

2011

Texas Tech University Transportation Plan

Sustainable And Responsible Strategies For A World In Motion



TEXAS TECH UNIVERSITY
University Parking Services™



2005: Established a collaborative taskforce to develop a plan. Outcome:

- **Improve** Campus Parking for Students, Faculty, Staff, and Visitors.
- Provide **Choices** in Parking Locations and Prices.
- Provide **Positive Incentives** to Reduce Demand.
- Have Everyone Pay a **Fair and Equitable** Share of the Costs.
- Provide **One Parking Space per** On-Campus Residence Hall **Bed**.
- Improve the **Effectiveness** of the Campus Bus System.



2005

- 330 space expansion of residence parking for Murray Hall
- 1,500 space park and ride lot constructed in partnership with Citibus using a US Department of Transportation grant of \$3million
- Improved efficiency of campus lots to gain 120 spaces
- 348 space expansion of commuter parking west of KTXT
- Implemented park and pay system to capture revenue from day time visitor traffic and evening students

2006

- Implemented a tiered fee structure which ties cost to convenience.

Prior Work



- Established single point of control for campus event parking.
- Expanded parking enforcement to 24 hours daily, 7 days per week.

2007

- 368 space expansion of commuter parking near Law School.

2008

- 120 space expansion of residence parking for Horn/Knapp.
- Reduced inefficient off-campus bus service to distant apartments and increased the financial commitment of remaining apartment owners to help offset costs.



- Established bicycle coordinating committee.

2009

- Reduced inefficient off-campus bus service and increased the financial commitment of remaining apartment owners to help offset costs.
- Began implementation of a comprehensive bike system master plan.

2010

- 82 space expansion for Doak/Drane employees
- 22 space residence parking expansion for Stangel/Murdough



- Changed Student Transportation Fee from a per hour to a flat fee structure.
- Reduced number of on-campus bus stops to improve efficiency of routes.
- Began development an implementation of a license plate recognition system for parking control to improve efficiency and customer convenience.
- Provide car clinics three times per year. (approximately 800 cars checked/year)
- Motorist Assistance Program (1,429 assists in FY10).
- Expectant Mothers Program (30 participants in FY10).
- Short-Term Assistance Program (123 participants in FY10).
- Guaranteed Ride Program for employees who choose remote parking and have an emergency arise.



- Campus parking is an asset used by the community as a whole and paid for by the users.
- All those using campus parking and transportation should pay a fair and equitable price.
- Fees should be sufficient to build, operate, and maintain a quality transportation program.
- The campus will grow up to 40,000 students, with associated growth in faculty and staff, by 2020.



Types

- Residence Hall Student Parking
- Commuter Student Parking
- Faculty & Staff Parking
- Visitor Parking
- Event Parking

Revenue Sources

- Parking Permits
- Park and Pay Fees
- Student Transportation Fee
- Event Parking Surcharges
- Parking Citations
- Federal/State Grants

The Parking System Must Be Self-Sufficient

Historical Population Data



	2010	2009	2008	2007
Student Enrollment History	31,637	30,049	28,422	28,260
Faculty and Staff (FTE)	5,994	6,411	6,148	5,965
Faculty/Staff Spaces (approximately 3,900 permits sold)	4,452	4,330	4,330	4,158
Residence Hall Occupancy	6,592	6,450	6,208	6,133
Residence Hall Spaces	4,211	4,211	4,383	4,260
Commuter Students	25,045	23,599	22,214	22,127
Commuter Spaces	6,498	6,359	6,730	6,730

Current Parking Data



	2010	2004*
Parking Inventory	17,690	15,158
Faculty & Staff	4,452	3,608
Student	10,709	9,156
Service, Visitor, ADA, Etc.	2,529	2,394
Permits/Space – Faculty & Staff	1.11	1.10
Permits/Space – Student	1.39	1.58
Residence Hall Space/Bed (Optimum Capacity)	0.64	0.55
Commuter Spaces/Commuter Student	0.26	0.23

* Last transportation report to Board of Regents and adoption of the Transportation Plan.

Comparison Parking Data



	TTU	A&M	UT	Houston	UNT	ASU
Enrollment	31,637	49,129	51,000	36,000	34,600	6,383
Staff & Faculty	5,994	7,873	8,365	5,500	4,212	835
Users	37,631	57,002	59,365	41,500	38,812	7,218
Surface Spaces	16,899	26,801	7,699	14,950	12,258	4,517
Structured Spaces	791	9,596	8,159	2,950	600	0
Total Spaces	17,690	36,397	15,858	17,900	12,858	4,517
Space/User	0.47	0.64	0.27	0.43	0.33	0.63
Space/Resident Bed	0.64	0.20	n/a	0.19	0.48	0.62

Comparison Parking Price Data



(In \$/Year)	TTU	A&M	UT	Houston	UNT	UTSA	ASU
Surface Reserved	\$744	\$534	\$775	\$409	\$405	N/A	N/A
Surface Area Reserved	\$216	\$275	\$464	\$163	\$180	\$250	\$90
Student-Garage	\$520	\$444/ \$607/ \$700	\$733	\$264	N/A	\$400/ \$660	N/A
Resident Student	\$260	\$225	\$808/ \$836/ \$913	\$215	\$180	\$175	\$90
Commuter	\$104/ \$173	\$275	\$115/ \$175	\$63/ \$93/ \$206	\$36/ \$115/ \$180	\$105/ \$192	\$90/ \$150
Visitors	\$1.20/hr \$7.20/day	\$2/hr \$15/day	\$3/hr \$18/day	\$2/hr \$9/day	\$4/day	\$1.50/hr \$4/day	Free
Contractor/ Vendor	Free	\$275	\$464	Free	\$180	\$66	Free

Comparison Transit Data



	TTU	Kansas	A&M	UT	Missouri	Iowa
Transit Fee (semester)	\$48	\$78.50	\$70	\$55*	\$17.28	\$25.41
Ridership (million)	2.3m	2.2m	5m	5.2m	1.4m	3.95m
Annual Miles	658k	n/a	1.3m	1.9m	n/a	743k
Annual Cost	\$2.5m	\$4.75m	\$5.3m	\$10.4m	\$1m	\$2.6m
Cost per Mile	\$3.84	n/a	\$4.15	\$5.42	n/a	\$3.47
Cost per Passenger	\$1.11	\$3.52	\$1.06	\$2.04	\$0.73	\$0.65

* Approximate fee. UT uses a flat tuition system where fees are not listed by line item. Allocation is made by committee decision.



- Today's parking infrastructure provides a surplus of 1,369 spaces over the current demand.
- The existing commuter parking supply will meet the commuter demands at an enrollment of 40,000.
- Based on existing parking infrastructure, there will be a deficit of 1,877 parking spaces by 2020. This demand will come from new residence hall construction and growth of the employee population on campus.



Examine various investment strategies for Capital and Operational Expenditures to address future residence hall and employee parking needs.

- A. Remote Lots: Off/Near Campus Remote Parking and Off-Campus Bus Routes
- B. Close In Parking: Core Campus Parking (garages), Limited On-Campus Bus Routes
- C. Park and Ride: On-Campus Park and Ride Lots and On-Campus Bus Routes (current)



- Continue to reduce inefficient student-funded off-campus bus routes, keeping those that have the greatest impact.
- Complete implementation of the park and pay system campus-wide (currently on southern portion of campus only).
- Charge an event parking surcharge on all ticketed events (less student tickets) or utilize park and pay for event parking.



- Adjust Parking Fees
 - To further differentiate the cost of more desirable parking
 - To fully recover operating costs and debt service expenses in the long-term
 - To provide additional revenue for TTU general fund in the short-term
- Construct 500 additional surface residence hall parking spaces for the new residence hall at 18th & Boston.



- Construct a minimum 600 car parking intermodal facility in or near the campus core
 - Anticipated need for the facility in 2015
 - Addresses increases in employee and visitor demand
 - Allows for “greening” of Administration lot.
- Construction of additional structured parking capacity is dependent upon the final location of the additional 1,500 residence hall beds.
- Study current free parking structures to identify possible sources of increased revenue.



- \$127,800
New Residence Hall Lots Debt Service
- \$300,000
Additional Revenue to TTU General Fund
- \$200,000
Potential Leased Garage Space
- TOTAL: \$627,800

Fee Tier Adjustment



Satellite - Base

Commuter West/Leased Garage – 2x Satellite

Commuter North – 2.33x Satellite

Residence Hall – 1.5x commuter west

Area Reserved – 1.15x commuter west

Garage Student – 2.5x residence hall

Garage Area Reserved – 2.1x residence hall

Reserved Space Premium - \$550

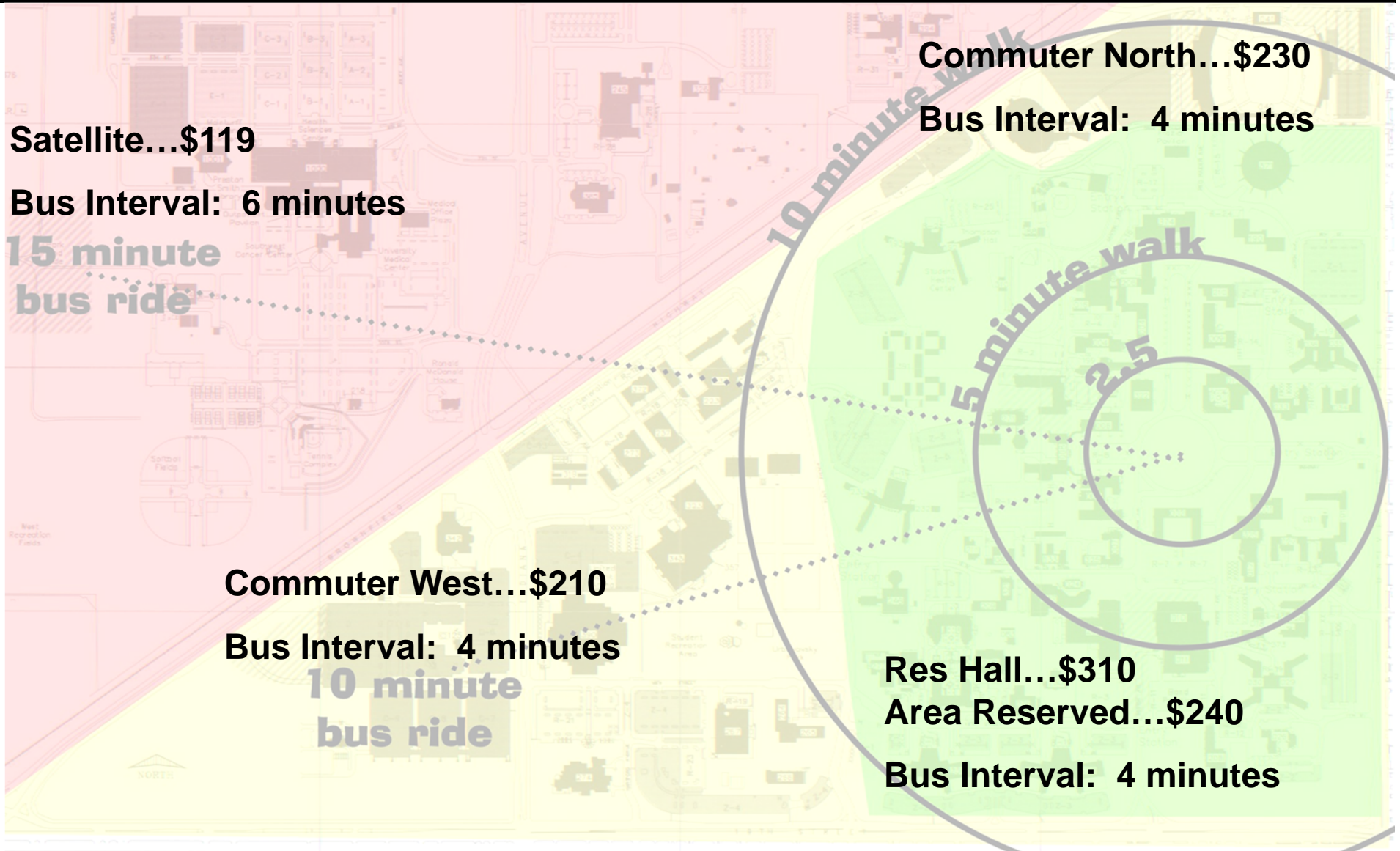
Recommendations



	FY 2011 (Current)	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Visitor Space	FREE	FREE	FREE	FREE	FREE	FREE	FREE	FREE	FREE	FREE
Visitor/Metered Space	\$1.25	\$1.50	\$1.50	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$1.75	\$1.75
Faculty/Staff - Surface Space Res.	\$744	\$790	\$830	\$872	\$916	\$943	\$971	\$1,000	\$1,030	\$1,061
Faculty/Staff - Surface Area Res.	\$216	\$240	\$252	\$265	\$278	\$286	\$295	\$304	\$313	\$322
Student - Surface Commuter North	\$108	\$150	\$158	\$166	\$174	\$179	\$184	\$190	\$196	\$202
Student - Surface Commuter West	\$108	\$130	\$137	\$144	\$151	\$156	\$161	\$166	\$171	\$176
Student - Surface Commuter Satellite	\$39	\$39	\$39	\$39	\$39	\$39	\$39	\$39	\$39	\$39
Student - Surface Residence Hall	\$195	\$230	\$242	\$254	\$267	\$275	\$283	\$291	\$300	\$309
Summer Student - Surface	\$65	\$80	\$84	\$88	\$92	\$95	\$98	\$101	\$104	\$107
Two-Wheel	\$72	\$80	\$84	\$88	\$92	\$95	\$98	\$101	\$104	\$107
Visitor/Metered Space	\$1.25	\$1.50	\$1.50	\$1.50	\$1.50	\$1.75	\$1.75	\$1.75	\$1.75	\$1.75
Faculty/Staff - Garage Space Res.	\$960	\$1,162	\$1,220	\$1,281	\$1,345	\$1,385	\$1,427	\$1,470	\$1,514	\$1,559
Faculty/Staff - Garage Area Res.	\$432	\$650	\$683	\$717	\$753	\$776	\$799	\$823	\$848	\$873
Student - Garage Area Res.	\$520	\$585	\$614	\$645	\$677	\$697	\$718	\$740	\$762	\$785
Summer Student - Garage	\$130	\$195	\$205	\$215	\$226	\$233	\$240	\$247	\$254	\$262

New Tier Structure in FY 2012
 Assumes FY 2013-2015 incr by 5%
 Assumes FY 2016-2020 incr by 3%

Connecting Cost, Equity and Convenience (12 month permit fee comparison)





- Continue to develop and promote alternative transportation methods (bussing, biking, walking)
 - Alternative transportation efforts in the past 4-5 years have saved Texas Tech:
 - 751 additional parking spaces (1,200 vehicles)
 - \$12 million in construction costs
 - 882,000lbs of carbon dioxide emissions per year
- Continue implementation of the campus master plan for bicycles.

Rules & Regulations Changes 2011-2012



- Change residence hall and garage enforcement to 24 hours daily rather than 24 hours 5 days a week. Done at the request of the students who passed resolutions in both the Residence Halls Association and Student Government Association supporting the change.
- Added a clause that certain lots west of the United Spirit Arena are reserved for football game day permit holders starting at 5:30pm on Friday. Fall 2010 was the first year we charged for football parking in these lots. Commuter parking permits already expire at 5:30pm on weekdays. This updates the rules to reflect departmental procedure.



- Added a clause requiring TTUHSC employees and students keep their vehicle registration current with the TTUHSC Parking Services office. Because TTU will be using license plates and no permits on the main campus, they will need to have current info on file with TTUHSC before parking on campus. We have worked with TTUHSC to implement this change.
- Updated violation 20 to include the implementation of the LPR system. If an individual with an ePermit forgets to update their vehicle information, we will reduce the violation to \$10 using this violation, similar to forgetting to display your hangtag has been in the past. We will continue to offer 2 “oops, I forgot to update my information” dismissals each year.