

Transportation and Parking Committee Read Ahead: December 2022

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

2022/2023 Parking Operations:

- Demand for close-in parking has returned to pre-COVID levels.
- Demand for parking near administrative functions, like Old Ivy Road and Carruthers/Michie, is down 60%-80% from pre-COVID levels.
- Demand for low-cost commuter parking is down 15% from pre-COVID levels, some of which is made up from hourly/daily parking permit availability.
- Demand for hourly parking at the Central Grounds Garage (CGG) and Culbreth Road Garage has returned to pre-COVID levels. CGG sometimes fills during weekday peak hours. Culbreth Road Garage has filled a few times, but availability of daily/hourly access was adjusted to reduce this disruption.

Fall 2022 parking operations was dominated by the return of pre-COVID demand, return of in-person events, construction mobilizations, and re-establishing border between two west Grounds lots: E3 Lot (academic) and Red Lot (hospital commuter). As part of the E3/Red initiative, on September 19, 2022, 400-600 hospital commuters were shifted from west Grounds to the Emmet/Ivy Garage. This shift resulted in about 100 non-hospital commuters plus hourly users permanently shifting from Emmet/Ivy Garage to JPJ. To avoid potential “garage full” situations, from September 19-October 17, on-Grounds student residential permit holders were shifted out of the Emmet/Ivy Garage to JPJ, then shifted back to either Emmet/Ivy Garage or available parking in west Grounds.

The parking system’s ability to absorb parking demand for health system commuters and residential students who cannot park at their dorm while also vacating parking lots on weekdays for JPJ events is getting stressed. Two dates in early 2023 will create parking availability issues: January 18 (Men’s Basketball versus Virginia Tech at 7PM) and February 28 (Men’s Basketball versus Clemons simultaneous to a softball double header and a baseball game). By the time the hotel opens at Ivy Corridor, new parking inventory, allocations and/or policies will be necessary to address the competing needs.

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

- Starting August 2022, UTS improved weekday service on the Gold, Orange, and Silver Lines from 20 to 15 minute service. Silver Line start time shifted from 6AM to 5AM.
- Boardings on academic routes is up 25% over Spring 2022.
- Bus driver shortage is not as acute as 2021/2022 but driving staff is down about 15%. Sign-on and retention bonuses are still in use. In October 2022, city and county increased bus driver starting wage \$2.50-\$3.00 above UTS. P&T evaluating potential adjustment/response.
- After a successful pilot in Spring 2022, the UTS Night Pilot route, has fully replaced evening bus service during academic session.

UTS OnDemand (<https://parking.virginia.edu/ondemand>):

- After a successful pilot in Spring 2022, UTS OnDemand, an app-based, hub-based, point-to-point service, has fully replaced the service formerly known as Safe Ride.
- OnDemand’s key performance indicators are trip completion rate and rider wait time. Compared to the last full semester of the service known as Safe Ride, trip completion rate has increased from 68% to 82% and wait times decreased from approximately 10 mins to 7 mins.

Regional Transit:

- CAT and Jaunt remain fare free.
- Average daily boardings on Afton Express up to 57. Funding has been secured to add an evening run in support of a 7AM-7PM shift (start date TBD).

- Regional Transit Partnership – Transit Vision study will be wrapped up in December 2022. Study materials can be reviewed at the Thomas Jefferson Planning District Commission web site:
<https://storymaps.arcgis.com/stories/37c84d3f1ed141459a151de5456fe751>
- Governance/Legislation study kicking off in November 2022 (will be done 2024).

FY23 Budgets:

- Preparing for Board of Visitors January deadline for student fee considerations. Labor costs in UTS and need to build reserves for non-diesel transit fleet and parking expansion will be major influencers.

Construction and Project Updates as of December 2022

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| 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 2023. Building has two levels of parking underground. |
| Commerce School Expansion | Underway – temporary loss of 30 parking spaces in a health system lot. |
| Contemplative Commons | Construction of pedestrian bridge over Emmet Street will close Emmet Street during overnight hours during 2022/2023 Winter recess. |
| Darden Hotel | Underway with completion anticipated Spring 2023. Parking demands will be absorbed in existing Darden Garage. |
| Electric Transit Buses | Four buses ordered from Proterra. Delivery expected fall 2023. Currently designing adaptations to Millmont facility. |
| Football and Olympic Sports Buildings | Underway – eventual permanent net loss of 200 parking 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 Road improvements | Projects are scheduled for summer 2023 to improve McCormick Road from the Chapel to Gilmer Hall to create a priority for pedestrians and potential vehicular traffic reduction via access gates. Drawings available upon request. |
| Parking Garage Studies | The North Grounds Garage study is complete, but the project is not currently moving forward. A Fontaine Garage study is underway. |
| Utility Projects | December 2022 through Summer 2023 – McCormick Road between Slaughter Rec and Alderman Road will be one way east. Intermittent impact on W6 parking lot will be experienced. |
| 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. |

Potential Topics for 2022/2023:

- McCormick Road Priorities (joint meeting with Safety and Security?)
- P&T Financial Model
- Electric Bus Fleet Initiative
- North Grounds Parking Garage Study
- P&T Communications Strategy

Transportation and Parking Committee Meeting: December 5, 2022 via Zoom

Attendees:

Jess Wenger, Scott Barker, Carey Drayton, Mark Stanis, Becca White, Bill Palmer, Trish Romer, Kendall Howell, Jennifer Ramirez, Bria Friestad

Committee Charge, Members & Meeting Notes:

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

Questions/Comments on the Read Ahead:

Emmet/Ivy Garage – Bottle neck created by the Ivy/Rotherly light in the afternoon as people are leaving the garage.

Lights will become smarter, will be set up to be triggered rather than on fixed times.

Commuters will be moved – Once the hotel is completed, the demand needs for the garage will change.

Permanent condition – One entrance only access and one exit and entrance access.

Commuters will be moved, service to new location will be developed.

North Grounds Parking Garage – On capital plan for 2023, under ‘Parking Garage’. Study is complete, no movement to next phase. Study completed, not publicly available.

Fontaine Garage – Hit the ground running. Several other projects waiting on this.

Microtransit – Albemarle County transit study to make an option toward the Discovery Park. Does not go all the way to Ruckersville, county funded likely to stay within county lines. Supposed to start in January 2023, but unsure due to staffing shortages.

CAT and Albemarle upped wages competitively - \$21.50. UTS is trying to encourage other benefits to working for UVA rather than the city, current hiring wage \$19.00.

Battery Electric Bus Update – Kendall Howell

Decided on Proterra – because they have their own battery department.

Near top of market range, experienced and tested, long running on the road in the field, also most robust training module.

As data is gathered, charging development and plans will be developed. Definitely overnight, most likely also midday charging.

First 4 buses – Fall 2023

Next 3-5 – 2024

Next group of buses, and charging station – 2025

Branding to make them distinct from diesel buses.

2030 goals – what needed to make electric fleet, including OnDemand.

One Cabinet, for 2 dispensers, for 2 buses – all buses can charge at once.

Millmont upgrade plan – Renovation of UTS base

Maintenance bays – safety equipment and power supply.

No replacement facility – work on plan for development to remain on Millmont.

Electric vs diesel bus ownership/running – due to political climate, comparable costs now, compared to several years ago.

Cost and availability of Diesel fuel – both problematic.

Current maintenance staff will maintain the electric buses – possible increase staff by 1. Currently understaffed already – Want to increase capacity to conduct preventative maintenance, and have a better staff to bus ratio.

Priorities for next meeting – Safety and Security, Parking and transportation Financial model, Assistance with communications strategies.

Send out form to collect topic points for second meeting – survey student body for active concerns.