey**

ASC Appendices

- F. December 2009 Environmental Assessment Worksheet excerpts Section 21 (Traffic, Level of Service Studies, Traffic Safety, Pedestrian Circulation Design Concepts)
- G. West Summit Neighborhood Advisory Committee position statement
- H. University of St. Thomas Truck Size document
- I. LEED Certification document
- J. Anderson Student Center & Anderson Athletic & Recreation Complex Special Events Analysis
- K. Special Event Management Plan for Stadium and Arena
- L. Fan Parking for NCAA Playoff Game at University of St. Thomas map
- M. St. Thomas Day Parking Information Web page document
- N. Campus Maps Web page document
- O. 2008-10 Events Involving "Sale" of Liquor document

PRIMARY OBJECTIVE #2: On-Campus Parking Policies & Management

St. Paul Campus Parking Capacities

For more than 20 years, the City of St. Paul has required all colleges and universities located within its boundaries to meet specific code requirements as defined below.

- 1 parking space for every 2 employees
- 1 parking space for every 3 residence hall beds
- 1 parking space for every 3 full-time students not living on campus OR 1 space for every three part-time students, whichever is greater

St. Thomas files an annual report to demonstrate its compliance with St. Paul parking code. The complete December 2010 report is included in the Appendix and indicates that, in utilizing 2,553 off-street parking spaces, it has met or exceeded the requirement necessary to accommodate:

- 1,419 full- and part-time employees
- 1,971 part-time students, taking less than a 75% credit load
- 2,770 dormitory beds (including 255 seminary beds)
- 2,713 full-time students living on-campus (2,501 undergraduate students)
- 30 employees using dormitory beds

In 1998 the university opened its first parking ramp located under Morrison Residence Hall and has since added the Flynn Hall Ramp in 2005, the McNeely Ramp in 2006 and the Anderson Parking Facility (APF) in 2010. At this writing, over 60% of St. Paul on-campus parking spaces exist in parking ramps. Since architectural plans for the lower level of the ASC call for the addition of 117 standard parking stalls and five handicap stalls when the ASC opens in January 2012.

St. Paul Campus Parking Program Budget Allocation & BOSSCARS Software Management

The budget line to execute the St. Paul campus parking program for the 2010-11 academic year is \$1,162,456. The same amount is already allocated for 2011-12.

In July 2009, the university also purchased BOSSCARS, a software program that manages permit sales, citation processing and the "gate arms" at the parking ramp entrances. The university paid in excess of \$100,000 for the software.

Annual Permit Sales

Beginning with the 2004-05 academic year, the university adjusted its yearly permit sale prices to more accurately reflect competitive market values. The university remains extremely competitive with similar institutions in Minneapolis and St. Paul which utilize parking ramps. The university has been advised by Smart Trips and PED that its current parking permit pricing structure is reasonable—not as high as some, not at low as others. A drastic permit price reduction would, however, more than likely induce more single-occupancy commuters which would be counter-productive. There are no immediate plans to increase permit parking rates, which have been stable since 2004-05. The yearly rates are:

- \$250/\$350/\$450 for employees (sold on a graduated scale according to salary)

- \$250 for commuters
- \$450 for upper class resident students (\$230/semester)
- \$1080 for first-year resident students ON A LIMITED BASIS (\$550/semester)

In the past four years, the university has sold an average of 4,698 permits a year. As of February 2011 it has sold 4,218 permits, a reduction of 335 from 2009-10. The following provides a breakdown of permit sales for three significant commuting groups during 2009-10 and 2010-11 academic years.

- St. Paul Student Commuter Permits: 1649 (2009-10), 1445 (2010-11, as of 02/2011)
- St. Paul Employee Permits: 756 (2009-10), 772 (2010-11, as of 02/2011)
- St. Paul Employee Ramp Permit Contracts: 59 (2009-10), 56 (2010-11, as of 02/2011)

As the price of gas at the pump hovers near record highs, the university does not anticipate a dramatic increase in permit sales during the 2011-12 academic year. However, to encourage lot and ramp usage, Public Safety and Parking Services has offered to sell 1.) Morrison Hall garage contracts to St. Paul faculty and staff with current non-contract parking permits and 2.) APF permits to all resident students, including freshmen.

It is worth noting that although a permit is required to park on campus or a visitor is required to pay at a ramp or at a meter, the Public Safety officers do not actively enforce permit parking regulations on weekends between 6 p.m. Friday and 6 p.m. Sunday. Officers also do not enforce permit use from the end of May until September 1.

Semiannual Parking Lot Usage Counts

Public Safety and Parking Services has conducted parking lot usage counts in the fall and spring for more than a decade. During a two-week period each semester, Public Safety officers separately tabulate the number of open parking spaces available in restricted lots, unrestricted lots and in the Morrison/Flynn, McNeely and Anderson parking ramps. According to the *Spring 2011 St. Paul Campus Parking Lot Utilization and Counts* document, restricted spaces include "any space that is specifically restricted for a specific vehicle, customer, type of student or employee, or special permit" and typically makes accommodations for Rideshare participants, public use of parking meters and people, possessing state-issued handicapped permits or license plates. Unrestricted spaces "only require a valid St. Thomas commuter, resident or faculty/staff permit" and are available to eligible users on a first-come, first-served basis. Counts are taken Monday through Friday at 13 intervals. On Friday, counts are taken until 6 p.m. The 69-page summary report appears in the Appendix to this document.

- There were 1569 unrestricted parking spaces on campus for the 2010-11 academic year.
- This represents 62.2% of the total parking spaces, as compared with 64.1% in 2009-10.

Motorcycle Parking

The university provides space for motorcycle parking at no cost on both the North and South campuses but finds it difficult to estimate usage at those locations given the nature of Midwestern climate and the range in the size of motorcycles that use the space. Public Safety and Parking Services has no written policy with regard to assigning parking space for motorcycles but dedicates "unusable automobile parking lot space" for motorcycle use.

When construction began on the AARC and ASC projects, St. Thomas lost its most convenient and practical motorcycle parking space in the former parking Lot H. Public Safety and Parking Services must be prudent when it comes to assigning motorcycle space because it wishes to maximize parking lot space for use by larger vehicles. In the 2010-11 academic year, it did dedicate two parking spaces in Lot C on the North Campus to make up for the space lost in Lot H.

Driven to Drive: Motivational Barriers to Sustainable Commuting

On April 14, 2011, Dr. Elise Amel, associate professor of psychology and director of Environmental Studies, and student Stephen Buckeye presented a paper during the conference of the Society of Industrial/Organizational Psychology titled *Driven to Drive: Motivational Barriers to Sustainable Commuting*. The 9-page report is included in the Appendix.

As part of a spring semester course, Dr. Amel's class conducted an attitudinal commuting survey sent by email during spring vacation to a sample comprised of one-half of all St. Thomas faculty and staff, which yielded a 61% response rate. Sixty-six percent of the respondents indicated that they travel to work every day in a single-occupancy vehicle, averaging a 25-mile commute. The presenters focused their presentation on finding ways to overcome the psychological barriers that contribute to sustainable commuting including perceptions relative to the "flexibility" of a mass transit schedule and the "cost and ease" of affording and using public transportation. Dr. Amel plans to repeat the survey during spring semester 2012 and has plans to expand the study to include a survey of student commuter attitudes which should provide additional valuable insight. Future surveys can measure the impact of on-campus efforts to reduce single-occupancy vehicle commuting hours, including initiatives such as the June 2011 "Twin Cities Bike Walk Week."

In considering the data provided in the presentation the university and, in particular, its Sustainability Committee, is challenged to consider ways to overcome those psychological barriers and find ways to reduce the number of faculty/staff single-occupancy commuters, perhaps by offering a four-day work week as a partial solution.

ON-CAMPUS PARKING POLICY & MANAGEMENT OBJECTIVES

- Continue to meet St. Paul parking code requirements.
- Determine post-ASC construction baseline parking lot usage by spring semester 2013.
- Increase campus lot usage by 1% during the 2013-14 academic year (after the baseline usage figure is determined) to help reduce neighborhood congestion.
- Continue to make St. Paul Snow Emergency information available to the campus community in November of each academic year.
- Work with St. Paul Police Department to focus and increase enforcement of permitted residential area parking.

ON-CAMPUS PARKING POLICY & MANAGEMENT OBJECTIVES ACHIEVEMENT STRATEGIES

- St. Thomas Parking Policy Committee to monitor at regular monthly meetings and to submit annual report. **Hennes, Meuwissen**
- Continue semiannual lot counts and systematically evaluate them to maximize lot usage. **Meuwissen**
- Evaluate adding resident parking to the APF and come to a determination no later than the beginning of the 2012 fall semester. **Meuwissen/Kaardal**
- Conduct a university-sponsored campus commuter survey in the fall 2011 and 2012 to determine commuting attitudes, to develop strategies to reduce single-occupancy vehicle commuting and to assess progress toward TDM goals. **TDM Committee**
- Conduct Dr. Amel's faculty/staff commuter attitude survey in the spring 2012 and extend the survey to include undergraduate students. **Douglas (Amel)**
- Provide electronic access for St. Paul Snow Emergency information on the Public Safety and Neighborhood Liaison websites. **Kaardal/Hershey**
- St. Thomas News Bureau to electronically provide university-wide winter storm closing and snow emergency policy information in November 2011 and 2012. **Hennes**
- Request permit parking area enforcement at the beginning of each semester. **Hershey**

Appendices

- P. December 2010 St. Paul Parking Code Explanation of Parking Spaces document
- Q. Parking & Transportation Service Parking Options & Fees
- R. Spring 2011 Non-Resident Spaces Lot Count Capacity document
- S. Spring 2011 Yearly (Parking) Permit Sales Permit Comparison document
- T. *Spring 2011 St. Paul Campus Parking Lot Utilization and Counts* pamphlet
- U. Driven to Drive: Motivational Barrier to Sustainable Commuting (Amel, Buckeye)

PRIMARY OBJECTIVE #3: Public Transportation & Mass Transit Programs

Metro Transit Pass Sales

Four Metro Transit bus lines serve the St. Paul campus: 21, 63, 87 and 134. According to the "Transportation Alternatives" Web page, located on the university's "Parking & Transportation" Web page, "Full-time employees (.625 FTE or greater) who choose not to drive to campus and do not purchase a permit are eligible for the (Metro Transit) Employee MetroPass program. Eligible employees can purchase a yearlong MetroPass with payroll deductions. This pass is valid for unlimited rides on all Metro Transit buses and the light rail system."

A valid university ID is required to purchase a pass and to receive the St. Thomas discount. Employees who purchase university parking permits are not eligible to purchase a MetroPass at the discounted rate. St. Thomas has participated in this Metro Transit program since fall 2006 by making the pass available to faculty and staff and by providing a 75 percent subsidy.

The "Transportation Alternatives" Web page also states that "undergraduate and graduate students registered for credits who do not purchase a parking permit are eligible to purchase the Metro Transit College Pass (C-Pass). The C-Pass is available for both the fall and spring semesters and for the summer. The C-Pass allows unlimited rides on Metro Transit buses and the light rail system...Passes are only available for sale at the Parking Services Office. A valid (St. Thomas) identification card is required to purchase a pass."

St. Thomas began participating in the C-Pass program in fall 2006. The university purchases C-Passes from Metro Transit at a discounted rate which it passes on to its students.

- In the 2006-07 and 2007-08 academic years, the university sold 121 and 134 MetroPasses, respectively.
- During the last three academic years, use has increased and leveled off at an average of 163 faculty/staff Metropasses per year.
- In 2010-11, the university sold 162 passes to faculty and staff members who paid \$228 each for a 12-month Metropass. Users now have some flexibility to purchase monthly passes.
- In 2010-11, the university assumed \$684 for each Metropass sold, a \$110,808 subsidy.
- Student use of the C-Pass has increased steadily from 245 in 2006-07 to 573 in 2010-11.
- C-Pass usage has averaged 533 per year for the past years.

St. Thomas Inter-Campus Shuttle Bus Service

A free shuttle bus service is available Monday through Friday and on weekends between the St. Paul and Minneapolis campuses to persons with valid St. Thomas identification cards. In 2008 the university installed "card swipe systems" on its buses to validate usage.

During the academic year, a shuttle bus leaves each campus every 20 minutes between 7 a.m. and 11 p.m. Shuttles run on an hourly basis on weekends. The shuttle bus is for St. Thomas business only but students can use it for social and shopping purposes. The shuttle operation reduces service during the summer months and during vacation breaks. All shuttles are equipped with bicycle racks.

In fall 2010, the university moved 10 undergraduate classes from the St. Paul to the Minneapolis campus, which contributes to some reduction in commuters' need to use the St. Paul campus. For the occasional larger faculty/staff meeting or gathering which occurs during

the work day at the Minneapolis campus or another downtown venue, the university provides additional shuttle service to reduce commuting congestion

- The shuttle logged 158,228 one-way rides between April 1, 2010 and March 31, 2011.
- The 2009-10 academic year shuttle bus budget line was \$545,000.
- Given the rise in fuel prices and other unexpected exigencies, it is expected the actual 2010-11 expenditures will exceed \$600,000.

Associated Colleges of the Twin Cities (ACTC) Shuttle Bus Service

St. Thomas pays a membership fee to belong to the ACTC, "a consortium of (Twin Cities') private colleges dedicated to academic excellence and urban sustainability through collaboration. The members of the consortium are Augsburg College, Hamline University, Macalester College, St. Catherine University, and the University of St. Thomas."

(<https://sites.google.com/a/actc-mn.org/actc/>) Students who attend ACTC institutions are eligible to enroll for a limited number of courses across institutional lines.

When it was founded in 1974, the ACTC began operating an inter-campus shuttle van service. In the early 1990s, it began operating a shuttle bus service, funded in part through fees which member institutions pass along to their students. It operates two daily shuttles which connect the campuses during the fall and spring semesters. Buses stop at St. Thomas Arches near the Summit and Finn intersection every 45 minutes during the school day. All riders must carry a valid member university or college ID to use the service, but drivers do not regularly ask to see IDs. The ACTC keeps no formal user records but drivers have begun to keep tallies of the number of riders who board at each stop. The following usage estimates were received from the ACTC office in March 2011.

- For spring 2011, bus ridership has typically varied from 120 to 180 riders on route 1, and from 175 to 315 riders on route 2. The average daily ridership, totaling both buses, has been about 400.
- For fall 2010, bus ridership typically varied from 110 to 150 riders on route 1, and from 140 to 270 riders on route 2. The average daily ridership, totaling both buses, was about 350.
- For spring 2010, bus ridership typically varied from 100 to 170 riders on route 1, and from 120 to 230 riders on route 2. The average daily ridership, totaling both buses, was about 310.
- For fall 2009, bus ridership typically varied from 95 to 130 riders on route 1, and from 140 to 220 riders on route 2. The average daily ridership, totaling both buses, was about 300.

Northfield Metro Express

Northfield Lines, Inc. operates a weekday and weekend shuttle service connecting Carleton and St. Olaf colleges and downtown Northfield to six sites in the metro area. St. Thomas cooperates by providing shuttle information to interested people and by allowing the service to use its bus stop, located at the Arches on Summit Avenue. The shuttle makes two morning and two afternoon stops at St. Thomas to pick up and deliver passengers.

PUBLIC TRANSPORTATION & MASS TRANSIT OBJECTIVE

- Increase mass transit bus pass sales by 1% for the 2011-12 and 2012-13 academic years.

PUBLIC TRANSPORTATION & MASS TRANSIT OBJECTIVES ACHIEVEMENT STRATEGIES

- Maintain 75% faculty/staff MetroPass subsidy. **Hennes, Meuwissen**
- Offer \$25 discount for student C-Pass pass purchase by fall 2012, a \$25-\$50 discount by fall 2013 and increase sale volume by 1% in 2012-13 academic year. **Meuwissen, Kaardal**
- **Meuwissen, Kaardal**
- Provide public transit information to first-year students, first-year commuter students and transfer students at orientation sessions by September 2011. **Hengemuhle, Kaardal**
- Provide public transit information at new employee orientation sessions by January 2012. **Hershey, Douglas**
- Provide Metro Transit bus schedules in a dedicated location in the ASC by January 2012. **Hengemuhle, Hershey, Douglas**
- Establish long-range goal of connecting the shuttle bus to the Light Rail line at Raymond and work with the ACTC to connect its bus service to the Light Rail. **Hennes, Meuwissen**
- (Placement of mass transit information access via the university's website is presented as a previous strategy.)

Appendices

- V. Parking & Transportation Services Web page document
- W. MetroPass/C-Pass Permit Sales Comparison document
- X. Parking & Transportation Services UST Intercampus Shuttle Schedule document
- Y. ACTC Web page document
- Z. ACTC Bus Usage document, March 8, 2011
- AA. Northfield Lines, Inc. Web page document

PRIMARY OBJECTIVE #4: Rideshare & Car Sharing

St. Thomas Rideshare & Zimride

The university offers reserved rideshare parking privileges to faculty and staff. In exchange for purchasing permits, two people are permitted to share a permit and have special access to a preferred parking spot in Lot G, immediately east of Murray-Herrick Campus Center and accessible from Cleveland Avenue. In 2010-11, four people purchased to Rideshare permits.

St. Thomas also provides a link on its Public Safety and Parking Services Web page for commuters to gain information about the Metro Transit Rideshare/Carpool program. The university's Sustainability Committee is also exploring investing in the Zimride program, a privately run rideshare service marketed to colleges and universities on an institution-wide basis. Zimride software makes it convenient for users with, in this case, St. Thomas e-mail addresses to establish private, social networks for commuting purposes as well as for one-time occasions.

HOURCAR

The St. Paul Neighborhood Energy Connections (NEC) has established a working relationship with the HOURCAR car-sharing program. According to the HOURCAR Web page which appears on the NEC's website, research indicates that "car-sharing in a community reduces vehicle ownership and decreases greenhouse gas emissions, as trips are shifted to transit, biking and walking." HOURCAR is the Twin Cities' car-sharing program. It has a fleet of 27 high-mileage vehicles located at 25 hubs. "HOURCAR members make self-service reservations online or by phone, pick up an HOURCAR at a nearby hub, run errands and attend appointments, return the car to the same reserved parking space, lock it up and walk away...Cars have on-board computers to record trip information and members are invoiced monthly. The costs for gas, insurance, and parking are all included in the membership fee." (<http://thenec.org/HOURCAR/>)

In the summer and fall 2009, St. Thomas and the West Summit Neighborhood Advisory Committee (WSNAC) began discussing the possibility of placing two Toyota Priuses at two new hubs located on the north and south campuses in St. Paul. The university used its funds plus a \$10,000 allocation from WSNAC and a \$1,000 donation from the Summit Avenue Residential Preservation Association to purchase two vehicles. The hubs have been in operation since February 2010. As of March 2011, 48 HOURCAR members have registered since program inception and have university affiliation; "63 HOURCAR members with no known connection to St. Thomas have used the cars since they were put in place on campus." (Bineham, Appendix EE)

HOURCAR records indicate a combined university hub usage of:

- 3.4 hours/week, February – August 2010
- 4.4 hours/week, September 2010 – February 2011

RIDESHARE & CAR SHARING OBJECTIVES

- Develop a user-friendly rideshare program, such as Zimride, by September 2012.
- Increase university HOURCAR membership by 10-15 members in the 2011-12 and 2012-13 academic years.

RIDESHARE & CAR SHARING OBJECTIVES ACHIEVEMENT STRATEGIES

- Research the Zimride rideshare program. By May 2012, make membership purchase and implementation decision; explore sharing Zimride membership with Macalester College and St. Catherine University. **Douglas**
- Add two dedicated Rideshare parking spaces on campus by August 2013. **Meuwissen, Kaardal**
- Waive HOURCAR application fee for students/faculty/staff and conduct a membership promotion effort at the beginning of each semester. **Hershey**
- Establish an HOURCAR link on the Public Safety & Parking Services Web page by September 2011. **Hershey, Kaardal**
- Make HOURCAR information available at first-year and transfer student summer orientation by July 2011. **Hershey, Kaardal**
- Make HOURCAR information available at Human Resources information fair by April 2012. **Hershey**

Appendices

- BB. Metro Transit *How to Ride: Rideshare/Carpool* document
- CC. Zimride, Share the Ride Web page document
- DD. Neighborhood Energy Connection - HOURCAR Web page document
- EE. March 25, 2011 HOURCAR UST Statistics, March 25, 2011 memo

SECONDARY TDM PLAN OBJECTIVES

The TDM plan working group has identified a series of secondary commuting-based objectives which merit the university's attention:

- Bicycle Commuting & On-Campus Bicycle Storage ("secondary" table #1)
- Pedestrian Commuting ("secondary" table #2)
- Telecommuting ("secondary" table #3)

SECONDARY OBJECTIVE #1: Bicycle Commuting & On-Campus Bicycle Storage

Bicycle Rack Counts

Public Safety and Parking Services conducts fall and spring bicycle racks counts to monitor campus usage. "Loose bikes"—those locked to trees or permanent structures—are also included. The TDM plan working group estimates from the October 2010 data that over 100 bike-users commute to campus and use bike racks during clement weather. There is no mechanism to count faculty/staff bicycle commuters since university policy permits them to store their bicycles in their offices.

- 10 a.m.
471 campus-wide count, including residence halls
214 bicycles classroom/admin locations, indicating "commuting" use
- 2 p.m.
448 campus-wide count, including residence halls
180 bicycles classroom/admin locations, indicating "commuting" use
- 5 p.m.,
405 campus-wide count, including residence halls
141 bicycles classroom/admin locations, indicating "commuting" use
- 11 p.m.,
360 campus-wide count, including residence halls
96 bicycles classroom/admin locations, indicating "commuting" use

Bicycle Storage for Residents & Commuters

In response to increased demand and the continued appearance of "loose bikes" attached to trees or other immovable objects beginning in the 2008-09 academic year, St. Thomas added 10 18-bicycle portable Grid Racks to its inventory. University staff has strategically placed Grid Racks and 51 permanently installed Hoop Racks or Rolling Racks in 27 locations around appropriate campus office buildings, classrooms and residence halls. There are 13 storage locations located adjacent to classroom/administrative buildings, specifically installed to accommodate commuting traffic. The university also plans to provide new bicycle storage to accommodate 134 bicycles in the vicinity of the ASC when it opens in 2012.

Bicycle Usage Recommendation Made to Parents/Student at Summer Orientation

The university accomplishes first-year and transfer student orientation every July. In preparation for the 2011-12 academic year, it plans to conduct 12 separate sessions. The director of Public Safety and Parking Services meets with parents during each session to address safety- and transportation-related concerns that parents or students may have. He makes a specific recommendation to parents and students at that time to leave their cars at home and to bring their bicycles to school instead.

Bicycle Enthusiasts at St. Thomas (BEAST)/Wellness Center Bicycle Share Initiative

BEAST is a St. Thomas student interest club which has sponsored a bicycle share program for the past five years. It specifically encourages students to take advantage of the city's extensive bike path system and provides a way for students living on campus to accomplish errands without needing to drive a car.

The program began when club members claimed abandoned bicycles and rehabbed them for free student use. Three years ago, BEAST began a cooperative relationship the university's Wellness Center and added new bicycles to the existing fleet, which contains a variety of styles including road bikes, single speeds, mountain bikes and hybrids. All are available for weekly use on a seasonal basis and are kept at dedicated Grid Racks, located at the southeast corner of Morrison Hall. At check-out time, students are issued helmets and bike locks and sign an agreement to wear a helmet when riding. Bicycles are available at no charge.

- The Bike Share Program currently keeps fleet of 15-20 bicycles.
- In the 2009-10 academic year the Bike Share program recorded 242 check-outs.
- In the fall 2010 the Bike Share program recorded 54 check-outs.
- The Bike Share Program hopes to add three to five new bicycles to the current inventory for the 2011-12 academic year.

Nice Ride Minnesota

Nice Ride Minnesota operates a bike sharing network of 73 stations located in the metro area. A more detailed summary of services appears in the Appendix.

In June 2011, the organization announced tentative plans to install a new hub on the St. Thomas campus at the southwest corner of Cretin and Grand avenues. No final decision has been made. However, since Nice Ride makes subscriptions available to anyone over age 16, the university will actively publicize the service if a hub is installed.

BICYCLE COMMUTING & ON-CAMPUS BICYCLE STORAGE OBJECTIVE

- Increase seasonal bike commuting by 1% during the 2011-12 and 2012-13 academic years as determined by bike rack counts.

BICYCLE COMMUTING & ON-CAMPUS BICYCLE STORAGE OBJECTIVE ACHEIVEMENT STRATEGIES

- Continue bicycle rack usage count program to evaluate commuter usage in the fall 2012 and fall 2013. **Meuwissen, Kaardal**
- Place bicycle rack locations on Public Safety Web page by January 2012. **Kaardal**
- Advertise McCarthy Gymnasium cost-free shower facility availability for faculty/staff bicycle commuters by January 2012. **Douglas**
- By January 2012 establish a policy for purchasing the most user-friendly bicycle rack when replacing or augmenting the current rack inventory. **Meuwissen**
- Upgrade bicycle rack inventory for 2011-12 academic year by August 2011; re-evaluate need for 2012-13 academic year by July 2012. **Meuwissen, Douglas**
- Promote availability of Nice Ride hub at Cretin/Grand by September 2011 if the hub is installed.
- Submit application with the League of American Bicyclists to qualify for "Bike Friendly University" status by June 2012. **Hershey/Douglas**
- Sponsor BEAST spring 2012 and 2013 bike lube day. **Hershey, Douglas**
- Provide local Smart Trips area bicycle maps in the ASC by March 2012. **Hershey, Hengemuhle**

Appendices

FF. University of St. Thomas Public Safety Bike Rack Survey, October 2010

GG. Wellness Center Web page document

HH. BEAST Web page document

II. St. Paul to Get Nice Ride Bike-rental Stations, Nice Ride Web page document

SECONDARY OBJECTIVE #2: Pedestrian Commuting

Faculty/Staff Pedestrian Commuters

Approximately 25% of St. Thomas faculty and staff live proximate to the university in the 55104 or 55105 zip code areas. However, given the geographic shaping of the zip code areas not all of those employees are able or willing to walk to work.

Since it is difficult to account for the number of employees who do walk to work on a regular basis, the TDM plan working group plans to identify faculty and staff members who live within a five-block radius of the St. Paul campus and to work with Human Resources and the Employee Wellness Program (Wellness U) to implement a “walk to work” program for faculty and staff.

Twin Cities Bike Walk Week

The university's Department of Human Resources participated in “Twin Cities Bike Walk Week,” between June 4 and June 12, 2011. The office invited faculty and staff members to participate by biking or walking to destination to which they would normally drive and asked them to register their cycling or walking trips on the Bike Walk Week Web page. Forty-six St. Thomas faculty/staff members participated in the June 2011 program.

Public Safety & Parking Services Escort Program

To provide for a safer environment on and around campus and to encourage students living within walking distance of campus to avoid bring their cars to campus, St. Thomas has operated a student escort service since August 2004. According to the Public Safety Web page, “Public Safety offers escorts to and from locations on campus within 6 blocks of campus for the UST community and guests, 24 hours, 7 days/week. Rides are offered without charge and are arranged by calling the officer's 24-hour dispatch line.” While monthly averages reflect heavier usage during colder months, the following data summarizes the annual number of escorts between 2005 and 2010:

- 2005: 966
- 2006: 1012
- 2007: 2870
- 2008: 3801
- 2009: 3443
- 2010: 3653

Off-Campus Student Services Student Experience Survey

The TDM plan working group is interested in determining the number of students who do not live on campus and who walk to school. The group is working with the office of Off-Campus Student Services, which conducted a commuting survey during the spring semesters in 2009 and 2010 by identifying samples of “undergraduate, degree-seeking students enrolled in 8 or more credits who did not live on any university-owned property.” On a Likert scale response (strongly agree – strongly disagree) to the survey, students were asked to select the degree to which they agreed with the following statement: “I live within walking distance of campus.” The following

results can be derived from the spring 2010 survey sent to 2,445 students resulting in a 40% response rate.

- 41.9% (425) of the respondents "strongly agreed" with the statement.
- 13.1% (133) of the respondents "agreed" with the statement.
- 35.4.9% (359) of the respondents "strongly disagreed" with the statement.
- 6.4% (65) of the respondents "disagreed" with the statement.

PEDESTRIAN COMMUTING OBJECTIVES

- Continue participation in Twin Cities Bike Walk Week in June 2012 and 2013 and enroll more than 50 participants each year.
- Establish a walk-to-work program for faculty/staff living within a six-block radius of campus by the end of the 2012-13 academic year.
- Continue Neighborhood Escort program, provide a yearly average of 3,500 escorts for 2011-12 and 2012-13 academic years.

PEDESTRIAN COMMUTING OBJECTIVES ACHIEVEMENT STRATEGIES

- Cooperate with Human Resources staff to promote program and tabulate results. **Hershey**
- Pursue identifying faculty/staff living within a five-block radius of, the St. Paul campus by January 2012 and work with Human Resources and the Employee Wellness Program (Wellness U) to implement a "walk to work" program for faculty/staff. **Hershey**
- Conduct Off-Campus Student Services student commuting survey in spring 2012 and/or spring 2013 as staffing permits. **Hengemuhle**
- Continue to monitor annual Neighborhood Escort program usage numbers. **Meuwissen**

Appendices

- JJ. Bike Walk Week, Twin Cities June 4 – 12, 2011 Web page document
- KK. Parking & Transportation Escort Service Web page document
- LL. University of St. Thomas, Public Safety Escort Data
- MM. (COSES Summary) Student Commuter Summary memo

SECONDARY OBJECTIVE #3: Telecommuting

Telecommuting Accommodations

In September 2009, the university's Department of Human Resources established a telecommuting policy which "provides guidance to employees and managers regarding the use of telecommuting "as an alternate work arrangement for staff whose responsibilities can be performed outside the customary and traditional office setting during part or all of the work week." The policy can be applied to "regular, ongoing arrangements as well as those of a sporadic or infrequent nature."

While not all university staff positions are suited to such arrangements and the greater percentage of students are expected to attend class on campus and faculty are expected to teach in campus classrooms, the university does have a policy that allows suitable and reasonable flexibility. Human Resources also permits employees to design "a work schedule that afford them flexible starting and quitting times within the limits set by their manager." However, the majority of employees still travel to and from work during peak commuting periods.

TELECOMMUTING OBJECTIVE

- Continue to offer telecommuting option during 2011-12 and 2012-13 academic years.

TELECOMMUTING OBJECTIVE ACHIEVEMENT STRATEGY

- Meet with new Human Resources director to refine a formal telecommuting policy and determine a baseline number of reported telecommuting hours as of February 2012.
Hennes
- Increase by 1% the number of reported telecommuting hours (using February 2012 baseline) by February 2013. **Hennes**

Appendix

NN. Using Telecommuting as an Alternative Work Arrangement document
OO. Flexible Work Arrangements (Flextime) Web page

TDM PLAN OBJECTIVES & ACHIEVEMENT STRATEGIES SUMMARY TABLES

Primary Objectives

TABLE #1a: Primary Objective, Anderson Student Center Pedestrian & Vehicular Management Summary

TABLE #1b: Primary Objective, Special Event Management Objectives for the ASC, AARC, O'Shaughnessy Stadium & Other Venues Summary

TABLE #2: Primary Objective, On-Campus Parking Policy & Management Summary

TABLE #3: Primary Objective, Public Transportation & Mass Transit Summary

TABLE #4: Primary Objective, Rideshare & Car Sharing Summary

Secondary Objectives

TABLE #5: Secondary Objective, Bicycle Commuting & On-Campus Bicycle Storage Summary

TABLE #6 Secondary Objective, Pedestrian Commuting Summary

TABLE #7: Secondary Objective, Telecommuting Summary

TABLE #1a: Primary Objective, Anderson Student Center Pedestrian & Vehicular Management Summary

Primary Objectives	Achievement Strategies
<p>Establish “cross at the corners” mind-set in students as the ASC opens in January 2012, regularly monitor intersection safety conditions and, if necessary, determine plan for safety improvements by fall semester 2013.</p> <p>Explore with City of St. Paul possibility of implementing one new pedestrian/vehicular safety initiative for 2011-12 and 2012-13 academic years.</p> <p>Determine ASC parking ramp space allotment, for university community members and visitors, by October 15, 2011.</p> <p>Maximize transportation-related ASC LEED certification by January 2012.</p>	<p>Public Safety staff to monitor, as staffing permits, pedestrian traffic across the Summit median during class changeovers at the start of each semester during the 2011-12 and 2012-13 academic years. Meuwissen</p> <p>Remove the “serpentine path” on the Summit median by fall 2012. Hennes</p> <p>Explore a plethora of potential pedestrian/vehicular safety initiatives with City of St. Paul officials: placing paw prints on sidewalks adjacent to the APF and Cretin/Summit intersections to designate preferred pedestrian travel routes; eliminating northbound turns by vehicles entering Cretin Avenue from Mississippi River Boulevard; improving and/or adding lighting to the Summit median at the “Arches crosswalk;” restriping the “Arches crosswalk;” creating additional marked crosswalks adjacent to campus; examining the potential need to restrict deliveries to the ASC to a “right in/right out” pattern. Hershey/Meuwissen/WSNAC</p> <p>St. Thomas Parking Policy Committee to confer with senior staff and come to a determination. Hennes, Meuwissen</p> <p>Obtain ASC LEED credit for Alternative Transportation by providing appropriate bicycle storage racks, access to locker facilities and approximately 120 parking spaces under the ASC. Brummer</p>

TABLE #1b: Primary Objective, Special Event Management Objectives for the ASC, AARC, O’Shaughnessy Stadium & Other Venues Summary

Primary Objectives	Achievement Strategies
<p>Continue annual evaluation of special event management policy.</p> <p>Create a user-friendly Web page for visitors by fall semester 2013.</p> <p>Evaluate possible internal development and implementation of a “campus wayfinding” routing program by fall semester 2013.</p>	<p>Continue regular St. Paul Operations Group event planning meetings to enhance internal and external communication. Meuwissen (Carter)</p> <p>Create special events Web page on the St. Thomas site and provide link to mass transit information websites. Meuwissen (Carter)</p> <p>Develop specific policy in cooperation with the Division of Student Affairs for managing special events which occur in the multi-purpose room of the ASC. Meuwissen (Carter)</p> <p>Move St. Thomas football tailgate event to Monahan Plaza in September 2011. Hennes</p> <p>Explore placement of a “special events parking button” on the St. Thomas home Web page. Hennes</p> <p>Place mass transit, rideshare and bike routing maps on the university’s visitors’ Web page; work with Information Resources & Technologies to develop Web page. Kaardal</p> <p>Explore development of a “campus wayfinding” routing program to identify major campus destinations, primary pedestrian routes, transit stop locations and bike parking locations. Meuwissen, Hershey</p>

TABLE #2: Primary Objective, On-Campus Parking Policy & Management Summary

Primary Objectives	Achievement Strategies
<p>Continue to meet St. Paul parking code requirements.</p> <p>Determine post-ASC construction baseline parking lot usage by spring semester 2013.</p> <p>Increase campus lot usage by 1% during the 2013-14 academic year (after the baseline usage figure is determined) to help reduce neighborhood congestion.</p> <p>Continue to make St. Paul Snow Emergency information available to the campus community in November of each academic year.</p> <p>Work with St. Paul Police Department to focus and increase enforcement of permitted residential area parking.</p>	<p>St. Thomas Parking Policy Committee to monitor at regular monthly meetings and to submit annual report. Hennes, Meuwissen</p> <p>Continue semiannual lot counts and systematically evaluate them to maximize lot usage. Meuwissen</p> <p>Evaluate adding resident parking to the APF and come to a determination no later than the beginning of the 2012 fall semester. Meuwissen/Kaardal</p> <p>Conduct a university-sponsored campus commuter survey in the fall 2011 and 2012 to determine commuting attitudes, to develop strategies to reduce single-occupancy vehicle commuting and to assess progress toward TDM goals. TDM Committee</p> <p>Conduct Dr. Amel's faculty/staff commuter attitude survey in the spring 2012 and extend the survey to include undergraduate students. Douglas (Amel)</p> <p>Provide electronic access for St. Paul Snow Emergency information on the Public Safety and Neighborhood Liaison websites. Kaardal/Hershey</p> <p>St. Thomas News Bureau to electronically provide university-wide winter storm closing and snow emergency policy information in November 2011 and 2012. Hennes</p> <p>Request permit parking area enforcement at the beginning of each semester. Hershey</p>

TABLE #3: Primary Objective, Public Transportation & Mass Transit Summary

Primary Objectives	Achievement Strategies
<p>Increase mass transit bus pass sales by 1% for the 2011-12 and 2012-13 academic years.</p>	<p>Maintain 75% faculty/staff MetroPass subsidy. Hennes, Meuwissen</p> <p>Offer \$25 discount for student C-Pass pass purchase by fall 2012, a \$25-\$50 discount by fall 2013 and increase sale volume by 1% in 2012-13 academic year. Meuwissen, Kaardal</p> <p>Provide public transit information to first-year students, first-year commuter students and transfer students at orientation sessions by September 2011. Hengemuhle, Kaardal</p> <p>Provide public transit information at new employee orientation sessions by January 2012. Hershey, Douglas</p> <p>Provide Metro Transit bus schedules in a dedicated location in the ASC by January 2012. Hengemuhle, Hershey, Douglas</p> <p>Establish long-range goal of connecting the shuttle bus to the Light Rail line at Raymond and work with the ACTC to connect its bus service to the Light Rail. Hennes, Meuwissen</p> <p>(Mass transit information link on university's website presented as a previous strategy.)</p>

TABLE #4: Primary Objective, Rideshare & Car Sharing Summary

Primary Objectives	Achievement Strategies
<p>Develop a user-friendly rideshare program, such as Zimride, by September 2012.</p> <p>Increase university HOURCAR membership by 10-15 members in the 2011-12 and 2012-13 academic years.</p>	<p>Research the Zimride rideshare program. By May 2012, make membership purchase and implementation decision; explore sharing Zimride membership with Macalester College and St. Catherine University. Douglas</p> <p>Add two dedicated Rideshare parking spaces on campus by August 2013. Meuwissen, Kaardal</p> <p>Waive HOURCAR application fee for students/faculty/staff and conduct a membership promotion effort at the beginning of each semester. Hershey</p> <p>Establish an HOURCAR link on the Public Safety & Parking Services Web page by September 2011. Hershey, Kaardal</p> <p>Make HOURCAR information available at first-year and transfer student summer orientation by July 2011. Hershey, Kaardal I</p> <p>Make HOURCAR information available at Human Resources information fair by April 2012. Hershey</p>

TABLE #5: Secondary Objective, Bicycle Commuting & On-Campus Bicycle Storage Summary

Primary Objectives	Achievement Strategies
<p>Increase seasonal bike commuting by 1% during the 2011-12 and 2012-13 academic years as determined by bike rack counts.</p>	<p>Continue bicycle rack usage count program to evaluate commuter usage in the fall 2012 and fall 2013. Meuwissen, Kaardal</p> <p>Place bicycle rack locations on Public Safety Web page by January 2012. Kaardal</p> <p>Advertise McCarthy Gymnasium cost-free shower facility availability for faculty/staff bicycle commuters by January 2012. Douglas</p> <p>By January 2012 establish a policy for purchasing the most user-friendly bicycle rack when replacing or augmenting the current rack inventory. Meuwissen</p> <p>Upgrade bicycle rack inventory for 2011-12 academic year by August 2011; re-evaluate need for 2012-13 academic year by July 2012. Meuwissen, Douglas</p> <p>Promote availability of Nice Ride hub at Cretin/Grand by September 2011 if the hub is installed.</p> <p>Submit application with the League of American Bicyclists to qualify for "Bike Friendly University" status by June 2012. Hershey/Douglas</p> <p>Sponsor BEAST spring 2012 and 2013 bike lube day. Hershey, Douglas</p> <p>Provide local Smart Trips area bicycle maps in the ASC by March 2012. Hershey, Hengemuhle</p>

TABLE #6 Secondary Objective, Pedestrian Commuting Summary

Primary Objectives	Achievement Strategies
<p>Continue participation in Twin Cities Bike Walk Week in June 2012 and 2013 and enroll more than 50 participants each year.</p> <p>Establish a walk-to-work program for faculty/staff living within a six-block radius of campus by the end of the 2012-13 academic year.</p> <p>Continue Neighborhood Escort program, provide a yearly average of 3,500 escorts for 2011-12 and 2012-13 academic years.</p>	<p>Cooperate with Human Resources staff to promote program and tabulate results. Hershey</p> <p>Pursue identifying faculty/staff living within a five-block radius of, the St. Paul campus by January 2012 and work with Human Resources and the Employee Wellness Program (Wellness U) to implement a "walk to work" program for faculty/staff. Hershey</p> <p>Conduct Off-Campus Student Services student commuting survey in spring 2012 and/or spring 2013 as staffing permits. Hengemuhle</p> <p>Continue to monitor annual Neighborhood Escort program usage numbers. Meuwissen</p>

TABLE #7: Secondary Objective, Telecommuting Summary

Primary Objectives	Achievement Strategies
Continue to offer telecommuting option during 2011-12 and 2012-13 academic years.	Meet with new Human Resources director to refine a formal telecommuting policy and determine a baseline number of reported telecommuting hours as of February 2012 . Hennes Increase by 1% the number of reported telecommuting hours (using February 2012 baseline) by February 2013. Hennes

BUDGET PROJECTIONS

St. Thomas already spends about \$2 million annually on a wide variety of transportation-related line items. Consequently, many of the potential budget items which could appear below are already accounted for within that budget, including items as small as accounting for the staff time to execute semi-annual parking lot and ramp counts to one as large as the \$600,000 used to operate the shuttle bus system. In addition, the TDM plan working group struggled to assign monetary amounts to the "soft costs" which accompany the staff time required to complete and execute this plan.

In very simple terms, St. Thomas has committed to producing a TDM plan and thus has assigned its staff members to spend the necessary time to complete, and subsequently evaluate, the project. Accordingly, the committee has concluded that the TDM plan budget ought not to reflect line items that are already in place and may, in some cases, require some extra support. The committee has also concluded that the budget should not include previously anticipated or planned spending, particularly since the university budget lines for the 2011-12 academic year were established in February 2011, well prior to the completion of this study.

On the advice of the St. Paul Smart Trips and PED staff representatives who have overseen the production of this TDM plan, the working group has designed a budget that reflects expenditures to support new commuting and transportation-related initiatives which the university currently does not have.

2011-12 TDM Plan Working Budget

The St. Thomas 2011-12 Fiscal Year begins July 1, 2011 and the working budget was finalized and approved four months ago which provides the university with minimal immediate flexibility.

- Initiate \$25 student discount for C-Pass bus pass. \$13,750.
- Replace/augment campus bicycle rack inventory. \$5,000.
- **TOTAL = \$18,750**

2012-13 TDM Plan Working Budget

- Continue \$25 student discount for C-Pass bus pass; evaluate 2011-12 sales to consider deeper discount, (e.g. \$50). Range \$13,750 - \$27,500.
- Replace/augment campus bicycle rack inventory. \$5,000.
- Tentative: Contract with an external firm to implement a rideshare program; in 2011-12 we will research Zimride and other vendors. (The estimated Zimride investment is \$13,000/yr in the first three years.)
- **RANGE TOTAL = \$18,750 - \$32,500 (higher if rideshare plan is initiated)**

2013-14 & 2014-15 TDM Plan Working Budgets

- Evaluate impact of the C-Pass discount to decide to continue or discontinue. Range \$0.00 - \$27,500/yr.
- Replace/ augment campus bicycle rack inventory. \$5,000/yr.
- Continue Zimride type program if implemented in 2012-13. Range \$0.00 - @\$13,000/yr.
- **RANGE TOTAL = \$5,000 - \$45,500/yr**

SUMMARY

As demonstrated in this report, summary tables and appendices, the University of St. Thomas has for more than two decades made a major commitment to creating, refining and monitoring a wide variety of commuting-related and special event management strategies. The TDM plan working group found it quite instructive to produce this report because it offered the opportunity to gather and analyze data with the goal of putting it into one document where “all the parts can be viewed as whole.” In a brief overview it can be noted that:

- St. Thomas continues to demonstrate a commitment to achieving carbon neutrality. In 2008 the university completed a carbon footprint audit for the three previous fiscal years by utilizing the Cool Air-Clean Planet (CA-CP) carbon calculator. In the summer 2009, the Reverend Dennis Dease, president, signed the climate commitment document, thereby establishing a long-term university goal to achieve carbon neutrality by 2035. Among the items noted in the presidents' commitment is a provision to “encourage use of and provide access to public transportation for all faculty, staff, students and visitors” to the institution. Subsequently, in June 2010 the St. Thomas President's Staff formally approved the *Climate Action Plan for the University of St. Thomas*.
- In planning for the construction of the Anderson Student Center (ASC) and the Anderson Athletic and Recreation Center (AARC), the university, with careful consultation with the West Summit Neighborhood Advisory Committee (WSNAC), conducted an Environmental Assessment Worksheet (EAW). It addressed parking concerns, intersection level-of-service studies, safety and accident evaluations and pedestrian and vehicular traffic management strategies, and developed a sophisticated special events management program. The university spent \$250,000 to make improvements to the Cretin/Summit intersection and directed ASC architects to design pedestrian exits and approaches which direct pedestrians to use established crosswalks.
- The St. Paul campus parking system is prudently managed, carefully monitored, thoughtfully analyzed and regularly refined to meet commuting needs in an effort to maximize lot usage, thereby limiting spread into the neighborhood. In some cases, such as adding the BOSS parking management software system, the refinements are significant and in the six-figure range. The university has also made a commitment to maintaining a permit price structure that has seen no price increase in six years. It has always complied with city code by providing adequate on-campus parking
- The university supports a wide variety of alternative commuting opportunities for faculty, staff and students. It annually spends over \$100,000 to reduce the yearly MetroPass price for faculty and staff and more than \$550,000 to operate a shuttle bus service between the St. Paul and Minneapolis campuses. The university offers a rideshare program and has placed two HOURCAR “hubs” on campus, a service which is used by both university and community members.

This TDM plan is submitted in compliance with the newly established Section 63.122 of St. Paul code which stipulates a St. Paul business or institution that adds 100 or more parking spaces must conduct and execute a TDM plan. While the addition of parking spaces implies some kind of expansion effort, it has been noted that St. Thomas does not have plans to increase St. Paul campus enrollment or to hire additional staffing. In fact, the August 2004 Conditional Use Permit has established a St. Paul campus enrollment cap.

With this in mind—and at the encouragement of city officials and WSNAC—this TDM plan serves two purposes: It addresses both the construction of the ASC (and the addition of a lower level parking garage) and the commuting-related plans and management strategies for the overall St. Paul campus. As the TDM plan working group conducted its study, it noted what it perceived to be “commuting service deficiencies” which it chose to address by adding significant budget lines to support new commuting initiatives to serve the greater campus need as opposed to just the ASC.

We have conducted this TDM plan in good faith, have regularly consulted with our Smart Trips liaison and with St. Paul PED personnel and have, from the beginning, involved a WSNAC member in the process. We therefore respectfully submit this document and appendices in behalf of the TDM plan working group and the University of St. Thomas.

Doug Hennes
St. Thomas Vice President for University and Government Relations

John Hershey
St. Thomas Neighborhood Liaison

June 30, 2011

APPENDICES

- A. St. Paul Smart Trips Web page document
- B. Section 62.133 St. Paul code
- C. American College and University Presidents' Climate Commitment document
- D. Climate Action Plan for the University of St. Thomas document, May 24, 2010
- E. Sustainability at UST Web page document
- F. December 2009 Environmental Assessment Worksheet excerpts Section 21 (Traffic, Level of Service Studies, Traffic Safety, Pedestrian Circulation Design Concepts)
- G. West Summit Neighborhood Advisory Committee position statement
- H. University of St. Thomas Truck Size document
- I. LEED Certification document
- J. Anderson Student Center & Anderson Athletic & Recreation Complex Special Events Analysis
- K. Special Event Management Plan for Stadium and Arena
- L. Fan Parking for NCAA Playoff Game at University of St. Thomas map
- M. St. Thomas Day Parking Information Web page document
- N. Campus Maps Web page document
- O. 2008-10 Events Involving "Sale" of Liquor document
- P. December 2010 St. Paul Parking Code Explanation of Parking Spaces document
- Q. Parking & Transportation Service Parking Options & Fees
- R. Spring 2011 Non-Resident Spaces Lot Count Capacity document
- S. Spring 2011 Yearly (Parking) Permit Sales Permit Comparison document
- T. *Spring 2011 St. Paul Campus Parking Lot Utilization and Counts* pamphlet
- U. Driven to Drive: Motivational Barrier to Sustainable Commuting (Amel, Buckeye)
- V. Parking & Transportation Services Web page document
- W. MetroPass/C-Pass Permit Sales Comparison document
- X. Parking & Transportation Services UST Intercampus Shuttle Schedule document
- Y. ACTC Web page document
- Z. ACTC Bus Usage document, March 8, 2011
- AA. Northfield Lines, Inc. Web page site document
- BB. Metro Transit *How to Ride: Rideshare/Carpool* document
- CC. Zimride, Share the Ride Web page site document
- DD. Neighborhood Energy Connection - HOURCAR Web page site document
- EE. March 25, 2011 HOURCAR UST Statistics, March 25, 2011 memo
- FF. University of St. Thomas Public Safety Bike Rack Survey, October 2010
- GG. Wellness Center Web page site document
- HH. BEAST Web page document
- II. St. Paul to Get Nice Ride Bike-rental Stations, Nice Ride Web page document
- JJ. Bike Walk Week, Twin Cities June 4 – 12, 2011 Web page document
- KK. Parking & Transportation Escort Service Web page document
- LL. University of St. Thomas, Public Safety Escort Data
- MM. (COSES Summary) Student Commuter Summary memo
- NN. Using Telecommuting as an Alternative Work Arrangement document
- OO. Flexible Work Arrangements (Flextime) Web page