

Transportation and Parking Committee Read Ahead: February 2023

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

2022/2023 Parking Operations:

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. On Tuesday, February 28, Men's Basketball versus Clemson at 7PM will happen simultaneous to a 3PM home baseball game and a softball double header at 4PM and 6PM. April's Days on the Lawn will also present challenges (TBD).

By the time the hotel opens at Ivy Corridor in early 2025, new parking inventory, allocations and/or policies are required to address the competing needs. P&T is working on all three strategies.

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

- Bus driver shortage persists, with driving staff down 4 drivers (12%). P&T is working with PVCC's workforce training team, UVA's Pipelines and Pathways, and ramping up outreach via radio and print ads to add a total of 11 drivers, 4 to overcome existing shortage plus 7 to improve service on UTS's most popular routes (Orange and Gold Lines). Sign-on and retention bonuses are still in use. In January 2023, P&T adjusted starting wages in response to city and county's compensation levels, but remains below these competitors.

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

- UTS OnDemand and Night Pilot have swapped coverage areas on O'Hill for the semester due to the condition on McCormick Road between Edgemont Road and Alderman. Usage data will be evaluated at the semester's end for possible permanent adjustments in 2023/2024 academic year. Big thanks to Housing/Residence Life for communicating the changes to residents.

Regional Transit:

- P&T is running a promotion for Afton Express 10-punch cards purchased from P&T on-line. These cards are \$25 if purchased on the bus. P&T's normal discount is \$5. Promotional discount is \$10. Sales during the promotion increased dramatically over previous averages (ie, from 40-60 passes/month to 160+ since January 1st). 10 individuals purchased punch cars during promotion who had never purchased before (double the norm).
- Effective 2/13/2023, Afton Express Service will adopt an updated schedule which adds an evening run supporting a 7AM-7PM shift. Specifics can be found here: <https://www.britebus.org/afton-express-expansion-schedule-released/>

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 January 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 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 nearly completed over Winter recess. Additional closures may be necessary (TBD).
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	<p>March-June 2023 – Additional 80 spaces close near Emmet Street</p> <p>Summer 2023 – Massie Rd at Emmet Street possibly closed for 4 weeks</p> <p>Fall 2023 – Additional 120 spaces close near Emmet Street (entire lot)</p> <p>Mid-Fall 2023-Spring 2024 – 80 spaces reopen near Emmet Street</p> <p>Summer 2024 – 40 more spaces reopen near Emmet reopen</p> <p>West Promenade impact TBD (~40 spaces)</p> <p>Net permanent loss for the project – 200-240 spaces</p>
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	<p>McCormick Road from the Physics Building to Gilmer Hall will close in Summer 2023 to enhance pedestrian conditions. Also for Summer 2023, the Low Temperature Hot Water Project will close Alderman Road between McCormick and Tree House Drive with all turning movements from Alderman Road eliminated. McCormick Road between O’Hill and Alderman Road will be one-way east and all turning movements will be eliminated except east bound McCormick to northbound Alderman. Facilities Management (FM) is providing university-wide communications leading up to the impacts. Considerations/suggestions can be submitted to FM in the meantime to McCormickAldermanClosure@virginia.edu</p> <p>Drawings available upon request.</p>
Parking Garage Studies	The North Grounds Garage study is complete. 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.

Gheretta Harris has been named the new Assistant Vice President for Business Services. She starts on 4/1/2023. She comes from Ferris State University in Michigan and has extensive experience in student business services including parking and shuttle operations.

Discussion Topic for 2/17/2023 – P&T Funding Model

- How is P&T funded?
- What are the users and administrations expectations for services/facilities that P&T provides?
- What are the challenges (capital expansion, growth, competitive labor market, funding transit, funding sustainability initiatives,others?)
- What alternative funding models would be a good match?

T&P Committee Meeting – 2/10/23

Present – Bria Friestad, Kendall Howell, Becca White, Mary Jane Erskin (Student Representative), Stuart Foster, Scott Barker, William Palmer, Jess Wenger, Mark Stanis, Trish Palmer

Read Ahead:

Brandon Housing Construction – Completion Summer 2024

P&Ts Funding model – Powerpoint.

P&T's objective to move 1900+ employees to and from work, accommodate student and faculty parking throughout the semester as well as absorb sporting events across grounds, with a limited inventory of parking.

Not abnormal for a large university, however growth of programs, building and housing is not being matched with a growth of parking options. Internal transit, strong sports programs and a hospital occupying same space as university grounds are abnormal.

Impact of work from home opportunities disproportionate due to the parking lots being affected being less convenient and not easily serviced by transit. Lots of the smaller empty lots have already been converted to hourly, transient parking options.

Installing Electric charging options on grounds – Developing the infrastructure, upfront costs. Range is no longer a concern for commuters. More concerned with intermittent visitors and students. An option for revenue, but delayed.

Leasing space to shopping centers etc – already in action.

Changing pricing options to try to gain revenue – Selling by hour or day is more cost effective than annually.

Many permits are being held by individuals who work from home, but won't give up the parking permit, leaving that space empty and not resellable. Creating gaps in efficiency.

Possibility for a waitlist bookmark – relinquish a parking permit, due to changing work environment, but able to hop back into the line where you left if you need it again.

Teleworker situation on uneven footing – many parkers anxious about their status as teleworker, thus holding onto permits that they don't use.

Parking Garages have a 50-100 year life span.

Surface Parking lots are assumed as temporary from day 1 – tend to be taken as building sites.

Capital Parking Policy was attempt at offsetting that life span, but inconsistently enforced and often actively avoided.

Need defining of teleworkers – to transfer and utilize parking options they're taking up while in limbo.

Student perspective: Main issue from second years, inconvenience with transit system to student parking lots. Quality of life improvement are ensuring the bus system functions on a timely basis.

Direct bus service from Brandon ave, student housing, to large parking inventories, North Grounds.

Changing Permit pricing – prices haven't increased in years. Increase prices, institute department fee for parking options. High occupancy parking ideas.

Constant push for cheap/free parking for employees.

Follow up: Are there any ideas or data points concerning P&T funding that hasn't been discussed.
Feedback, ideas welcome.

Brainstorm document.