Parking Opportunities at UTSA

- Historic lack of visible signage to assist in navigation and parking correctly.
- Shortage of remote parking options for students/staff and visitors.
- Need for concrete steps to be outlined for the evolution of carpooling with a university supported shuttle to transport carpoolers and others back to designated spots in case of unplanned personal emergencies.
- Cost effective solutions to ease the lack of equity/parity felt with regard to parking permit prices/opportunities.
- Solutions to debt management on our parking structures.
Increase Remote Parking Options

“As long as cars are still a primary means of transportation, it would be helpful to those who must commute to have more remote parking options at reduced permit costs augmented with reliable, frequent, and direct bus service. This bus service could be supplied either by UT Shuttles or by Capital Metro service (which are increasingly less distinct from each other in regards to branding and equipment); however, we favor UT Shuttles, as they are more direct and have shorter transit times. As long as both remain free options for students, faculty, and staff, the distinction between them is more one of management of routes and optimum frequencies than of increasing actual service.”
Remote Parking Solutions at UT

Another idea is to negotiate the use of new remote parking locations at areas further away from campus. We propose that Parking and Transportation investigate a pilot program to identify one or two parking lots that are underused during weekdays and could be rented and operated with a self-funded model through the sale of remote parking permits.
Solutions to Debt Management

- Parking structures incur debt for the entire University putting everyone at risk if there are financial insecurities in the future.
- How do we get out of debt?
- Sell the parking garages to outside management companies. Retain the land rights. Require that a percentage of the garage be reserved for campus occupancy and that technology and basic modifications/maintenance be updated according to a specific schedule in the contract.
- Upgrade to T2 technology so that all spaces on campus are viewable in real time and better utilized.
We believe that there is a key pressure point for staff regarding A parking permits on campus. These permits, long nicknamed “hunting licenses,” are sold to part-time and evening-shift workers as well as to full-time employees. In Academic Year 2008-09, 4626 A permits were sold against an inventory of 1041 spaces, meaning only 22.5% of the A permit population can park at one time. The rationale for overselling these passes is that the A permit holder population does not generally need to be on campus all at once, but for full-time employees unfortunate enough to arrive past 8:30 in the morning, the only option for parking is often paying the daily rate in a campus garage.

It seems unjust to sell the A permit so far beyond its capacity. We believe that with the continued elimination of A spaces on the inner campus, it is time for Parking and Transportation to review the model for these passes, to consider offering A passes with a preference to full-time employees, and to make the sale of these passes to full-time staff more proportional with the available A space inventory.
Permit Distribution Ideas

- Prioritize parking permit distribution. In 2002, the University of Georgia instituted a formula to assign parking permits based on the requester's role on campus and longevity. A customized computer program determines the rankings. "It used to be called a 'hunting license,' " quips Walter. "We would give parking permits to anyone and you just had to find a spot." Now faculty might share a lot with senior staff, or even students, leading to better lot utilization.
UTSA Permit Prices 2011 - 2012

Faculty/Staff Permits

- **E** - $726 - Executive
- **FS** - $726 - Faculty/Staff South Garage
- **FN** - $726 - Faculty/Staff North/DTC Garage
- **R** - $605 - Reserved Surface
- **A** - $303 - Faculty/Staff A
- **B** - $151 - Faculty/Staff B
- **F** - $5 - Faculty/Staff B Daily Scratch-Off *

With the new parking garage, how much will these prices increase? What is the future of the “B” permit?
Student Permit Prices

- SG - $726 – Student South Garage
- NG - $464 – Student North /DTC Garage
- SE - $173 – Student South Garage Evening
- NE - $173 – Student North/DTC Garage Even.
- X - $230 – Flex
- C - $130 – Commuter Student
- Z - $58 – Twilight
- S - $5 – Commuter Student Daily Scratch off
Sliding Scale Proposal for Permit Management by percent increase

- Utilizing the sliding-scale option, could mean distributing permits by income level not permit type solely.
- Employees who earn less than $50,000 per year and students would pay an annual price increase of up to 5 percent.
- Employees earning salaries between $50,000 and $100,000 would pay an annual increase of up to 10 percent.
- Those employees who earn more than $100,000 would face price increases up to 20 percent each year.
<table>
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<th>Salary Scale in Thousands</th>
<th>Permit Price/yr</th>
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Staggering Class/work times

- Stagger class times. If everyone isn't rushing to campus at the same time, they won't all be trying to park at the same time. Adjusting class times also makes shuttle schedules easier to manage on large campuses.

- Rutgers has 55 minutes between classes, which allows students to leave their cars parked and use the shuttles to move between campuses.
Where is the breaking point?

- What is the balance between spaces for visitors/students/employees?
- How much should it cost an employee to park on campus if they make under $30,000 annually?
- Should only those who can afford to park on campus be allowed to do so?
- Should permits fund all parking and transportation?
- Could outside companies buy the garages and relieving the University of debt?