

Transportation and Parking Committee Read Ahead: April/May 2023

Committee web site: <https://parking.virginia.edu/transportation-and-parking-committee-notes-and-membership>

Announcements:

- Gheretta Harris started as the Associate Vice President for Business Services on April 3, 2023.
- The next step for the Commute Club is the implementation plan.
- Search Committee working on open P&T Director's position. Becca's last day in the office is June 16, 2023.

2022/2023 Parking Operations:

By 2023/2024, the former UGardens housing complex will convert to low-cost storage parking for residential students who live in housing areas with undersized or no parking inventories (Bond/Bice, Brown, Sprigg Lane, Lawn/Range, etc.). The project adds 50 spaces to the existing 80-space inventory. Low-cost storage parking will be discontinued in the Emmet/Ivy Garage to make way for the parking demand associated with the School of Data Science.

By summer 2023, a design-build, transit-ready, 1275-space parking garage at Fontaine Research park will be out to bid with a projected completion of late 2025. The plan is for hospital commuter parking currently supported at the Emmet/Ivy Garage (EIG) to relocate to the Fontaine garage, making way in EIG for the parking demand associated with the Ivy Corridor Hotel, the Karsh Center for Democracy, and any other initiatives on the corridor. Schedule projections suggest a 4-6 month gap whereby the hotel is open but the Fontaine Garage is not complete. Exact timing and plans to address are to be determined.

2022/2023 University Transit Service (UTS) including Night Pilot: <https://parking.virginia.edu/university-transit-service-0>

Bus driver shortage – P&T now has a full-time recruiter for the department, resulting in increased applicants and candidates for bus driving positions. A bus-driver-centric initiative with the Pipelines and Pathways program will start in summer 2023.

Transit detours for summer 2023 – UTS will soon publish detours associated with the summer closures of Massie Road (24/7 for 4 weeks), Alderman and McCormick (24/7 for 12 weeks), Emmet Street (8PM-5AM for 12 weeks), and Lane Road (24/7 for 4 weeks). Some closures will completely disrupt transit connections (Emmet Street at Lambeth Field).

UTS OnDemand (<https://parking.virginia.edu/ondemand>): No update.

Regional Transit:

The micro-transit option for northern Albemarle County and Pantops is projected to be operational in fall 2023. The operator bid deadline was recently pushed to late April. North Fork, UVA's Discovery Park, is included in the coverage area.

FY24 Budgets:

Parking fees for 2023/2024 academic parking locations have been approved:

Category	2022-23	2023-24	Change
Low-price monthly	\$27	\$30	\$3
Mid-price monthly	\$61	\$64	\$3
High-price monthly	\$67	\$70	\$3
Darden Garage monthly	\$79	\$83	\$4
Student resident on-site monthly	\$50	\$53	\$3
Service Pass monthly (UVA)	\$50	\$60	\$10
Service Pass monthly (Non-UVA)	\$90	\$100	\$10
Second Car Permit annual	\$28	\$29	\$1

FY24 Budgets continued:

P&T's 10 year budget planning documents assume annual 5% increases in academic parking locations for the next several years.

Family housing, hourly parking, and citation fees will not change from FY23 to FY24.

Hospital parking fees as approved by the Health System will go up \$5/month in close-in lots and \$3/month at Fontaine, Northridge, and Orthopedics.

Construction and Project Updates as of April/May 2023 (new information in red):

Alderman Library	Underway with completion anticipated January 2024. Once complete, the A1 parking lot will re-open as will the Newcomb entrance to the Central Grounds Garage.
Brandon II Housing	Underway with completion anticipated summer 2024. Building has two levels of parking underground totaling approximately 100 spaces.
Commerce School Expansion	Underway – temporary loss of 30 parking spaces in a health system lot.
Contemplative Commons	Summer bridge work requires nightly closures of Emmet Street throughout the summer (8PM-5AM).
Darden Hotel	Open as of 4/12/2023.
Electric Transit Buses	Four buses ordered from Proterra. Delivery expected fall 2023. Currently designing adaptations to Millmont facility. No institutional investment expected for future purchases so fleet will not entirely pivot away from fossil fuels until approximately 2036 or 2037.
Football and Olympic Sports Buildings	March-June 2023 – Additional 80 spaces close near Emmet Street Summer 2023 – Massie Rd at Emmet Street closed June 10-July 9, 2023. Summer 2023 – West Promenade work will close 100 spaces with ~80 reopening by Fall 2023. Fall 2023 – Additional 120 spaces close near Emmet Street (entire lot) Mid-Fall 2023-Spring 2024 – 80 spaces reopen near Emmet Street Summer 2024 – 40 more spaces reopen near Emmet reopen Net permanent loss for the project – 200-240 spaces
Ivy Corridor	Road network in its final condition. First impact on parking system expected when the School of Data Science opens in 2024 and the hotel opens in 2025.
McCormick/Alderman Road improvements	Facilities Management (FM) has created a web site to convey impacts (https://www.fm.virginia.edu/depts/fpc/projects/active/mccormick-alderman.html). Signage is already up.
Parking Garage Studies	The North Grounds Garage study is complete. A Fontaine Garage will go out to bid for design build by late summer 2023.
Utility Projects	Current disruption on O'Hill will be restored from early May through Graduation, then will close per "McCormick/Alderman Road improvements noted above.
Whitehead Road Study	Office of the Architect, School of Engineering, and P&T engaged in a study of Whitehead Road as a more planned campus street.

Discussion Topic [from Jess Wenger](#):

[Possible](#) 2022/2023 recommendation to Senior Vice President for Operations regarding policies PRM-006 and PRM-010:

- [PRM-006: Parking Policy for Capital Projects](#) is not generally followed due to the burden the policy places on projects. There are numerous flaws in the policy that make it vague and unenforceable. The policy is written such that funds can only be used to support parking, when often additional transportation support is needed as well. Parking and transportation infrastructure support is something all building users expect, no different than they expect their building to have running water, sewage, and electric hookups. What if the policy were re-framed as “project support for user parking and transportation infrastructure needs.” Similar to building projects having to buy into UVA’s utility infrastructure, the projects would also buy into the transportation infrastructure as well. I would like the T&P Committee to discuss whether we think it would be appropriate to recommend to Colette the formation of an ad-hoc stakeholder group in the fall of 2023 to tackle revision of this policy. The group could meet over several months to take a deep dive into the challenges associated with the current policy. The stakeholder group would be charged with providing a suggested alternative to the policy that would allow P&T to have a predictable contribution to their budgeting needs that also supplies building occupants with appropriate transportation access.
- [PRM-010: Parking Regulations](#), as the title suggests, is written as a regulation. The problem with having a policy that is written as a detailed regulation is that UVA policies require a lengthy review process and are not easy to change. The policy as written does not allow P&T the flexibility to adapt quickly to adoption of new technology, user expectations, or unexpected circumstances such as COVID. Many of the regulations listed in the current policy are not followed and options like short term parking via ParkMobile is technically not authorized because they don’t require a permit. I would also like the committee to discuss whether the existing policy is appropriate or whether to recommend re-evaluation of the policy. For example, the policy title could be modified and the policy could be limited to higher level operating practices that should be challenging to change. The remainder of the language could be incorporated into procedures listed on the P&T website, which would be more adaptable. If there’s interest from T&P, we could consider suggesting that Colette request that P&T staff, and/or an interested stakeholder group, work on a proposed revision of the policy during the next academic year for subsequent recommendation to Colette.