

## **BEST PRACTICES, Transportation & Parking**

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**Title:** Reducing traffic on campus one vehicle at a time **#** 756

**Source:** University of California Berkeley

**Co Area:**

**Addl Info:** [http://www.berkeley.edu/news/berkeleyan/2004/04/14\\_bestpr.shtml](http://www.berkeley.edu/news/berkeleyan/2004/04/14_bestpr.shtml)

**Abstract:** (Scroll to bottom) Later this month, Parking & Transportation will introduce its latest initiative to support employees and students who bike to campus. More than 200 new bicycle-parking spaces in covered, locked cages or under security-camera surveillance will be made available to those who commute to campus on two wheels.

“Having a dry, safe place to leave your bike is a high priority for cycling commuters,” says transportation planner Kira Stoll, “and just one of the many programs we provide to encourage transportation alternatives for use by faculty, staff, and students.”

Other highlights include a program enabling employees to purchase transit tickets for BART or AC Transit with pre-tax dollars; Bear Transit shuttles that carry riders from downtown Berkeley to stops as far away as the Richmond Field Station; and a range of parking-fee reductions for those who carpool or vanpool. The campus also provides free California bicycle licensing, discounts on high-quality bike locks, and campus bike paths and parking.

One program that faculty and staff may not be aware of, the Guaranteed Ride Home Program, offers free rides in the event of a personal emergency.

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**Title:** Parking and Transportation Services **#** 775

**Source:** University of Texas at Austin

**Co Area:** Financial Affairs

**Addl Info:** [http://www.utexas.edu/parking/about/annual\\_report/](http://www.utexas.edu/parking/about/annual_report/)

**Abstract:** Several reports listed - up to 2010-2011

Excellent example of a departmental annual report.

1.0 GENERAL

2.0 FINANCIAL OVERVIEW

3.0 PARKING INVENTORY

4.0 MAINTENANCE

5.0 UTILIZATION

6.0 ENFORCEMENT

7.0 ALTERNATIVE TRANSPORTATION

8.0 VENDING

9.0 PARKING MANAGEMENT

INITIATIVES

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**Title:** Parking Management Best Practices # 855

**Source:** Book by Todd Litman

**Co Area:**

**Addl Info:** <http://www.planning.org/apastore/Search/Default.aspx?p=3502>

**Abstract:** The parking management strategies described in this book will help planners increase parking facility efficiency and reduce parking demand. Parking management offers an alternative to traditional "predict and provide" parking planning, which has contributed to widespread auto dependency and urban sprawl. Instead of providing plentiful free parking, parking management provides optimal parking supply and pricing. Its benefits include support for transit-oriented development; reduced storm water management costs, water pollution, and heat island effects; improved travel options for nondrivers; lower housing costs; and more livable communities.

For planners who need to establish more accurate and flexible parking standards, this book is a blueprint for developing an integrated parking plan. It explains how to determine parking supply and affect parking demand, as well as how to calculate parking facility costs. It also offers information about shared parking, parking maximums, financial incentives, tax reform, pricing methods, and other management techniques.

Interview - <http://www.planning.org/APAStore/Content/Default.aspx?d=733>

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**Title:** HOOS Driving: UVa's Transportation Demand Management Initiative # 981

**Source:** University of Virginia

**Co Area:**

**Addl Info:** <http://www.sacubo.org/awards/bestpractices/archive/2009bp/>

**Abstract:** The University of Virginia has experienced tremendous growth in both scale and scope that has inspired innovations in parking and transportation. Transportation Demand Management (TDM) represents the University's efforts to reduce the demand for single occupant vehicle use through improving the attractiveness and efficiency of transit services, enhancing commuting options, and creating bicycle networks to reduce the demand for vehicles. Recent improvements to transit service include the implementation of a real time Global Positioning System (GPS) bus locator system, a subsidy paid for the University community to access the Charlottesville Transit System (CTS) bus service, and partnerships and incentive programs to facilitate van and car pools. In addition, the 2007 Bicycle Master Plan seeks to develop a comprehensive system of routes, storage, and signage to enhance safe and convenient bicycle use.

The University of Virginia has chosen to implement transportation demand management before it becomes a necessity, and the immediate and long term benefits of a successful TDM plan are not difficult to recognize.