

PURPOSE

In the Spring of 2001, the University of Nevada, Reno (UNR) went through a process to plan for increases in student enrollment and facility expansion with respect to parking needs. The University hired a parking consultant to assist them in creating a short-range parking and transportation plan and updating the plan in the Spring of 2005. The plan indicated that, with the addition of new paved spaces, new transportation demand management initiatives and construction of the West Stadium Parking Complex, there would be sufficient parking through 2008/09.

This update will review the effects of new Transportation Demand Management initiatives, which have been offered to the campus community over the past seven years, to determine their effects on the parking situation. It will also provide adjusted enrollment projections and analyze current and future parking and construction conditions on campus to determine how long the current parking supply will last and to determine the effects of the construction on the campus community. Also, it will provide an update on the current budget situation and recommendations to assist keeping permit fee increases low over the next few years.

TRANSPORTATION DEMAND MANAGEMENT INITIATIVES

The parking plan indicated that the University should offer a variety of options to the campus community to encourage campus members to use alternate modes of transportation to get to campus instead of driving their vehicles. Over the past seven years, the Parking and Transportation Services Department developed several parking and transportation options which have effectively reduced the drive-alone rate on campus. Such options include:

Motorcycle Program – Since most motorcycle spaces are in areas that are too small or irregular for vehicles to park in, and because motorcycles use less space on campus, parking permit fees for motorcycles have remained low over the past six years. New motorcycle areas have been added on campus to accommodate the growing number of motorcyclists on campus.

Bicycle Program - Bicyclists are provided free registration and free use of bicycle parking racks and air stations located throughout campus. Also, bicycle lockers are available for a nominal fee. Five free daily vehicle parking permits are provided to bicyclists for days that bicycling is not possible.

Carpool Program – Campus members who register as carpoolers receive a close reserved carpool parking space, share the cost of the parking permit with their carpool partner, receive a “free Friday” parking permit which allows carpoolers to drive to campus

separately on Fridays, and receive five free daily parking permits to use on days that carpooling is not possible.

Wolf Pass Bus Program – Campus members may purchase a subsidized wolf pass, which allows them unlimited access to all of the city busses for a significantly reduced fee. This year, faculty, staff and students were able to purchase a summer wolf pass at a reduced rate.

Circus-Circus Program – The University entered into an agreement with the Circus-Circus management to use 100 parking spaces in the Circus-Circus parking structures. Since campus members come and go at different times of day, and different days within the week, 150 free parking permits can be allocated for these structures.

University Highlands Bus Program – The University entered into an agreement with University Highlands management to provide a shuttle service to the apartments so that the 700 student residents can shuttle to campus and leave their vehicles behind.

Sierra Spirit Service – The Regional Transportation Commission (RTC) operates the Sierra Spirit bus service, which operates along Virginia Street. The University encouraged RTC to change the route and times to better serve the daily riders. Campus members can ride the Sierra Spirit to campus and leave their vehicles behind.

Walking Program – Walking is an option for those who live close to campus. Sidewalks and pedestrian paths are located throughout the campus and city for pedestrians. Five free daily parking permits are provided to those who register at the parking office as a walker.

As a result of providing enhanced parking options, increasing the public's awareness about the value of getting around without having to drive, and the rising cost of gas and permits, the number of annual parking permits sold over the years has declined while campus enrollment has increased. There are 1,990 campus members registered as alternate transportation users on campus.

These results have not gone unrecognized. In 2006, the University of Nevada Parking and Transportation Services Department received a certificate from the U.S. Environmental Protection Agency recognizing the University of Nevada as one of the *Best Workplaces for Commuters*. Their letter of appreciation commended us for providing outstanding commuter benefits for our employees while reducing traffic congestion and air pollution in our community.

The following summarizes the increases in the use of alternate modes of transportation over the past seven years.

	2001	2008
Bicycles	200	632
Motorcycles	138	304
Bus Passes	0	507
Carpoolers	0	225
Circus Circus	0	134
College Park Apartments	0	188
Sierra Spirit (rides to/from campus daily)	0	*400
TOTAL	338	2,390

**Recently we received actual figures to/from campus were 400 daily, not the 1,000 reported from RTC earlier.*

The following summarizes the change in transportation patterns over the past seven years.

Fall	Drive Alone to Campus	Alternate Modes of Transportation
2001	58%	42%
2008	42%	58%

The 2001 parking plan indicated that 58% of faculty, staff and students drove their vehicles alone to campus and only 42% used alternate modes of transportation to get to campus. Now, these figures have reversed and 58% of the campus use alternate modes of transportation to get to campus.

EXISTING PARKING SUPPLY/UTILIZATION

On-campus parking lot utilization surveys were completed by UNR Parking Services staff in October 2008, during the peak parking period. The peak parking demand typically occurs during the Fall semester; therefore, Fall semester 2008 is used to reflect the existing conditions presented in this document.

TABLE 4 – Peak User Parking Demand – Existing Conditions, October 2008

Campus Status	Headcount	Permits Sold	Adjust. Factor	Peak Attendance	Drive Alone	Alternate Modes	Peak Demand
UNR Faculty & Staff	3,152	2,357	0.7	2,206	75%	25%	1,655
Students	16,867	5,999	0.7	11,807	36%	64%	4,250
Affiliates	106	106	0.7	74			74
LOA's.	1,153	143	0.7	577	12%	88%	100
Temps.	694	19	0.7	347	3%	97%	13
Department vehicles with permits		195	0.7	137			137
Department vehicles w/o permits							74
Vendors & Contractors	33	33	0.5	17			17
Community Members w/ permits	124	124	0.5	62			62
Visitors w/o annual permits	600		0.5	300			300
TOTAL	22,729	8,976	N/A	15,527	N/A	N/A	6,682

Community members include emeritus, volunteers, construction workers, library users, rec. center user, etc.

In October 2008, there were 8,677 parking spaces for permit holders on campus. 6,682 spaces were used at the peak parking time, leaving 1,995 parking spaces vacant. Since we are required by the City of Reno to provide a 500 space overage as an efficiency factor (to accommodate the first week of school when more people are on campus), we currently have 1,495 parking spaces for future use.

FUTURE PARKING DEMAND/SUPPLY

Enrollment is expected to continue to increase over the years. However, the projected growth rates are significantly less than anticipated when the 2001 parking plan was developed. Projections have actually been revised annually and, as a result, they have decreased annually. Projections are shown in Table 4. The campus population (faculty, staff and students) is expected to reach 21,792 by the 2012/2013 academic year.

TABLE 5 – UNR Enrollment – Faculty/Staff Projections through 2013/2014

	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014
Fac/Staff	3,157	3,190	3,250	3,300	3,350	3,400
Students	16,867	17,101	17,353	17,614	18,124	18,392
TOTAL	20,024	20,291	20,603	20,914	21,474	21,792

Based on the UNR enrollment projections, parking demand calculations were completed using the parking demand model shown in table 5.

TABLE 6 – Peak User Parking Demand – Fall 2013 Conditions

Campus Status	Head-Count	Adjustment Factor for Peak Attendance	Peak Day/Hour Attendance	Drive Alone	Alternate Mode	Peak On-Campus Parking Demand
Faculty/Staff	3,400	0.7	2,380	75%	25%	1,785
Students	18,392	0.7	12,874	36%	62%	4,635
Others (with permits)	649	0.7				454
Visitors	500	0.7				350
Non-permitted EX Vehicles						116
TOTAL	22,941					7,340

Table 5 estimates that the peak on-campus raw demand in Fall 2013 is 7,340. The number of spaces needed to accommodate the campus population, because of the required 500 space efficiency factor, is 7,840.

TABLE 6 -Parking Supply

Time	Location	Parking Spaces
Fall 2008	Parking spaces on campus	8,677
At this time there are no major construction plans in place that will remove campus parking		
TOTAL PAVED SPACES IN FALL 2013		8,677

Table 6 reflects that there are no plans in place for major construction that will impact the parking supply over the next few years. A total of 8,677 paved spaces will be available to accommodate the projected Fall 2013 demand of 7,340 vehicles on campus at peak periods. The only factor that could affect this projection is unknown construction that could occur between 2010 and 2013. With the reduced enrollment figures that were provided, and the significant number of staff positions that were eliminated due to budget cuts in 2008, it is clear to see that there will be sufficient parking on campus through 2013/2014 and beyond.

Parking and Traffic Board Recommendations

During the 2008/2009 school year, the Parking and Traffic Board reviewed the Parking and Transportation Services budget and determined that, due to the one time funds received from construction projects occurring on campus, parking permit fee increases would not be necessary for the 2009/2010 school year.

In addition, several recommendations were made by the board and approved by the Vice President of Administration and Finance, which will assist the campus community:

- The board voted to eliminate the evening shuttle services on the East Campus shuttle route due to lack of use. This will make the service more cost efficient.
- The board voted to provide funding for the cadet program which began in the Spring of 2009. The parking budget will fund up to \$30,000 for police cadets to walk students to their vehicles at night and patrol campus parking structures.
- The board voted to eliminate funding for the Sierra Spirit bus service which operates from the downtown area to UNR. RTC has agreed to continue to provide the service without UNR's voluntary subsidy.
- The board voted to provide a hardship parking permit for students who are unable to pay for an annual or semester parking permit. This will allow students the ability to pay for parking permits by the month.

Parking Permit fees for 2009/2010

All parking permit fees will remain the same as the previous year.

Fees are:	<u>Permit</u>	<u>09/10</u>
	Silver/Yellow	\$375
	Green:	\$205
	Blue:	\$100
	Disabled:	\$100
	Motorcycle	\$40
	Student Wolf Pass	\$120
	Faculty Wolf Pass	\$150

