



# University of North Texas Health Science Center



## Transportation Survey Fall 2013



**Submitted and Prepared by:**

Facilities Management/Office of Sustainability



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# PART I: BACKGROUND

## Introduction

The University of North Texas Health Science Center (UNTHSC) campus transportation survey was conducted by the Office of Sustainability within Facilities Management in the fall of 2013. The survey collected information related to how our students, staff, and faculty commute to campus including mode choice, deciding factors of their mode choice, distances and places traveled, and information on what would incentivize commuters to consider more sustainable modes of transportation. To the best of our knowledge, this is the first transportation survey conducted at UNTHSC. We hope to administer this survey every two years in order to track changes in commuter habits over time, assess the awareness and success of transit related programs, support and develop new programs, and determine the environmental impact associated with our commuters.

## Survey Significance

UNTHSC was founded as the Texas College of Osteopathic Medicine in 1970 with a class of 20 students. Since then, we have grown to include five colleges, nine research institutes and ten graduate degree programs serving 2,149 students in the fall of 2013. The university is housed on a 33-acre campus located in Fort Worth's Cultural District which is itself growing with both commercial and residential real estate. This significant growth offers both challenges and opportunities in campus parking, how our students and employees commute to UNTHSC, and our university's effect on the region's air quality and environment.

The purpose of the survey is to gain an understanding of the commuting habits of our campus with intentions to promote and develop transit related programs that are better for our people, campus, and the environment. The results will help the Office of Sustainability track commuter data over time and determine the awareness and effectiveness of programs. The specific goals are to:

- **Decrease Daily Parking Demand** – UNTHSC had 2,096 parking spots available on campus as of fall 2013. Our recent population growth has increased the demand for on-campus parking spots. One goal of this survey is to first understand how people commute to campus, then

determine and implement ways to incentivize modes of transportation that reduces parking demand such as carpooling, public transit, biking, etc.

- **Reduce Air Pollution From Our Commuters** – According to Air North Texas, a regional clean air partnership and campaign formed by the North Central Texas Council of Governments, our area is in nonattainment for 8-hour ozone levels ([airnorthtexas/facts.org](http://airnorthtexas/facts.org)). This negatively impacts our region's air quality and can affect the health and wellness of our residents. We will use this survey to measure our impact from commuters and set goals to reduce any negative impact on our region's air quality.
- **Determine Awareness of Programs** – UNTHSC has made efforts to encourage sustainable behaviors such as offering a 20% parking discount to drivers of low-emitting and fuel-efficient vehicles. The survey will help determine awareness of such programs and help us develop future communication strategies.
- **Aid in City-Wide Transportation Planning** – UNTHSC has been involved in multiple groups working on transportation in Fort Worth and we will use the survey results to inform city planners of the needs and habits of our university's commuters.

## Survey Methodology

The Office of Sustainability developed survey questions based on information needed to meet its goals (above). We used an online survey tool called Qualtrics which enabled the responses to be collected electronically. The survey was open for one month from September 24 to October 24, 2013, and was made available to the campus through our Daily News emails, announcements to groups such as the UNTHSC leadership team, the Sustainability Website and Facebook, etc. One Kindle E-reader was given to a respondent who provided an email address. If a participant chose not to give their email address on the survey itself, he or she had the option to email the Office of Sustainability to be eligible for the Kindle E-reader. A total of 619 students, staff, and faculty responded to the survey for an average response rate of 16%. Staff members had the highest response rate of 22%, and students and faculty had response rates of 13% and 12% respectively. For survey analysis, staff and faculty were combined as one employee group.

The beginning of the survey asked general questions about the person and their commuting habits. These questions forced a response meaning the person could not advance in the survey until complete.

However, questions later in the survey that were longer or asked for an opinion did not force a response. This strategy was done to help eliminate false information from survey fatigue.

The survey was designed using display logic, a technique used to display questions relevant to the person taking the survey based on an answer to a previous question. For example, if a respondent indicated that he or she typically drove a vehicle to campus, then questions related to commuting by public transit were not displayed. The survey consisted of a total of 64 questions although no participant could answer every question because of the display logic technique. The survey was designed to take between 10 to 15 minutes.

## PART II: SURVEY RESULTS

### General Commuter Profile

The main campus of UNTHSC is located in Fort Worth’s Cultural District. The clinical practice group, UNT Health, has locations throughout Tarrant County: the largest clinic is on May Street in central Fort Worth. Ninety four percent of people commute to the main campus, 4% to the UNT Health May Street location, and another 4%

to the various clinics. As Figure 1 shows, students tend to live closer than employees to UNTHSC with 34% percent of students living within 3 miles of campus compared to only 7% of employees. In contrast, 54% of employees live 10.1 to 30 miles from campus compared to only 22% of students within the same distance.

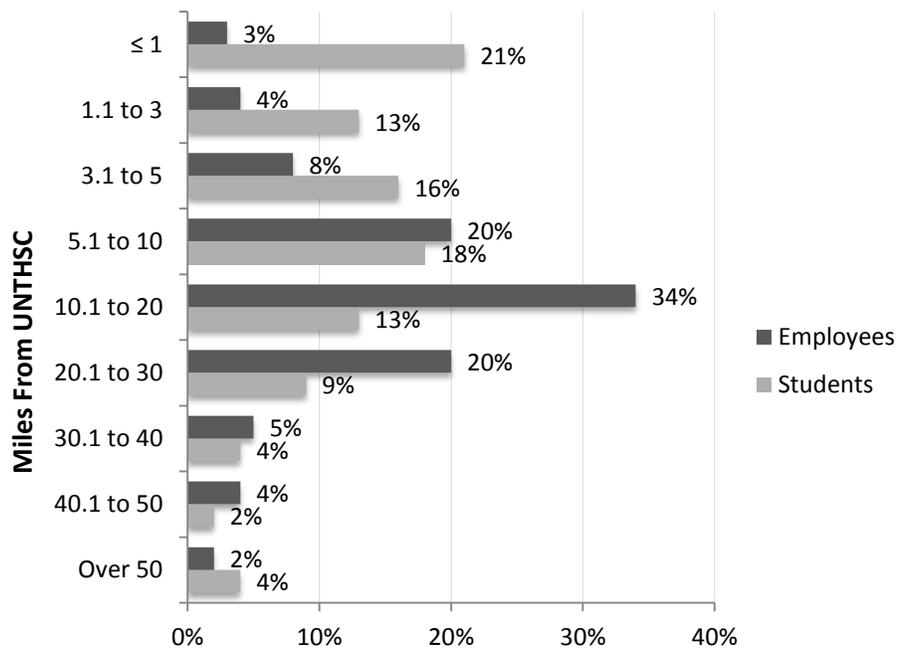
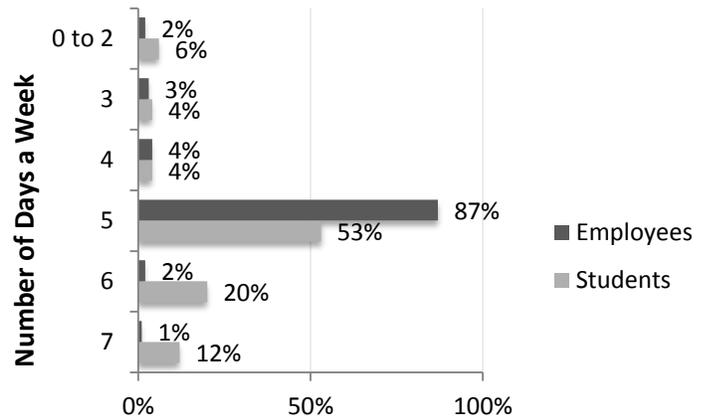


Figure 1. Commute Distance to UNTHSC

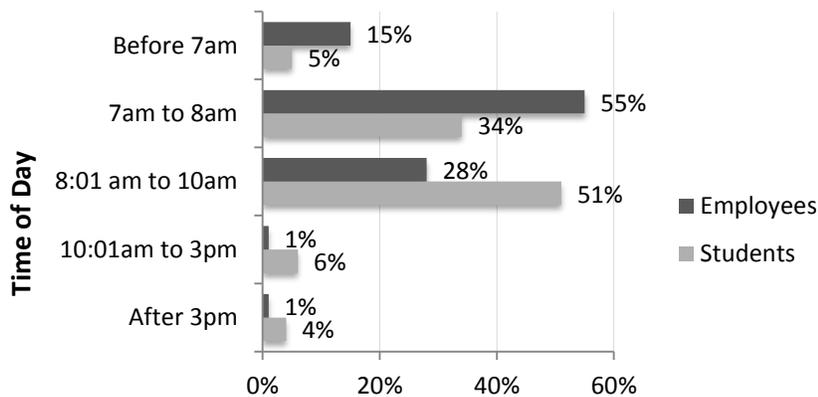
Eleven percent of all students and staff live less than a mile from campus (not pictured). Of those, 44% drive a vehicle to campus, 35% walk, and 17% ride a bike.

## Peak Travel Times

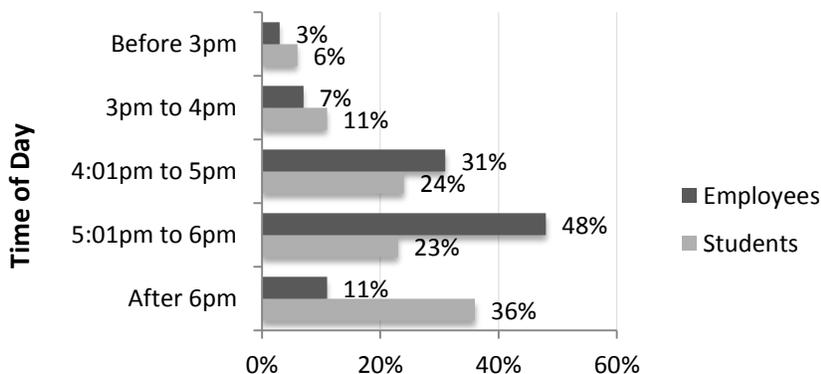
Eighty seven percent of employees travel to campus 5 days a week, but students vary more with 53% coming 5 days a week, 20% coming 6 days, and another 12% coming 7 days a week (see Figure 2). Differences are also seen in the time of day students and employees commute to and from campus. For example, the majority of employees, 55%, arrive between 7am to 8am while students tend to arrive later (see Figure 3). However, students depart campus later than employees. For instance, 36% of students leave after 6pm compared to only 11% of



**Figure 2. Number of Days in a Typical Week Students and Employees Commute to UNTHSC**



**Figure 3. Typical Time of Arrival to UNTHSC**



**Figure 4. Typical Time of Departure From UNTHSC**

employees. Seventy nine percent of employees leave between 4:01pm to 6pm compared to only 47% of students (see Figure 4).

## Mode of Transportation

Eighty six percent of UNTHSC commuters drive a vehicle alone to campus as their primary mode of transportation (see Figure 5). Walking, carpool, public transit, and biking each fall at 5% or lower, and only two respondents indicated that they drive a motorcycle, motor scooter, or moped to campus.

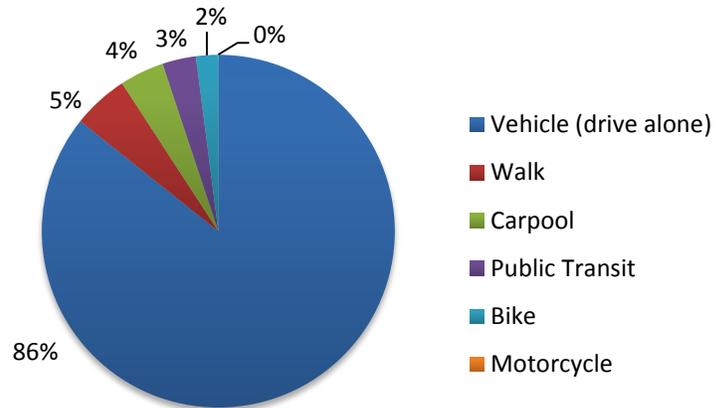


Figure 5. Mode of Transportation Split

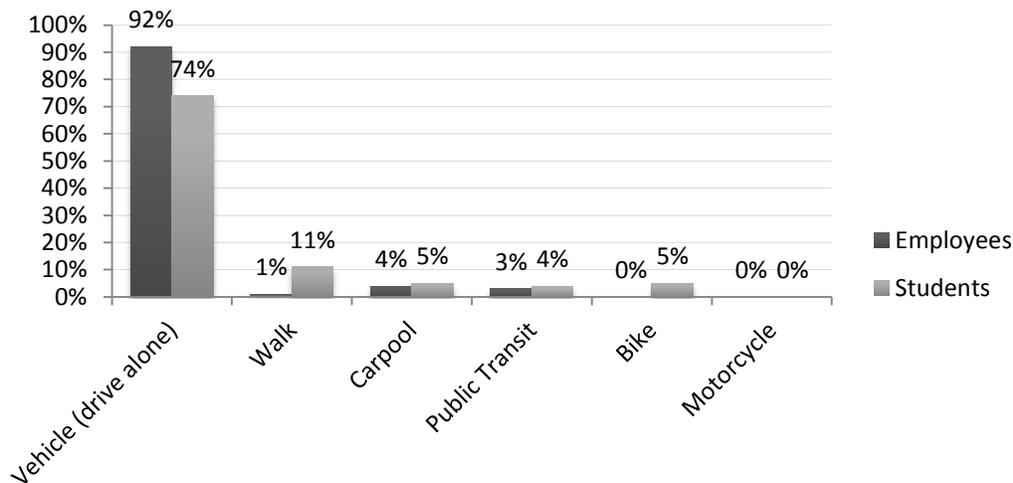


Figure 6. Transportation Modal Split By Campus Affiliation

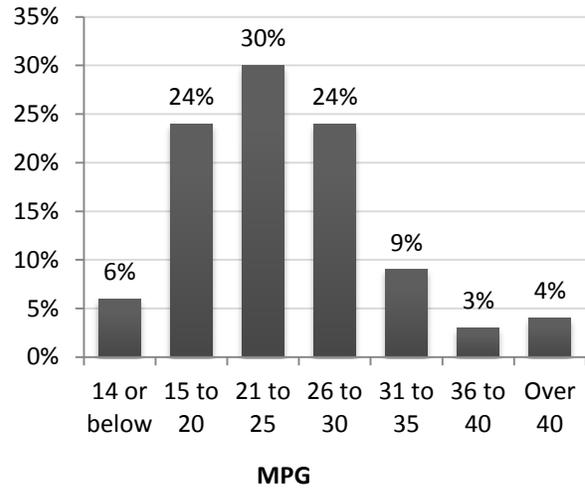
Figure 6 illustrates the modal split by campus affiliation. Employees have a higher percentage of people who drive alone in vehicles compared to students at 92% and 74% respectively. Furthermore, a higher percentage of students walk or bike compared to employees although carpooling and riding public transit are more similar between the groups. According to the survey, 96% of commuters use the same mode of transportation to come to UNTHSC and return home.

## Mode of Transportation: Vehicle (Drive Alone)

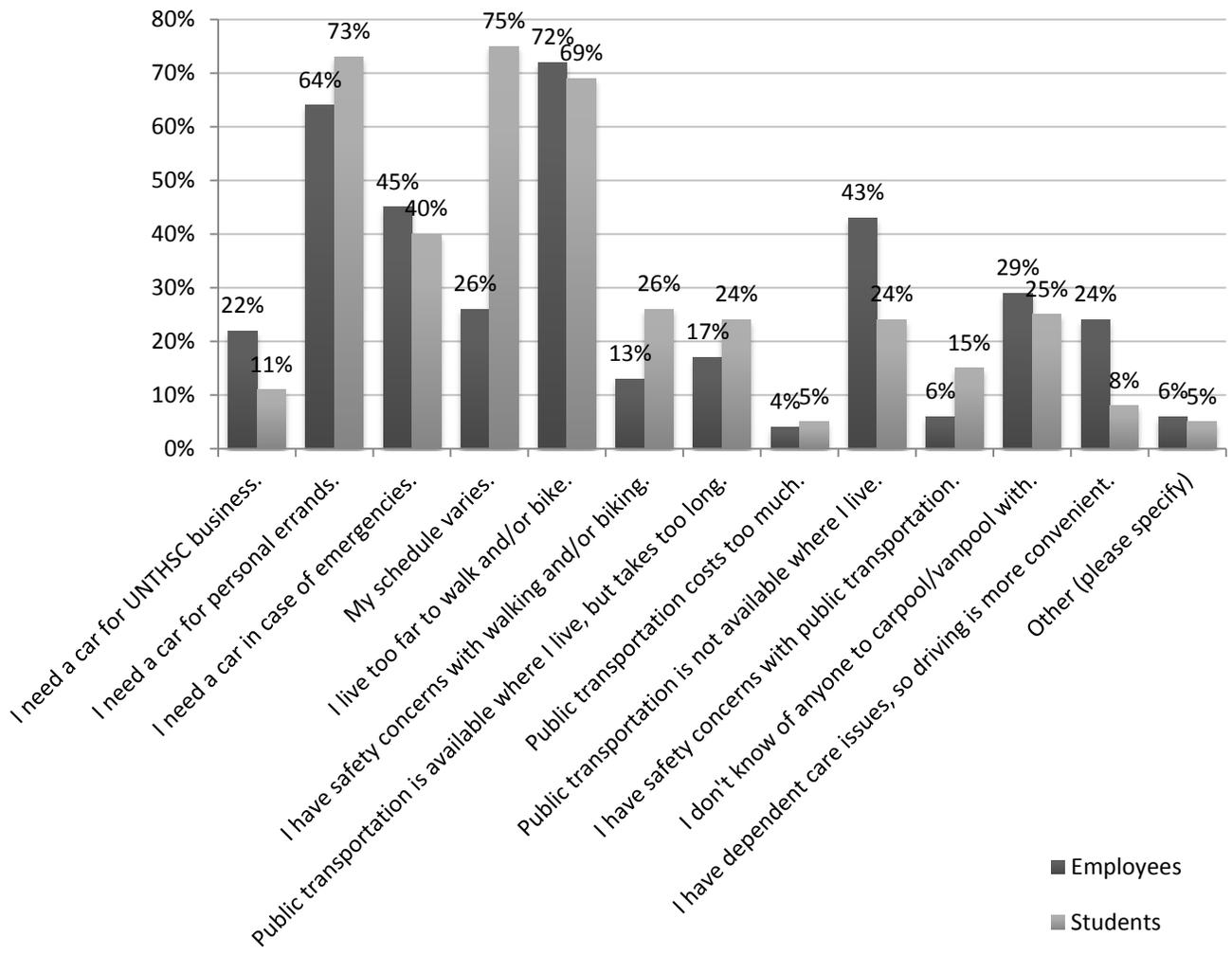
People who drive their vehicle to campus alone seem to drive standard cars and trucks with 84% of the vehicles having 30 miles per gallon (MPG) or less (see Figure 7). Only 7% of vehicles get over 36 MPG or more.

Respondents were asked to indicate which factors influence their decision to drive a vehicle alone to campus (see Figure 8). The top three reasons for employees include that they live too far to walk and/or bike; they need a car for personal errands before, during, or after work; and they need a car in case of emergencies (72%, 64%, and 45% respectively). Students' top three reasons were similar except the main reason for driving is because their schedule varies (75%).

Respondents were given an option to specify other reasons for driving a vehicle alone to campus. Out of the 28 responses, 39% of people prefer driving, 32% indicate that the transit system doesn't meet their needs, 18% need a vehicle due to a disability or to run errands, and 11% drive due to late and varying schedules.

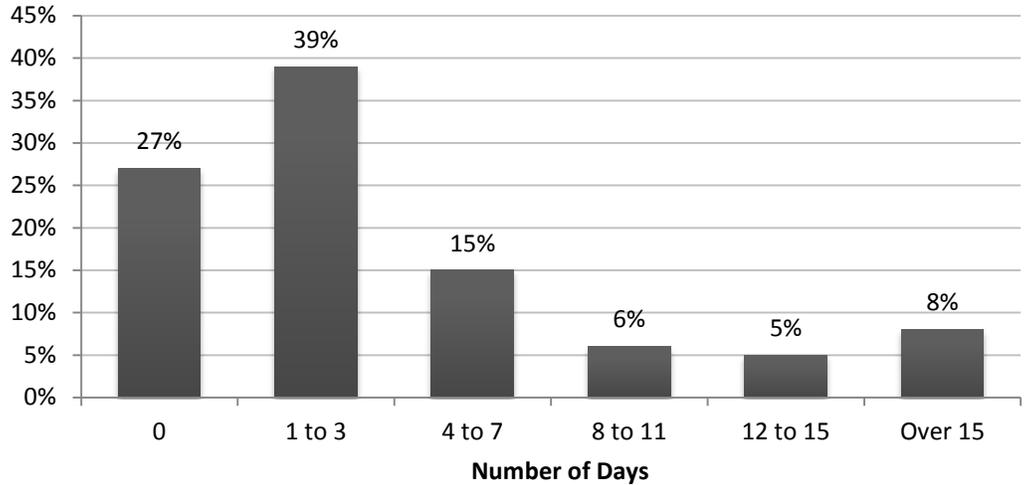


**Figure 7. Miles per Gallon of Vehicle**



**Figure 8. Reasons for Driving Vehicle Alone**

In a typical month, 39% of people drive their vehicle to lunch 1 to 3 times while 27% of people do not drive to lunch at all (see Figure 9). When people do drive to lunch, 64% of them either sometimes or often carpool while 36% of people never or rarely carpool with others.

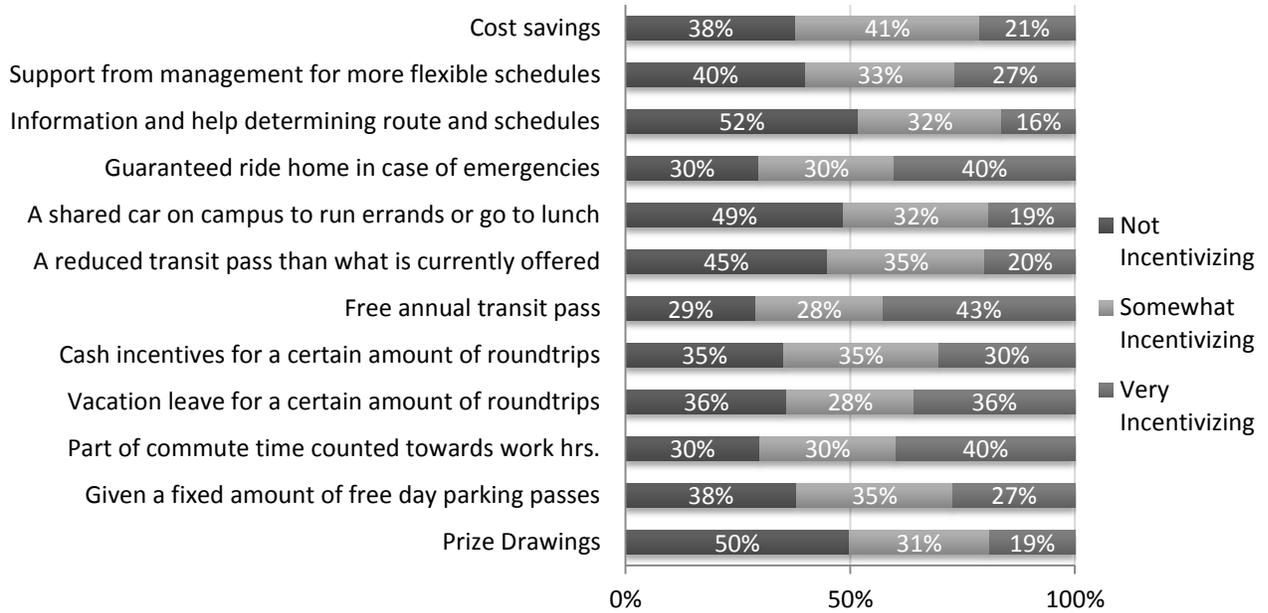


**Figure 9. Number of Days in a Typical Month People Drive to Lunch**

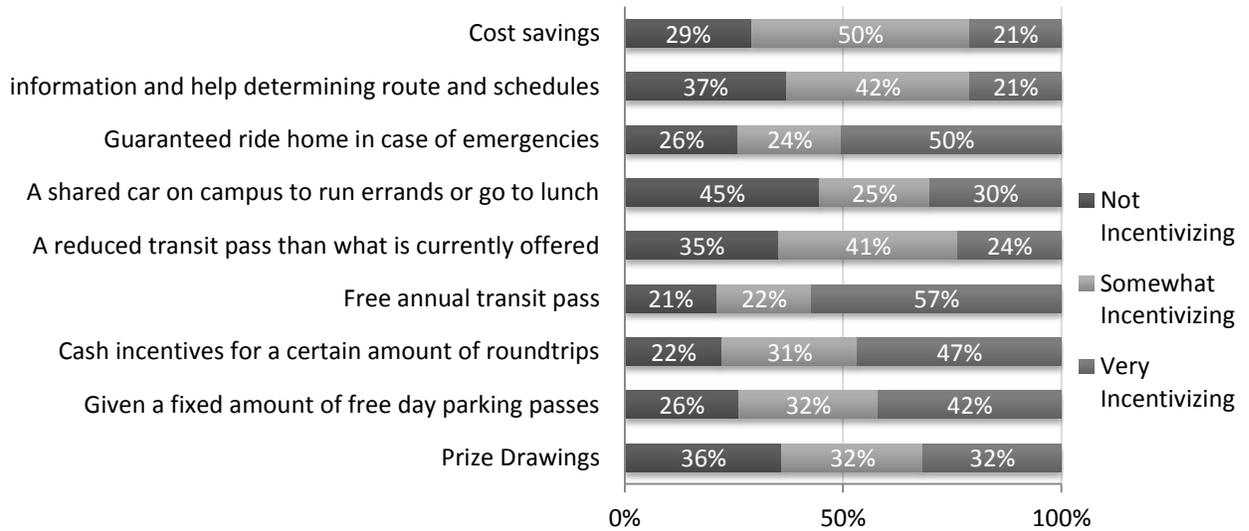
### **Incentives to Consider Other Commuting Options**

People who drive their vehicle alone to campus were asked what would incentivize them to consider other options such as public transit, carpool/vanpool, and walking or biking. The results for employees and students are summarized in separate charts below. The questions did not force a response and they were not required to put an answer to each comment within the question.

Figures 10 and 11 show the results of what would incentivize employees and students to ride public transit. Respondents were only given these questions if they indicated that public transportation is available where they live from a previous question in the survey (see Figure 8), and about 50% of both employees and students responded to these questions. Employees found the following the most incentivizing: free annual transit pass, guaranteed ride home in case of emergencies, and part of the commute time counting toward work hours. Students similarly found guaranteed ride home, free annual transit pass, and cash incentives for a certain amount of roundtrips very incentivizing. In contrast, both groups indicate that information and help determining route and schedules, prize drawings, and a shared car on campus to run errands and go to lunch not incentivizing.

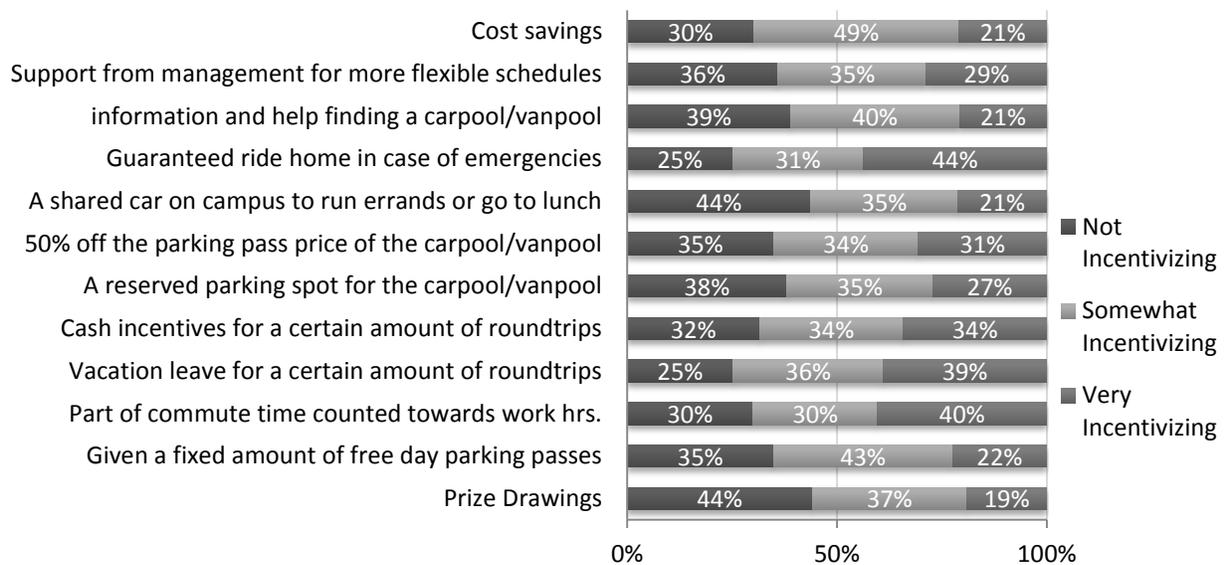


**Figure 10. Employee Incentives to Ride Public Transit**

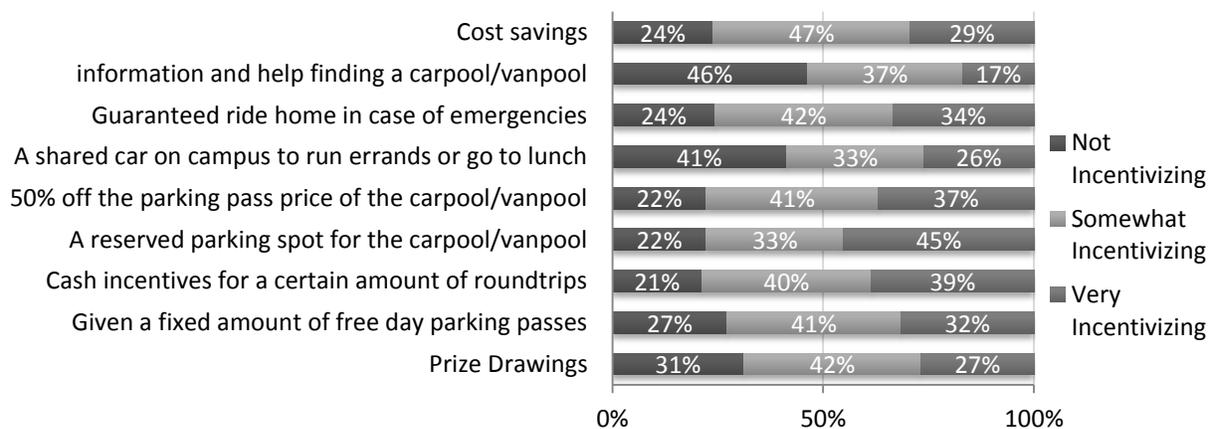


**Figure 11. Student Incentives to Ride Public Transit**

Respondents who drive a vehicle to campus as their primary mode of transportation were given the option to answer what would incentivize them to consider carpooling/vanpooling, and about 85% of employees and 70% of students responded to these questions. Figure 12 shows that employees find a guaranteed ride home, part of the commute counting toward work hours, and vacation leave for a certain amount of roundtrips to be the most incentivizing. Students indicate that a reserved parking spot for the carpool/vanpool, cash incentives for a certain amount of roundtrip and 50% off the parking pass price for the carpool/vanpool the most incentivizing (Figure 13). Both groups find a shared car on campus to run errands or go to lunch, information and help finding a carpool/vanpool, and prize drawings not incentivizing.



**Figure 12. Employee Incentives to Carpool/Vanpool**



**Figure 13. Student Incentives to Carpool/Vanpool**

Respondents indicating that they do not live too far to bike or walk to campus were asked what would incentivize them to consider riding a bike or walking to campus, and about 50% of people responded to these questions. Employees and students find a guaranteed ride home and improved bike lanes the most incentivizing. Both groups find additional bike racks on campus not incentivizing. Employees find cost savings not incentivizing while students again find a shared car on campus not incentivizing.

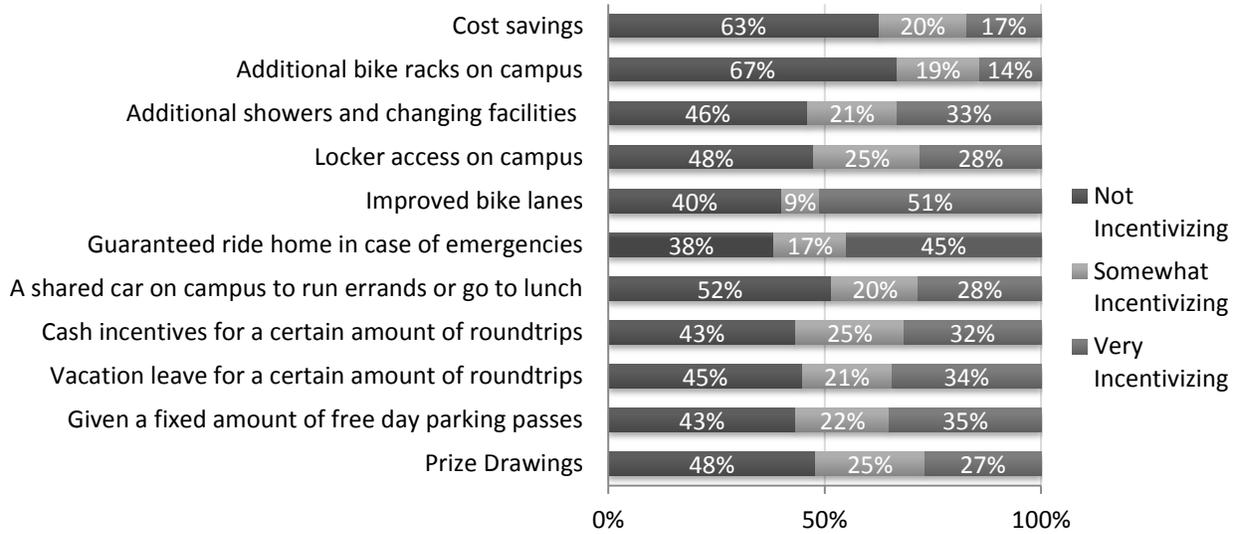


Figure 14. Employee Incentives to Bike/Walk

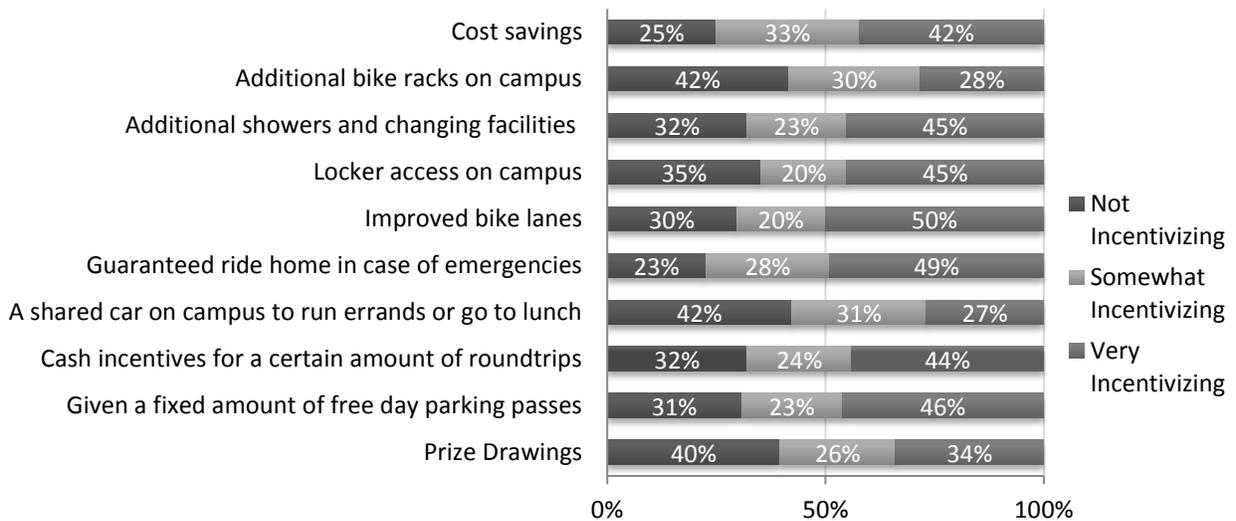
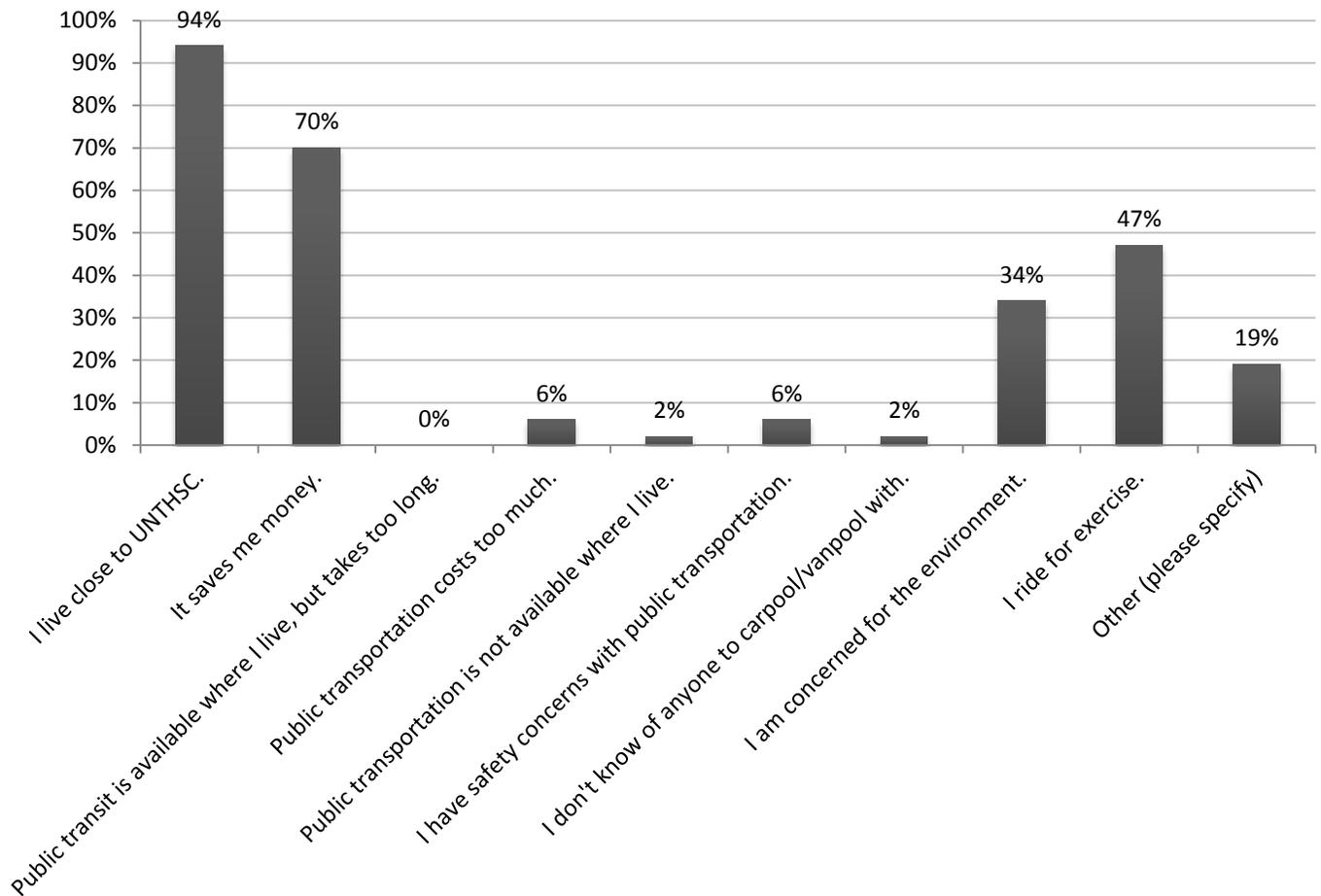


Figure 15. Student Incentives to Bike/Walk

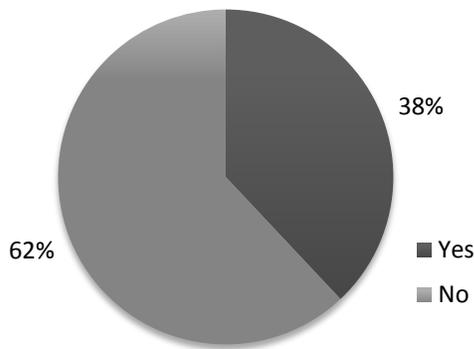
## Mode of Transportation: Walk or Bike

Seven percent of UNTHSC staff and students ride a bike or walk to campus (see Figure 5), and 95% of these respondents commute 3 miles or less each way. The primary reasons for choosing this mode of transportation is living close to campus, saving money, and riding for exercise (Figure 16). Thirty four percent indicated that a concern for the environment was a reason for walking or biking to campus as well.

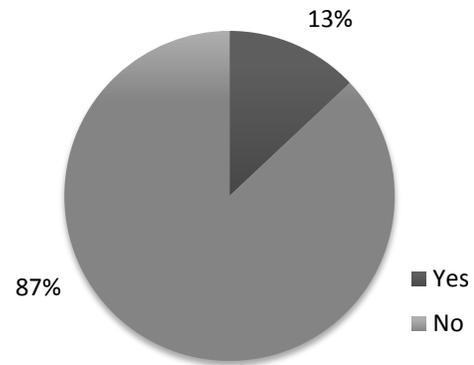


**Figure 16. Reasons for Walking or Biking to UNTHSC**

Of those who commute by bike or walking, only 38% occasionally drive a vehicle alone to campus, and 13% of them have a parking pass (see Figures 17 and 18). Sixty six percent of the respondents drive between 1 to 6 days a month, 17% drive between 7 to 10 days, and 17% drive 11 days or over (figure not shown).



**Figure 17. Occasionally drive a vehicle to campus.**



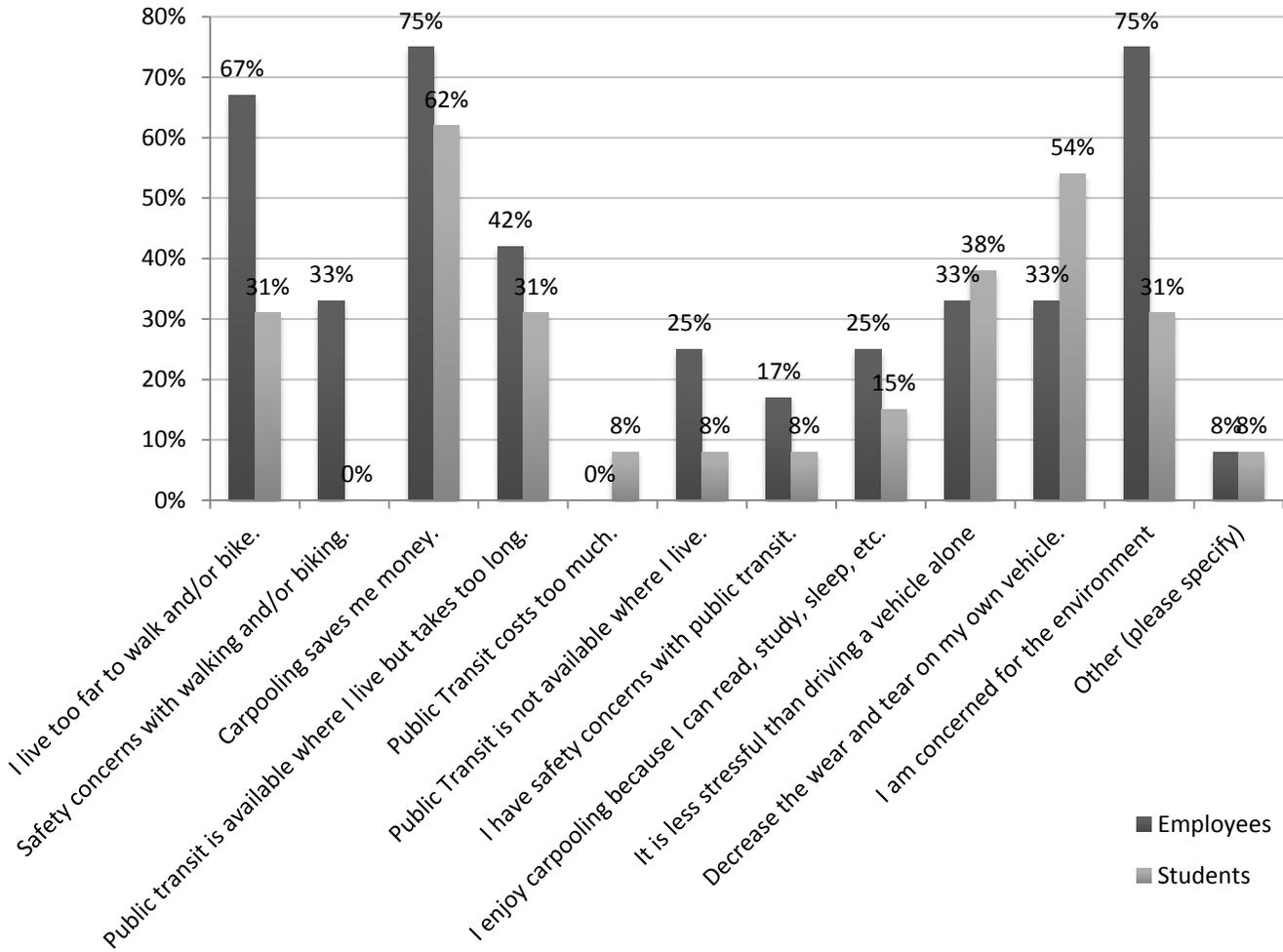
**Figure 18. Have a Parking Pass.**

### Mode of Transportation: Carpool/Vanpool

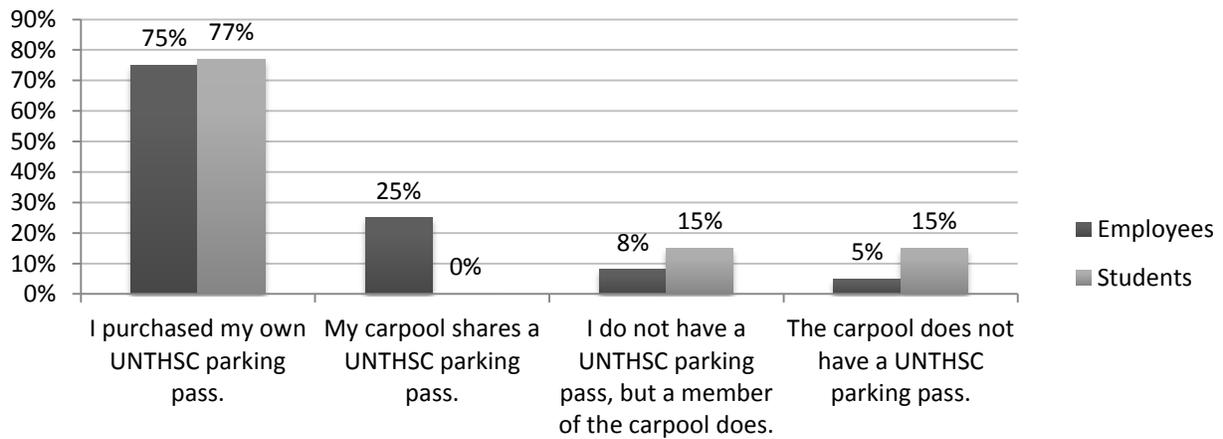
At the time of the survey, vanpools on campus had not been established. Carpooling refers to when two or more people ride together to campus in a personal vehicle. Respondents who carpool to campus became part of the carpool primarily through relationships like roommates, classmates, spouses, friends, and word of mouth on campus. None of the respondents indicated that the carpool was through a third party organization like The T, Fort Worth’s Transportation Authority. Twenty five percent of staff carpool with people not part of UNTHSC compared to only 8% of students (not pictured).

Figure 19 summarizes the reasons staff and students carpool to campus. The top three reasons staff members choose to carpool is saving money, concern for the environment, and they live too far to walk and/or bike (75%, 75%, and 67% respectively). Like staff, students indicate that the primary reason for carpooling is saving money (62%). The second and third reasons students carpool are to decrease the wear and tear on personal vehicle (54%) and carpooling is less stressful than driving alone (38%). When asked about their parking pass situation, 75% and 77% of employees and students respectively purchase their own UNTHSC parking pass (Figure 20). Twenty five percent of employees share a parking pass as opposed to none of the student carpool riders. Five percent of employees are part of a carpool that does not have a parking pass compared to 15% of student carpool riders.

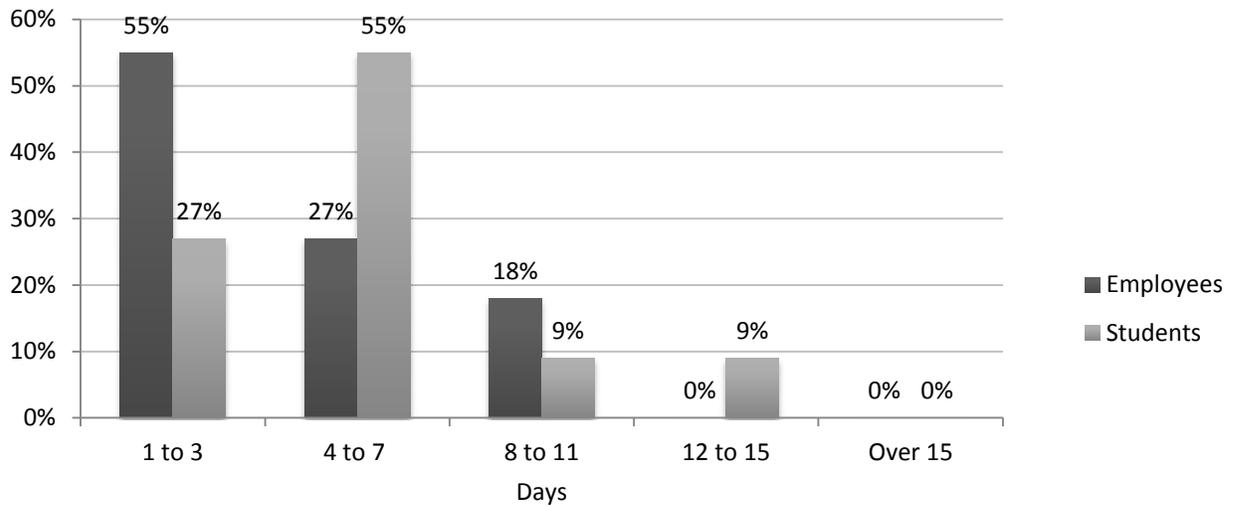
Ninety two percent of employees who carpool occasionally drive a vehicle alone to campus compared to 85% of student carpoolers (not pictured). Figure 21 shows that the majority of employees drive 1 to 3 days in a typical month (55%) while the majority of students drive 4 to 7 days in a typical month (55%). Eighty two percent of carpool riders from both groups drive 7 days or less in a typical month.



**Figure 19. Reasons for Carpooling to UNTHSC**



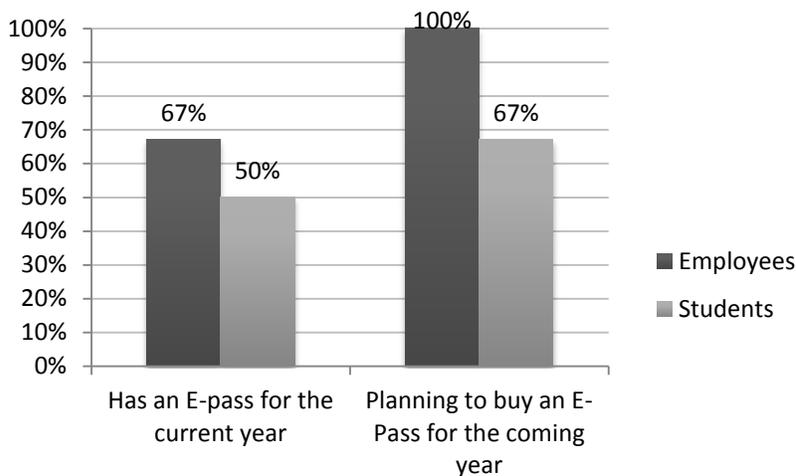
**Figure 20. The Parking Pass situation of carpool riders.**



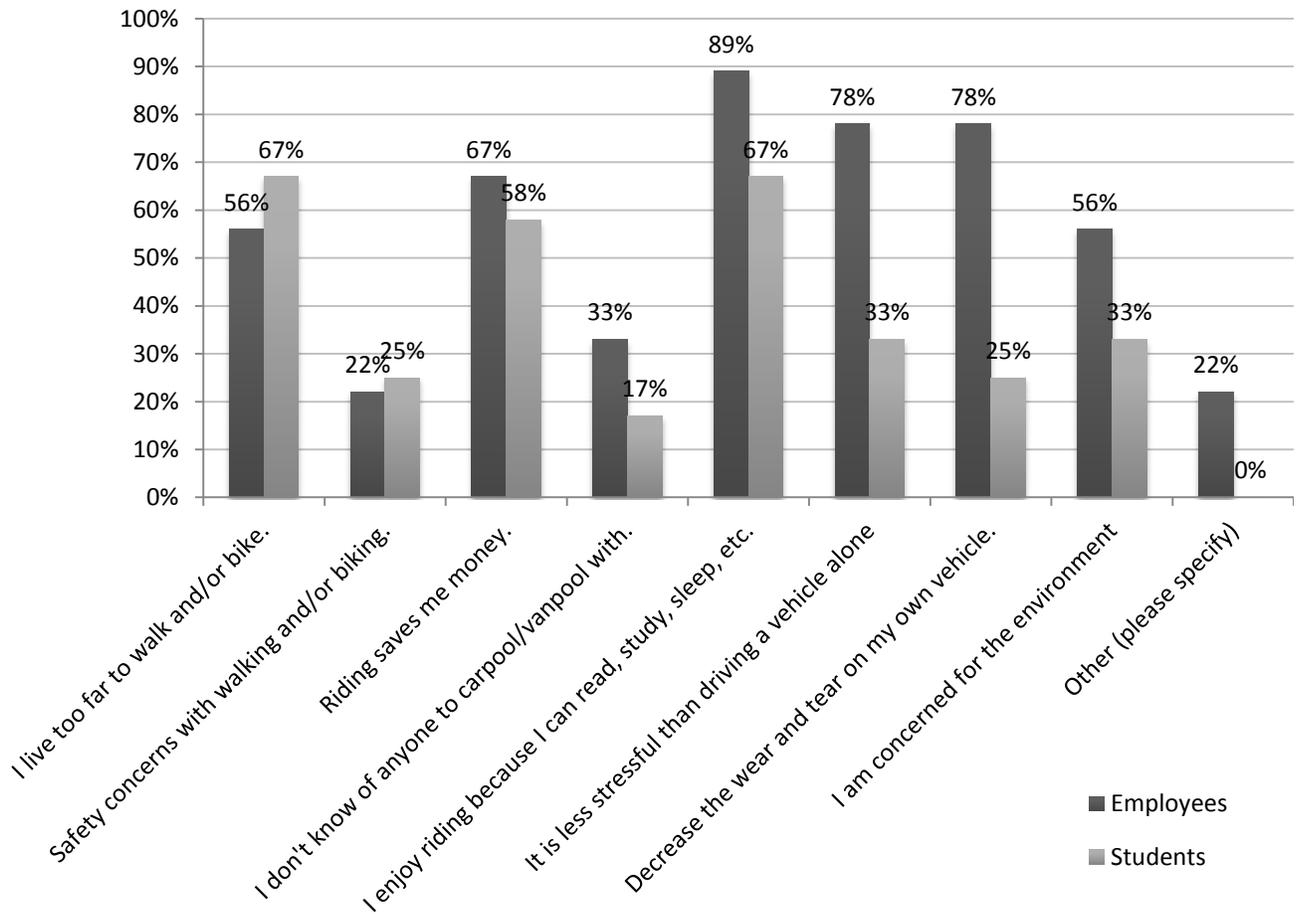
**Figure 21. Number of Days in a Typical Month Carpoolers Drive Alone to Campus.**

### Mode of Transportation: Public Transit

Three percent of employees and 4% of student ride public transit to campus (see Figure 6). Of those respondents, 67% and 50% of employees and students currently have an E-pass, a yearly pass for public transit within the Dallas and/or Fort Worth area (see Figure 22). One hundred percent of employees were planning to buy an E-pass for the coming year as opposed to 67% of students.



**Figure 22. Public Transit Riders with an Annual E-pass**

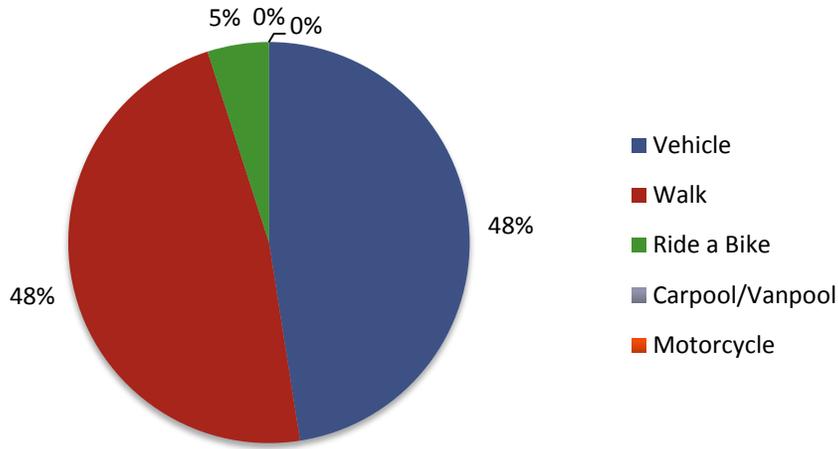


**Figure 23. Reasons for Riding Public Transit to UNTHSC.**

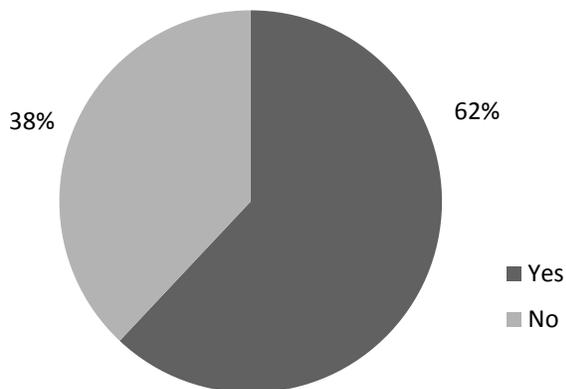
Figure 23 summarizes the reasons respondents ride public transit. Employees ride because they enjoy being able to read, study, sleep, etc. (89%); it is less stressful than driving a vehicle alone (78%), and to decrease the wear and tear of their own vehicle (78%). Students ride because they live too far to walk and/or bike (67%); they enjoy being able to read, study, sleep, etc. (67%); and it saves them money (58%). Other reasons employees choose to ride public transit are because they do not drive or they do not have access to a car.

When asked how the riders get to the bus/train station, 48% indicated that they walk and another 48% drive a vehicle to the station (see Figure 24). The remaining respondents ride a bike to the station (approximately 5% of riders). All of the riders get to the station in 5 miles or less with most of the riders (48%) traveling less than half a mile. Fifty two percent of respondents said that the station is not a

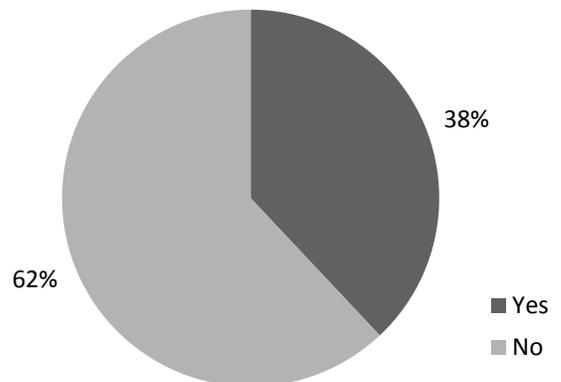
designated Park and Ride Lot where riders may park for free. Forty three percent indicated that the station is a designated Park and Ride Lot, and 5% were not sure (figures not pictured).



Sixty two percent of respondents occasionally drive to campus (Figure 25), yet only 38% of riders have a UNTHSC parking pass (Figure 26). Of the riders who occasionally drive to campus, 62% of them drive 1 to 3 times in a typical month and 38% of them drive between 4 to 6 days in a typical month (figure not pictured).



**Figure 25. Occasionally drive a vehicle to campus.**

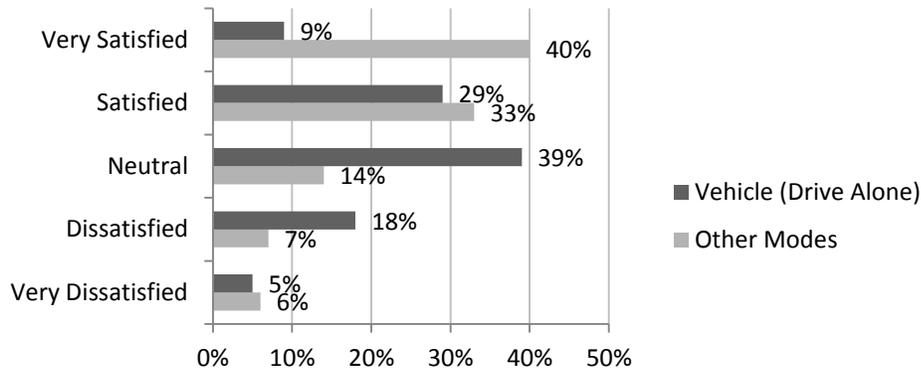


**Figure 26. Have a Parking Pass.**

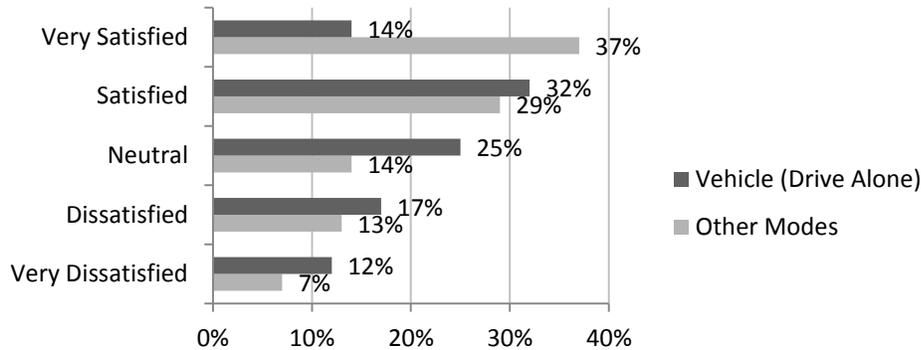
## General Commuter Responses

### Satisfaction of the Commute

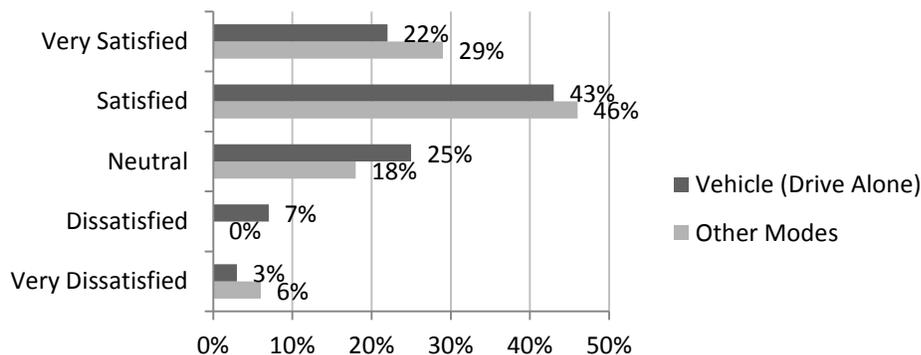
After answering questions related to their specific mode of transportation, respondents then were asked a series of questions to complete the survey. Satisfaction levels of their commute was assessed in several areas including cost, time spent, safety, reliability, convenience, productivity, impact on



**Figure 27. Satisfaction with the Cost of Commuting.**



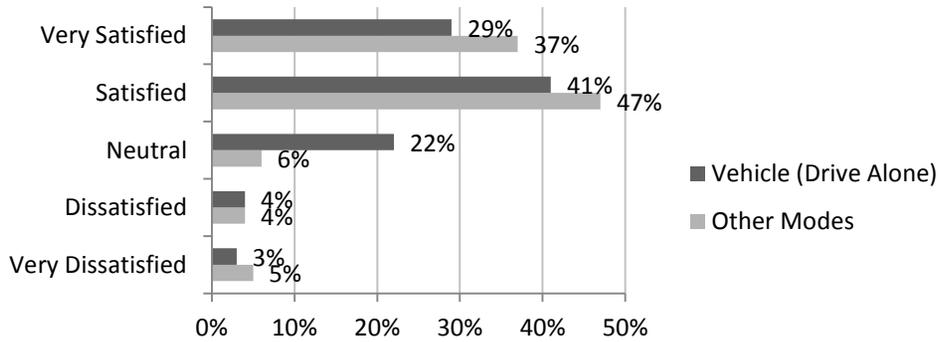
**Figure 28. Satisfaction with the Time Spent Commuting.**



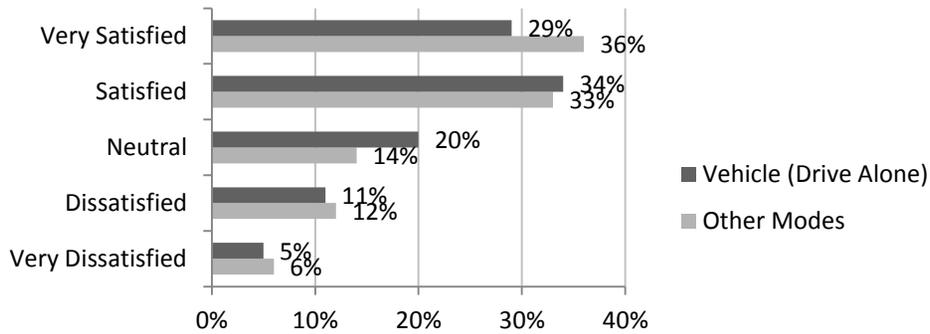
**Figure 29. Satisfaction with the Safety of Commuting.**

health, and impact on the environment. The results are displayed in Figures 27 through 34 and the data is shown comparing those who drive a vehicle alone and all other modes of transportation.

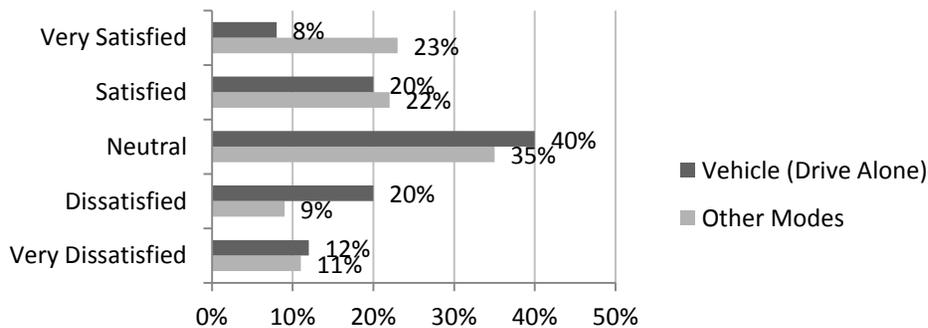
As far as the cost of commuting, 38% of people who drive alone are either very satisfied or satisfied compared to 73% of users who commute in other ways (Figure 27). In addition, 14% of commuters who drive alone are very satisfied with the time spent commuting compared to 37% of those in the other modes (see Figure 28).



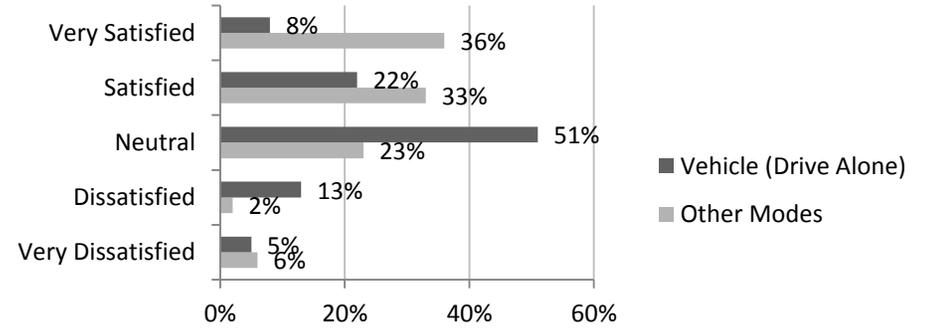
**Figure 30. Satisfaction with the Reliability of Commuting.**



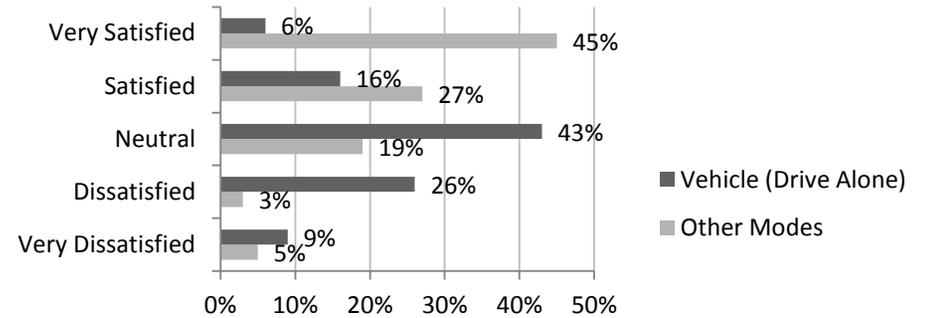
**Figure 31. Satisfaction with the Convenience of Commuting.**



**Figure 32. Satisfaction with Productivity During the Commute.**



**Figure 33. Satisfaction with the Impact of Commute on Health.**



**Figure 34. Satisfaction with the Impact of Commuting on the Environment.**

Commuter satisfaction with regards to the safety (Figure 29), reliability (Figure 30), and convenience (Figure 31), is similar between commuters who drive alone versus take other modes of transportation. In regards to productivity during the commute (Figure 32), 55% of people who take other modes are either very satisfied or satisfied compared to only 28% of people who drive alone. Similarly, 69% of people who take other modes are either very satisfied or satisfied with the impact of commuting on their health as opposed to 30% of those who drive a vehicle alone (Figure 33). Furthermore, 72% of commuters taking other modes are either very satisfied or satisfied with the impact of their commute on the environment compared to just 22% of those who drive alone (Figure 34).

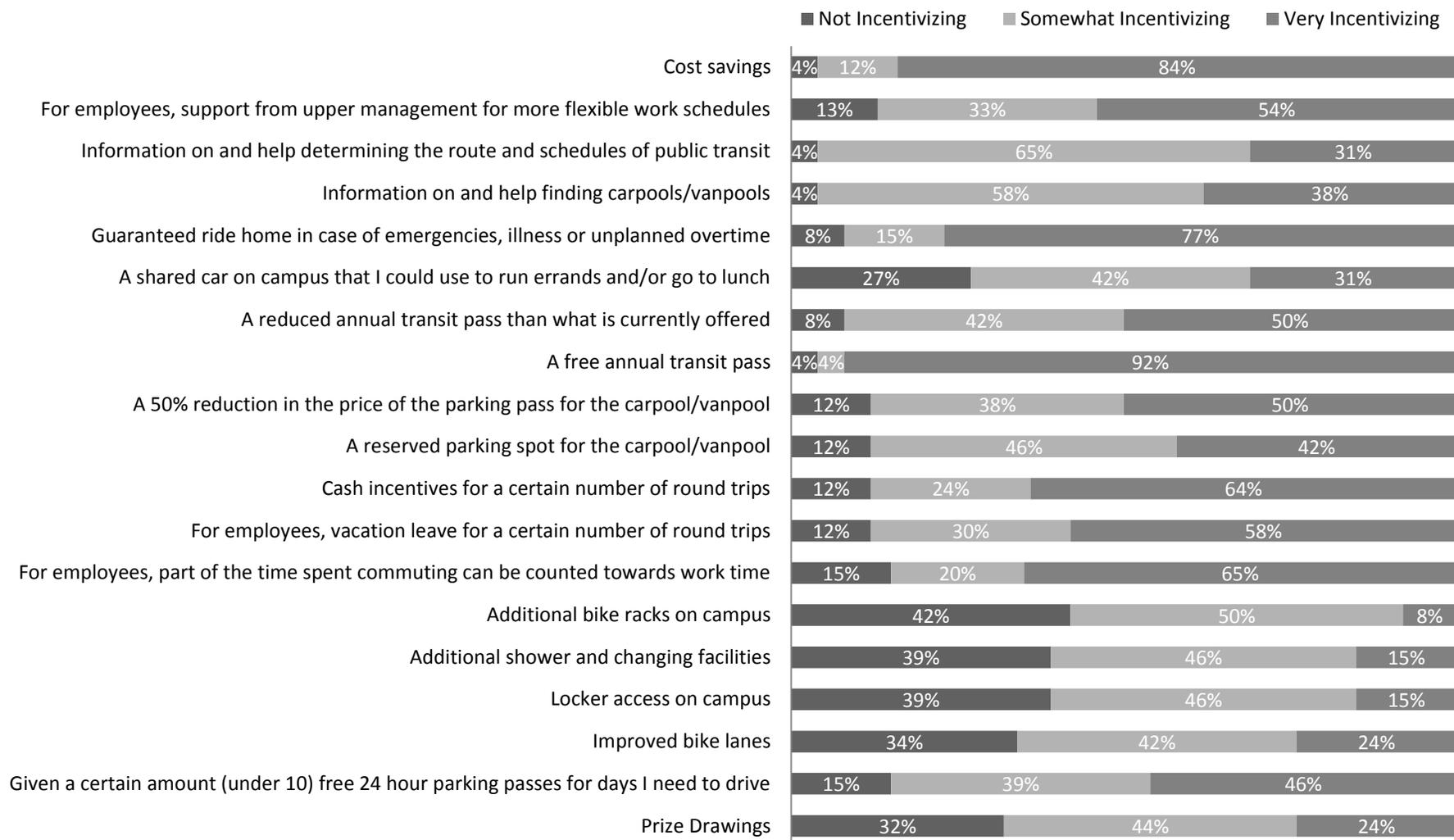
### **Incentives to Consider Modes of Transportation besides Driving Alone**

Respondents who commute by a mode of transportation other than driving a vehicle alone (see Figure 6) were asked to give their opinion as to what degree certain conditions would incentivize UNTHSC employees and students to consider a mode of transportation besides driving a vehicle alone to campus. Figure 35 summarizes these results. Respondents consider the following as the most incentivizing: a free annual public transit pass (92%), cost savings (84%), and a guaranteed ride home in case of emergencies or unplanned overtime (77%). In addition, cash incentives for a certain number of round trips, vacation time (for employees) for a certain number of round trips, and time spent commuting counting toward work time were also very high percentages of very incentivizing responses at 64%, 58%, and 65% respectively.

Responses seen as not incentivizing were additional bike racks on campus (42%), additional showers and changing facilities (39%), and locker access on campus (39%) although about half of respondents viewed these incentives as somewhat incentivizing.

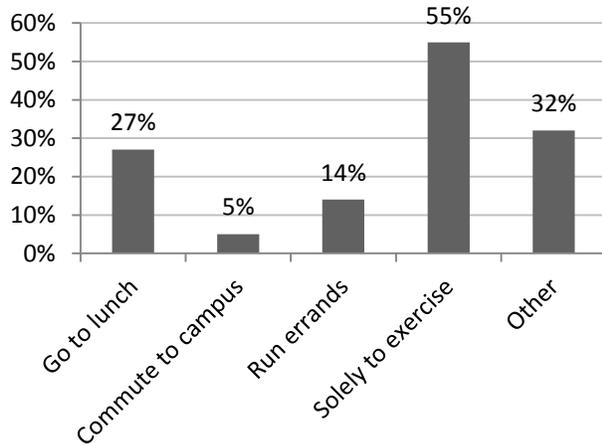
### **Awareness and Use of Transit Related Programs**

Respondents were asked if they are aware that UNTHSC offers a 20% parking discount to drivers of low-emitting or fuel-efficient vehicles, and 61% indicated that they are aware of the discount. In addition, 42% of respondents are aware that UNTHSC offers E-passes which are the annual discounted pass for regional public transit. Only 8% of respondents are aware of the free regional carpool/vanpool



**Figure 35. Incentives for People to Consider Commuting by a Different Mode of Transportation Than Driving a Vehicle Alone.**

matching system called TryParkingIt.com, and of those respondents only 10% of them registered on the site. When asked if he or she has used the Fort Worth Bike Share (any type of membership), 4% of respondents indicated that they had used the program. Figure 36 shows the various uses of the Fort



**Figure 36. Uses of the Fort Worth Bike Share Program.**

Worth Bike Share by UNTHSC users. Most users utilized the program solely for exercise (55%). Using bikes to commute to campus had the least amount of use by UNTHSC employees and students at just 5%. When asked to specify their other uses, most bike share users indicated that they use the bikes for recreation although one comment indicated the he or she has a membership but had not used it at the time of the survey. Finally, respondents were asked if UNTHSC should install electric car charging stations on campus, and 20%

answered affirmatively, 56% indicated that we should wait until electric vehicles become more prevalent, 6% indicated that we should not install them, and 18% said they didn't know.

## Travel to Areas Within and Around Fort Worth from UNTHSC

Employees and students were asked how many times in a typical month they travel to certain areas in and around Fort Worth from UNTHSC for lunch, errands, work, school, etc. (see Table 1).

### Montgomery Plaza

Montgomery Plaza, a shopping and dining area about one mile east of UNTHSC's main campus, is visited frequently by both employees and students. In fact, Montgomery Plaza has the highest percentages in each category of the number of trips compared to any other area assessed. About 21% of each group makes no trips there in a typical month while 59% and 46.6% of employees and students respectively visit the area between 1 to 5 times. Eleven point four percent of employees and 15.5% of students travel to the area 6 to 10 times a month and another 5.7% and 8% of employees and students respectively travel there 11 to 15 times. Interestingly, more students travel to Montgomery Plaza 16 to 20 times per month (4.4%) and over 20 times per month (3.6%) compared to employees (1.2% and 1.5% respectively).

	0 Trips		1 to 5 Trips		6 to 10 Trips		11 to 15 Trips		16 to 20 Trips		Over 20 Trips		Not sure where this is located	
<b>Montgomery Plaza</b>	21.1%	21.5%	59.0%	46.6%	11.4%	15.5%	5.7%	8.0%	1.2%	4.4%	1.5%	3.6%	0.0%	0.4%
<b>Downtown</b>	62.9%	44.8%	30.4%	42.8%	3.7%	8.0%	0.9%	1.2%	0.6%	1.2%	1.2%	2.0%	0.3%	0.0%
<b>Medical District</b>	56.4%	64.9%	34.7%	24.7%	4.0%	3.2%	2.1%	2.8%	1.5%	1.2%	1.2%	2.8%	0.0%	0.4%
<b>Magnolia</b>	66.5%	64.3%	26.8%	28.9%	2.5%	4.0%	1.2%	0.8%	1.2%	0.4%	1.2%	0.0%	0.6%	1.6%
<b>University Park Village</b>	56.3%	64.0%	36.9%	24.0%	2.8%	3.6%	1.2%	3.2%	0.0%	0.4%	0.6%	0.8%	2.2%	4.0%
<b>Denton</b>	87.3%	91.6%	9.9%	6.8%	2.2%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	1.2%	0.3%	0.4%

**Table 1. Times in a Typical Month Employees and Students Travel to Areas in Fort Worth.**

<b>Employees</b>
<b>Students</b>

### **Downtown**

Employees and students frequently travel to downtown Fort Worth. Thirty point four percent of employees and 42.8% of students make 1 to 5 trips in a typical month while 3.7% and 8% of employees and students respectively make 6 to 10 trips there a month.

### **Medical District**

The medical district is an area with many area hospitals and medical facilities, and is located a few miles south of downtown Fort Worth. According to the survey, this area is visited more by employees than students. Thirty four point seven percent of employees make 1 to 5 trips there as opposed to 24.7% of students. Similarly, 4% of employees and 3.2% of students make 6 to 10 trips in a typical month.

### **Magnolia**

The area in south Fort Worth with many restaurants is referred to as Magnolia. Only 26.8% and 28.9% of employees and students respective make 1 to 5 trips, and 66.5% of employees and 64.3% of students do not travel there at all in a typical month.

### **University Park Village**

University Park Village is an area with shopping and restaurants approximately 2 miles south of UNTHSC’s campus. Fifty six point three percent of employees and 64% of students do not travel to this

area. However, 36.9% and 24% of employees and students respectively make 1 to 5 trips in a typical month.

### **Denton**

Because UNTHSC is part of the UNT System and has connections to Denton, this area was included in the survey. Denton is located about 40 miles north of Fort Worth. Surprisingly, Denton is not traveled by UNTHSC staff and students frequently, and 87.3% and 91.6% of employees and students respectively make no trips there in a typical month. Nine point nine percent of employees and 6.8% of students make 1 to 5 trips per month.

## **PART III: CONCLUSION & RECOMMENDATIONS**

### **Conclusion**

This transportation survey, completed in fall 2013, provides a broad understanding of how our employees and students commute to UNTHSC. In addition, data was collected on why people choose a particular mode of transportation, incentives to consider other modes, awareness of transit related programs, and transportation satisfaction and habits.

The vast majority of our commuters, 86%, drive a vehicle alone to campus (see Figure 5). Eleven percent of all employees and students surveyed (3% of employees and 21% of students) live less than one mile from campus, and of those people, 44% of them drive a vehicle alone to campus. Given these statistics, UNTHSC has potential to develop programs, incentives, etc. to promote other modes of transportation that reduce parking demand and are healthier for our people and our community. Employees drive a vehicle to campus more than students (see Figure 6), most likely because employees tend to commute longer distances (see Figure 1).

Figures 10 through 15 provide possible incentives UNTHSC can offer to increase other modes of transportation besides driving a vehicle alone. At the same time, there does appear to be a segment of the population that will not use another mode of transportation for various reasons such as additional time spent commuting, freedom and flexibility associated with driving alone, enjoyment of driving a vehicle alone, etc. (see survey comments in the appendix). In addition, people who take a mode of

transportation besides driving alone were asked their opinion on what would incentivize people who drive alone to consider an alternative method (see Figure 35). Recommendations for implementing incentives to capture people who may consider another option are discussed in more detail in the next section.

Only 13% and 38% of commuters who walk/bike or ride public transportation respectively have a UNTHSC parking pass (see Figures 18 and 26). Commuters who carpool have varying parking pass situations since there is not currently a carpool parking policy or program on campus. Approximately 75% of carpool riders purchased their own UNTHSC pass while 25% of employees said that the carpool shares the pass but no student carpoolers do so (see Figure 20).

In terms of satisfaction of the commute, people who take other modes besides driving a vehicle alone are more satisfied (either very satisfied or satisfied) in all areas surveyed (see Figures 27 through 34). These areas include satisfaction with the cost, time spent, safety, reliability, convenience, productivity, impact on health, and impact on the environment. This data is in line with benefits of alternative transportation. For example, public transportation benefits are generally marketed as including cost savings, providing the opportunity to be more productive during the commute, having positive impacts on health and well-being, and being a better mode of transportation for the environment. Interestingly, one might expect the areas of convenience, reliability, and time spent commuting to be stronger with people who drive a vehicle alone due to the fact that drivers have more flexibility than is typically available with other modes. For example, if an employee who drives a vehicle alone works overtime, he or she can leave immediately afterward. However, if a person is part of a carpool, he or she has to consider the entire carpool. That person may have to drive alone that particular day, get a different ride, call a taxi, etc. Although the results are more similar between groups in these areas (convenience, reliability and time spent), people who take other modes besides driving alone are slightly more satisfied in these areas.

In order to gain a sense of where employees and students travel to when they depart campus, respondents were asked how many times in a given month they travel to 6 areas including: Montgomery Plaza, downtown Fort Worth, the Medical District, the Magnolia area, University Park Village, and Denton (Table 1). Reasons for travel include lunch, errands, work, school, etc. The area most traveled to by both employees and students include Montgomery Plaza with almost 80% of people traveling there at least once a month. A city bus runs from campus to Montgomery Plaza every 15 minutes during daytime hours so it is feasible to take public transportation to this area. More employees travel to the

Medical District, University Park Village, and Denton than students, yet more students travel to downtown than employees. Since UNTHSC is part of the UNT System, one might expect frequent travel from Fort Worth to Denton. However, only 12.7% of employees and 8.4% of students travel to Denton in a given month, with the majority of those people making only 1 to 5 trips per month.

## **Recommendations**

This survey, conducted in the fall of 2013, reveals how our campus community commutes, reasons for the mode of transportation, satisfaction of commuting, and frequency of travel to nearby areas of interest. Based on the survey results, recommendations are suggested below. They focus on suggestions that will make our university's commuting habits better for our people, our campus, and our environment while being part of a strategy to relieve parking stress on campus. How our employees and students commute to UNTHSC has far-reaching impacts on our quality of life, environment, and the health of our people. As part of creating solutions for a healthier community as our mission states, we must consider the impact of our commuting habits. To have the biggest impact, multiple approaches should be evaluated and implemented. See Figures 10-15 and 35 for survey results on possible incentives.

### **Commuter Benefits Program**

A Commuter Benefits Program (CBP) is an incentive or reward-based program promoting alternatives to driving a vehicle alone to campus. The CBP could include many different strategies that cover a wide variety of transportation modes such as carpooling/vanpooling, riding public transit, walking, biking, etc. The key would be to offer incentives or rewards in order to encourage people to use the program, and the CBP could be included in the total package of employee benefits when recruiting potential employees.

The City of Fort Worth has a program where for 6 months out of the year when air quality is very poor, employees can earn 1 hour compensation time for every 5 round trips made without driving a car alone to work. This incentivizes employees to alter behavior while being awarded up to 3 vacation days a year. If UNTHSC put a similar program in place, we could design it year-round and require 10 roundtrips to earn one compensation hour, thus enabling our employees to earn up to 3 additional vacation days per year. In addition, as part of the CBP, UNTHSC could develop a defined initiative to encourage carpooling where the riders of a carpool purchase a shared pass at a reduced cost. The University of

Texas in Austin, for example, requires the carpool to register with the parking office in order to receive a single, removable parking pass (that they can transfer from car to car) at a reduced rate (see [www.utexas.edu/parking/transportation/carpool/](http://www.utexas.edu/parking/transportation/carpool/)).

### **Flexible Work Schedule**

A designated policy on flexible work schedules is needed on campus. Flexible work schedules take many forms such as partially working from home or a compressed work week (for example, working 4 days a week for 10 hours each day as opposed to the more traditional 8 hour days, 5 days a week). Many factors would need to be considered before implementation such as who is eligible, support and buy-in from all levels of the organization, etc., and the design and implementation of a policy could aid in the process of establishing a culture where flexible work schedules is mutually beneficial to our employees and the university.

### **Subsidize Costs**

In order to incentivize our employees and students to consider alternative methods of commuting to campus than driving a vehicle alone, we could subsidize costs associated with other modes of transportation. For the 2014 and 2015 E-passes, Facilities Management, the Employee Benefits Action Committee, and the Sustainability Committee subsidized the cost of the passes. The first year, there was a 66% increase in users from the previous year. Costs associated with carpool parking, vanpool fees, etc. could also be subsidized.

### **Collaboration with the City of Fort Worth**

Many respondents indicated that they would walk and bike more if areas were more accessible, while others expressed an interest in public transit, but noted that these options do not fit their needs in location, time, and/or scheduling. The UNTHSC needs to work with the city to improve bike lanes, pedestrian access, and public transit service in the region. The UNTHSC Office of Sustainability is currently involved in some collaboration efforts with the City of Fort Worth.

### **Strategic Marketing of Programs**

In order to make our campus aware of what programs are currently available such as vanpools, public transit passes, parking discounts, etc., continuous and strategic marketing is needed to both incoming and current students and employees. For example, by notifying and encouraging incoming students to live close to campus where they can walk, bike, and/or ride public transit, we can promote a healthier

commute which reduces parking stress and decreases air pollution associated with driving a vehicle alone to campus. Some information is currently available to students on the *Real Estate with Honors* website. In addition, many survey respondents indicated that a guaranteed ride home would incentivize them to consider an alternative mode of transportation. This is currently valuable for public transit and vanpool riders. Some information is marketed by supplying sustainability guidebooks to incoming students and new employees, but more efforts are needed to get the information out to the campus.

**PART IV: APPENDIX**

**End of Survey Comments: Employees**

Cost savings for commuters would be tremendously helpful; however, I can see the downside if you have family obligations that may require you to leave at a moment's notice. However, I am impressed even with the mere suggestion of flexible scheduling from an overall university/administrative standpoint. Very proactive and appreciated.
If the incentive were great enough, I would definitely take the bus. However, I have looked into the bus and it would take me at least 45 minutes longer than driving. The incentive would have to include leaving early from work, to account for the long commute back home. It would actually be quite an inconvenience.
I will continue to use my own means of transportation. At the moment, my daughter is bringing me & my spouse picks me up. I walk anywhere I need to go at lunch time.
EV are the future
I do not like to depend on someone else driving to and from work
I would love to take public transportation. However, my clinics are located 2x/week in Arlington, 1x/wk in Fort Worth, and 1x/wk at JPS. When I teach, some of those days are spent travelling between clinic and the university campus. Public transportation would be useless for me due to time constraints to get from one location to the next.
Most of the time the bus schedule is reliable but sometimes they will change and the connections are not acceptable. I have been riding the bus for almost 50 years and it seems like I spend a lot of time waiting for buses because of connection problems.

none
I would love to participate in public transportation but it is not available in my city
Having children does not allow me to ride public transportation or carpool.
Not once there was a mention that some one might go home for lunch to check on loved ones.
Giving the staff that are able too work at home options for 1-2 days a week and telecommuting via computers and teleconferences would cut down on commuting, stress, and parking needs on campus. Allow those staff or faculty a trial period and set hours to be on the computer and working. Even logging their time. Also forwarding their phones to a home phone for that time period would be a great benefit for employees and the university.
Before you guys start offering parking discounts, permits, or spaces, you should actually check with the Parking Office to make sure they can do that.
Bike sharing is a good idea but the cost is too high if you only want a day pass to ride somewhere nearby for lunch or an errand or just a little exercise and then back to campus. It would get more use if it where cheaper- think less than \$4 for the day pass or maybe even an option of \$1 for a 30min ride. Bike sharing should be trying to make money in usage volume.
Since I live in Plano, the TRE commute is 3 hrs each way. If part of that counted for the work day, that would be enormously helpful. I think this is one place where money can't compensate for time.
I would very much like to either Carpool or Commute!
There is a very serious problem with scarcity in parking for staff on campus. Multiple time I have been late to work because I cannot find parking and have to circle lots to get a space. I believe we need more parking for staff.
I would be more likely to use public transportation if the bus stops had more shade.
I can not think of anything additional to add to the survey.
I'm hoping when the Amtrak train is established in Burleson, public transportation will be more convenient.
I would use Bike Share but not in the heat. Also its very hilly around here, and not the easist to ride a bike if you aren't in good shape. I would walk more, but wish there was pedestrian bridge over Montgomery Street and the University intersection.
I would really like for the new administration to consider allowing staff who are able to work from home, to work from home at least one day a week. I could even be the choice of day from respective department. It does not matter to me which day I work from home, just that I be allowed to work from

home one day a week. This would be of tremendous help, as I travel a long distance to get to UNTHSC everyday. I love my job and do not wish to go anywhere. Moreover, I work from home already, in the evening and weekends. Department is aware of my work. It would be nice to make it official. Many thanks.

If an "express" TRE ran straight from Dallas to Fort Worth (no stops), or if the TRE ran more than 1x per hour, I would be more likely to take it. Also, if a direct shuttle were available from the ITC station to UNTHSC, I would be more inclined to take public transport to work. As it stands, the total commute using public transport would take me well over 2 hours, whereas I can drive in 50 minutes.

I work in the Bailey office on the 1115 Waiver program and have to go back and forth to the FAC for various meetings.

I hope you can provide a shuttle to and from Denton campus to UNTHSC in the future.

Carpooling would be a little difficult because many times I have meetings after work, daughter's sports activities, or exercise after work, but perhaps working from home once a week would be nice.

I drive because I must have a car in case of a medical emergency with my husband, who is disabled. No I don't think putting in electric car chargers who would benefit only a few, and would cause a drain on resources that could be put use elsewhere

Stagered schedules could potentially appease the parking situation on campus, and making lot 6 not all reserved to to help with overflow when east parking garage is full.

I come to work by 7AM, I eat at my desk at lunch, I leave for home at or about 6 PM. I pay a large amount for parking here to work here, but see a large # of cars not having a parking tag and nothing is done about it!

The low emissions discount could only be taken advantage of if it was paid in full. This is not truly an incentive for those making below the median family income, or who have had cost of living raises to match the rise in cost of living in this area.

The bike share program was a good idea in concept - I would have considered trying biking to go for lunch even though it would take more travel time BUT the cost is so excessive! It makes going to lunch double or triple more expensive than normal especially on a limited budget (\$8 is the maximum I spend on lunch each day so that's already gone or almost gone using the bike regardless of the distance I go). I feel that UNTHSC should have invested their money in a more internal type of bike sharing or van sharing (at least over lunch time) rather than contract an outside company (which, lets be honest: is for profit). Other 'transportation' issues - how about the UNTHSC vehicles? Why not trying to get the police department and other departments that are constantly moving around (or parking with their vehicles running like the police cars so often do) to switch to a more fuel-efficient/hybrid/electric vehicle? Also, there is a little golf cart that transports people from the parking lot to the clinic in the CBH building and he basically follows people when they park and asks if they want 'transportation' to their destination

(just a short walk away). While I understand this is 'customer service' and is useful when patients can't walk, I don't think that the university is sending the right message to its patients with this 'service': "why walk a short distance when you can jump in someone's golf cart?"
Slim parking for employees. Would like to see one parking garage devoted entirely to employees (no students). Our passes cost more. Hard to find parking considering we are mixed with patients and students. We have a lot of employees and limited parking. Expand the garages if the infrastructure permits or strategize another viable solution.
HSC should negotiate a lower annual bus pass fee or subsidize the pass. Subsidizing the bus pass would benefit more personnel more often than subsidizing bike sharing (but would be not as trendy).
The main reason I do not go off campus during lunch or to run errands is because I don't want to lose my parking space for fear I'll have a tough time finding one when I return. Once I had to park 6 blocks away on the coldest day of the year. Considering I live in Weatherford, I assume carpooling would be a real challenge, but I'm not opposed to learning of possibilities. I used to carpool some days with a lady in the department who lives in Aledo, but she is no longer with UNTHSC, and I don't know anyone else who lives out that way.
I will never ride with others, I like to play my music and have that time for me!
Transportation survey
Would really like more bicycle options, really.
My biggest issue is schedule flexibility. I leave from home at 6:15 if working out or 6:45 to 7:30 if not. My arrival and departure times to/from HSC are anything but regular.
I live out in the country, the bus, bike, any other way than my car is not feasible.
I enjoyed learning a few things from this survey. Thank you for the opportunity to participate!
I like the idea of public transportation, it just does not fit my needs at this time.
None at this time
If the school had an electric car for school related business, I could use it to deliver and pick up photo processing and for off campus photo assignments.
As one of the last questions implied, it would be great if transportation was provided from UNTHSC to Downtown. Parking is difficult to locate and can be expensive.
Due to having a school age daughter I am unable to utilize public transportation at this time.
Hope the information is helpful. The cost of gasoline are really affecting my budget and lifestyle.

I am an ITSS staff member. My office is and remains (hopefully!!) on the HSC campus. Would it count for me to be included in the incentives? I have worked here for 6 1/2 years (two of which have been ITSS). I consider myself a member of the HSC family.
During the Flu season I haveto commute to Seminary Clinic and will need to have my own car.
public transit would work for me if the buses ran later than 12:00am.
I have carpooled in past positions but my hours and my home location make it very difficult to find a person to carpool with on my own. If UNTHSC had a carpool matching system or website that would match up by hours and location that would be incredibly helpful.
Did not consider handicap access
I feel the public transportation from Irving to Forth Worth is outstanding.
appreciate for the great info provided. thanks
Great survey, I was answering based on the past couple of months. I did have a longer commute until I moved closer.
I have a child in day care so carpooling or public transportation is not an option for me at this time.
I would love to use public transportation, unfortunately our system is way to bad to use it. I would take 3-4 hours to get here.
my care is paid for, that I why I keep it even though it drinks gas. it is still cheaper than a payment plus gas
i m happy to be the part of UNTHSA
Great questionnaire.
Thank you for looking at this issue. Unfortunately, I doubt Arlington will come around for a long time in regard to public transportation. It is unfortunate.
I think all the new information we receive from the Sustainability Office is great! It is helping me be more concious about my impact on the environment and is teaching me things that I did not know about.
i am happy to be part of unthsc
I have looked into the bus system to get to school, but it will be hard to get to class with the times the bus schedules has in place. If Fort Worth transit adds more times to its schedules, there would be no problems.

## End of Survey Comments: Students

<p>Please - just build another parking garage.</p>
<p>My answer to the charging station question was based on my assumption that it will be a substantial cost. If that is the case, I don't think it would be the best use of financial resources. However, if it is a relatively low cost, then that would be a great way to promote sustainability.</p>
<p>Need better parking please.</p>
<p>Couple more bike rack options around MET perhaps? The only one fills up fast and it's next to the doors that get locked early.</p>
<p>It would be nice to have some discount for people who dont travel by car, and take bike instead.i would definitely try getting a bike, if such discount for tuition fees or other useful benefits are provided for students not coming by car.</p>
<p>Make it known that UNTHSC Students get the reduced fare on the train (and how to do it) - it has saved me a TON of money on my commute to my internship in Dallas.</p>
<p>It would be very hard for me to transition into using public transportation or start carpooling. I like the independence of having my own vehicle to drive when and where I want. I feel like there would have to be very good incentives before I tried either one. Even then, it's more about the independence than the money.</p>
<p>Parking is a major problem on campus, I have to come an hour early jut to get a parking spot. I would like more available parking to students.</p>
<p>Please, please, please add more parking. I (and fellow students) have to leave extra early for class this year because it can take up to 17 minutes to drive around campus looking for parking. You can't add a new program (Pharm) and expect current parking to be adequate when there are 100 some new students on campus.</p>
<p>I believe an electric vehicle charging station would be a good idea only in the case that there is expressed interest from those that may have an electric vehicle. I went to UNT-Denton for undergrad and saw that they installed an electric vehicle charging station and for a campus that big, I don't believe I ever saw it used. However, this could be due to factors such as students not being able to afford an electric vehicle. Faculty, staff, and students at this campus might have more to spend on an electric vehicle and may have more concern for environmental factors that one may improve with an electric vehicle. More research should be done on the matter before allocating the budget for this matter.</p>
<p>This campus is different in the fact that we tailor to professional crowd. There are no undergrads here.</p>

Most people are married, have kids, have a spouse, etc. carpooling or public transportation isn't an option when you have a job outside of classes or children to pick up. The school is also in a large city instead of a smaller "college " town where hopping on the bus was a viable and reliable option to get to campus. What this campus needs is a new parking plan to account for the 100 new pharma students and the schools future plans of expansion. The most frustrating thing in the world is not being able to get a parking spot when you have had no problem in the past finding one on campus. Now a school shuttle from an outside parking lot could be a good alternative to trying to get people to carpool. A shuttle is more reliable than a public bus in my opinion and my car is still accessible if I need it. Too many people commute from Arlington, Dallas, and Denton.

More parking spots are needed. Its not practical to ride a bike or walk in texas summers and all other medical and graduate schools provide adequate parking for students especially if they are PAYING for a parking spot. Not everyone can afford housing close to campus and its unfair to put these students at a disadvantage.

I really don't like that if you leave Parking Garage 5 at lunch it is impossible to get a space when you come back and the front gate doesn't tell you the lot is full. I think that if there were food options and a real coffee shop on campus people wouldn't need to leave for lunch as much. I live too far away to bike in Texas weather and am concerned about doing a carpool because I can barely make it to campus on time on my own (a carpool will probably take longer).

The bike parking on campus is ridiculous. It should be encouraged by having good parking. As it is right now there is overcrowding especially at the MET. Also, many of the spots are in poor places anyways. I don't want to ride my bike and then have it beat down by the sun all day.

Parking has become a real issue this year. I have to make sure that I leave early when I have class at 9am so I can make sure I have a place to park. I have so much on my plate being a student, that having to also worry about parking is a pain. I was also not aware of the discount on parking passes with low emission vehicles. If I had known this, then I would have taken advantage of it because I drive a low emission car. However, since I bought my parking permit online, there was no option for this and I had to pay full price for my permit.

I would use public transportation/carpool but I commute 50 miles each way to get to UNTHSC and have never been able to find someone to carpool with and there is no public transportation from Denton to FW (I wish there was!)

I am worried that by adding additional school programs the available parking spaces are decreasing. I feel that if I don't get here before 9 or 10 I will not be able to park on campus even though I have paid for a permit. This can be stressful on mornings of exams or appointments. Having designated parking lots where PA, DO, etc. students can park ONLY might help this.

thanks for the survey. public transportation rocks

Austin has a trip planner for their bus system. You just go to the website, enter your starting point and

destination, and it spits out 3 bus route options with the transit times and approximate times that the bus stops at the respective stops. It makes it so much easier to plan and to get to places you don't go every day.

The biggest concern I have about my commute to campus is the occasional difficulty in finding a parking spot.

Additional parking needs to be made available, thoughts into parking seem to be the last in expansion of the school. I come and go at different times of the day depending on what I need to do.

We need more parking at school! It's already a problem and it's only going to get worse with additional Pharmacy classes each year.

The campus needs more parking availability period. Installing electric charge spaces will simply take away from what's already lacking.

Maybe there is a way to let the driver know that the parking lot is full and move on to the next garage or parking place?

Having a shared car and a way home in case of emergency is a HUGE factor to me. I try to take public transit, but my wife is out of town for work often enough that I need to have a car here to get to our 3 y/o in case of emergency. Any bonuses would greatly help as well. Part of the challenge is that public transport coming from Plano/Frisco isn't developed enough yet. If I could get on a bus near my house I would. As it is, I drive 30 minutes to the train station at Centreport. I still save time and money that way, but it's not as commute friendly as direct connections.

Bike racks that are covered and out of the weather would motivate me to buy a lock and ride my bike to school immediately. I have a bike that is not cheap and while I do not worry about it being secured with a lock, I do not believe in leaving it out in the weather, just as I prefer my vehicle be under covered parking. Thank you for this survey and for taking transit seriously.

I would like more parking spots available to unthsc students.

More Parking PLEASE!!!

I was unable to express that my main modes of transportation to campus are walking, biking, and driving. I have also utilized the transportation systems around FW but not around or to campus because I live too close. I think improved bike lanes would be ideal, especially with some sort of reflective surface that would be great. The streets are dark biking home at 930pm.

There is severe parking limitation for students. We don't get parking even after paying parking fees and then we have to park on the road. It will be great if something is done regarding this urgently.

I would ride my bike if my bike route was safer. There are no bike lanes or side walks along the busy

road I would have to travel on.

The downside to riding a bike a majority of the time to campus is that it isn't especially convenient when you have a lot of things to bring with you like a packed lunch or a change of clothes for clinical interviewing. On those days (or days that it rains), it would be nice to drive in but parking permits cost too much to make this feasible.

I don't do much in Fort Worth, most activities I partake in are in Dallas.

1. I would suggest having stations for ZipCars (<http://www.zipcar.com/>) to park to allow staff and students to use the cars when they need to because driving around is definitely necessary versus riding bikes here in Texas. I have personally used this form of car sharing alternative in San Francisco and it is a great and successful mode of transport when needed. 2. Moreover, I have safety and route concerns with the public transportation system here in Fort Worth. For one, you never know when a fight or argument might break out (I speak from experience). Secondly, having to take a bus back to the ITC just to transfer to another bus is a real time waster. The transportation authorities should plan to have more buses plying different routes that intersect each other at a few points to allow for easier transfers if needed. 3. I foresee Fort Worth becoming a bustling city in the coming years but if all the authorities are doing is offer discounts without putting in the effort to study models of successful transportation systems for e.g. San Francisco, New York, Hong Kong, or Singapore, to improve the current transportation system, no one will really give a second thought about what the school or community advocates - 'Think Green. It's good for your health.'

Please start a shuttle for students living around campus. It will be beneficial for students to save time. Thank you.

I collaborate with the UNT Department of Chemistry, requiring multiple trips to Denton per week at certain times of the year. It would be great to have better recognition of our parking permits (e.g. I can only park on the street or in the lot by the stadium, even if transporting samples/ supplies/ reagents).

There isn't enough parking on campus for students. It's become a huge issue with the addition of the new school of pharmacy. I didn't pay \$90 to not park on campus at all.

public transportation is essential for the environment and health of the public but its cost should be reduced for maximum utilization.

Thank you!

Need disabled parking closer to buildings. The bike ride-share should also be closer to the main building/library. I might use it then.

bike friendly paths

Some of my data is not correct. I car pool in the morning to get to UNTHSC and in the afternoon to

return home. In the same day, I usually drive alone back to UNTHSC, and park on campus after 5.

I wouldn't consider riding the city bus because the people I see at the bus stops are terrifying and sometimes I leave campus after dark... It wouldn't be safe for me to walk to my house from the bus stop after dark with scary people watching. Biking is a good idea but again, I leave after dark and while it's only a little dangerous to ride a bike during the day in Fort Worth, riding after dark is a death wish.

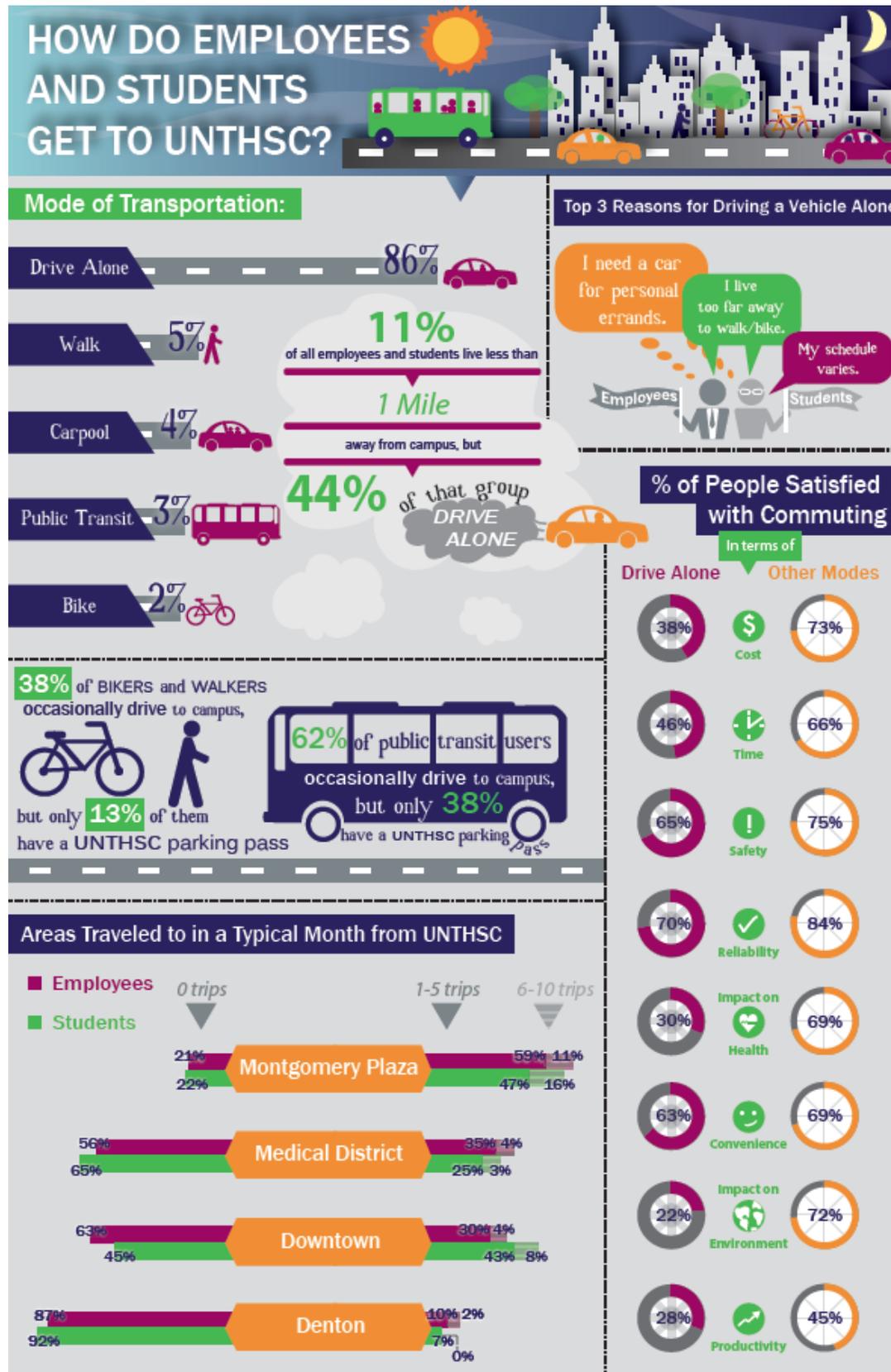
I would love to use public transportation if there were more convenient train schedules on DART. One train every hour is not feasible with my current obligations

I conduct research in Dallas I need a car to drive back and forth according to my schedule.

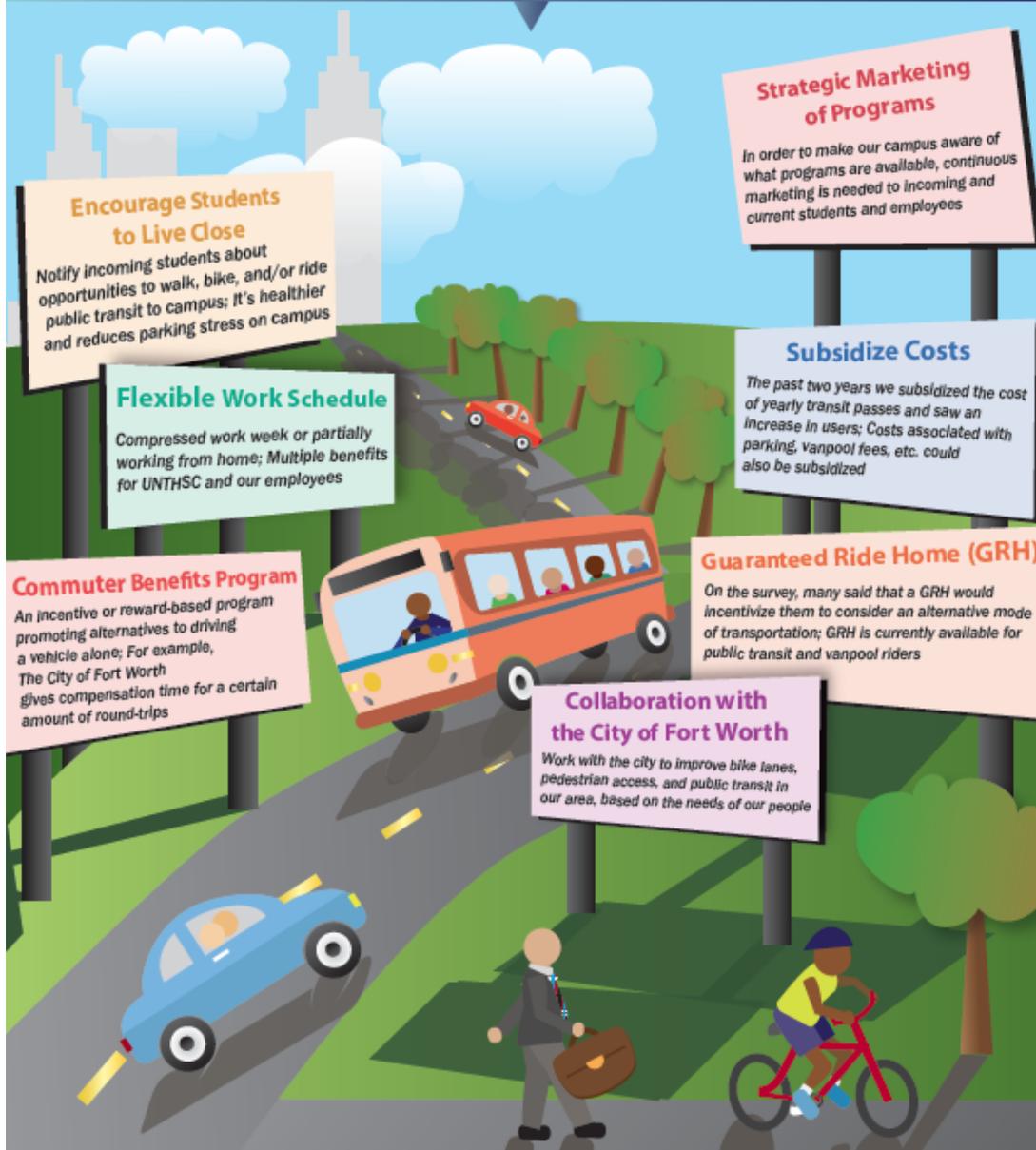
I have been riding my bike to campus because the parking situation is ATROCIOUS. I refuse to buy a parking pass unless the situation improves.

Personally, I don't think focusing solely on sustainability efforts when addressing parking issue is beneficial. I don't think carpool/vanpool programs will reduce the demand for parking on campus simply because every class has a different schedule and even the students within each class have different schedules. With the way people get to school as late as possible before class starts and run out the door as soon as class is over, I doubt people will want to wait on a carpool schedule at this time.

# Infographic



# HOW CAN WE MAKE OUR COMMUTES MORE SUSTAINABLE?



## Encourage Students to Live Close

Notify incoming students about opportunities to walk, bike, and/or ride public transit to campus; It's healthier and reduces parking stress on campus

## Flexible Work Schedule

Compressed work week or partially working from home; Multiple benefits for UNTHSC and our employees

## Commuter Benefits Program

An incentive or reward-based program promoting alternatives to driving a vehicle alone; For example, The City of Fort Worth gives compensation time for a certain amount of round-trips

## Strategic Marketing of Programs

In order to make our campus aware of what programs are available, continuous marketing is needed to incoming and current students and employees

## Subsidize Costs

The past two years we subsidized the cost of yearly transit passes and saw an increase in users; Costs associated with parking, vanpool fees, etc. could also be subsidized

## Guaranteed Ride Home (GRH)

On the survey, many said that a GRH would incentivize them to consider an alternative mode of transportation; GRH is currently available for public transit and vanpool riders

## Collaboration with the City of Fort Worth

Work with the city to improve bike lanes, pedestrian access, and public transit in our area, based on the needs of our people

Interested in learning more? See full survey [here](#).

This survey was conducted in Fall 2013 with the intention of being administered every 2 years.



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