Transportation and Parking Committee

December 21, 2021

McCormick Road Discussion
Preliminary Budget Discussion
McCormick Road Corridor Pedestrian Safety

Concerns over congestion and conflict along McCormick Road go back to at least 2007, when a study was commissioned to address problems in Central Grounds.

Another study was completed in 2014 to address similar problems in West Grounds.

More recently, an analysis was completed for the entire corridor with mode counts taken:

- **Within a 15 minute period (class change), over 1,000 pedestrians negotiated a single station in West Grounds and another 640 at a station in Central Grounds.**

- At the same time, dozens of bikes/scooters and vehicles negotiated the same stations.

- **Vehicle control gates have been non-functioning for multiple years.**

- **UPD intermittently dispatched crossing guards in Fall 2021.**
McCormick Road Corridor Pedestrian Safety

BACKGROUND/TIMELINE

2007 – Concept plan for McCormick Rd through Central Grounds completed by Kimley Horn

2011 – Sidewalks widened along West Range

2014 – Concept plan for McCormick Road through West Grounds completed by AECOM/RK&K

2017 – Pedestrian/bike safety study of McCormick Rd-Emmet St ramp completed by VHB

2018 – Safety & Security Committee alarmed by video of McCormick-Cabell Drive intersection at class change

2019 – Kimley Horn conducts Pedestrian Operations Review and makes recommendations for near-term

2020 – Planning for pedestrian safety improvements underway in Central Grounds with VDOT paving project

2021 – Kimley Horn conducts transit review of McCormick Road
McCormick Road Corridor Pedestrian Safety

AECOM/RKK 2014 Plan for McCormick Road through West Grounds:
- Narrow roadway; widen sidewalks, especially on south side
- Modify intersection at Emmet ramp
- Relocate vehicular gate to Bonycastle
- Raised table crossing at Gilmer
- Reduce on street parking

AECOM concept plan; insert for required clinic parking

VHB Alternate for Emmet Street Ramp

Uncontrolled vehicular movements

VHB concept for ramp intersection
Kimley Horn 2007 Plan for McCormick Road through Central Grounds:

- Vehicle gates at Chapel Triangle and Newcomb/Cabell Drive
- Raised table crosswalks at Alderman Library and Monroe Hall
- Narrowed roadway, widened sidewalks and parking between “bump outs”
McCormick Road Corridor Pedestrian Safety

2020 Pedestrian Safety Improvements w/ VDOT paving project:
- Code compliant curb cuts, typical of all
- Raised tables crosswalks
- Additional at-grade crosswalk
- 3-way stop at Garrett Alley
- Rapid flashing beacon at Clark crosswalk
- Pursue “smart gate” technology at Chapel Triangle

Should a western gate be implemented?
West and East McCormick Road concepts currently proceeding to construction drawings.

East McCormick Road Triangle move to construction drawings is further along but a team is working on the west side too.

Funding has not been identified, but a committee is working on priorities and funding.

Realistic timeline for completion is 3–5 years.
UTS on McCormick Road

UTS Mission - To provide safe, reliable, efficient, and friendly transit service to the University of Virginia students, faculty, staff, and visitors by adhering to the “Three S’s” of transit:

Safety – Reduce Accidents
Service – Provide Connections
Schedule – Deliver Reliable On-Time Performance
Safety – 86% of UTS accidents involving pedestrians/cyclists in the past 5 years occurred on McCormick Rd. After-accident review determined only one could have been prevented by the bus driver.
UTS Connections

Service: Dense destinations are within a 5-minute walk of a UTS stop whether on McCormick Road or on Whitehead Road.

Classrooms:

Teaching Labs:

Office Space:

Research Labs:
McCormick Road is a transit bottle neck during class change. Bus bunching impacts on time performance.

On-Time Performance of Academic Routes PreCOVID: ~80%

On-Time Performance of Academic Routes Current: ~93%
Next Steps and Discussion

Spring 2022 – UTS weekday service before 6PM will be on Whitehead Road

Spring 2022 – Potential Redeployment of Crossing Guards (dependent on staff availability)

Summer 2022 and Beyond – Institutional discussion is ongoing regarding longer-term improvements and vision for McCormick Road to best the UVA community. Discussions also underway to invest in Whitehead Road as a proper transit hub.
**Budget Assumptions/Proposals**

**DONE**: Compensation structure overhauled for UTS drivers and all associated staff to recognize market conditions and address desperate recruitment and retention issues for all positions.

**Fall 2021**: Restore UTS service hours during academic session to deliver weekday 10-minute headways and weekend 20-minute headways.

**Permanently Adopt:**
Flexible parking options available for purchase by the hour, day, multi-day
In-person customer service by appointment
EV fleet for UTS

**2021-2022 Proposed parking rates:**
Annual permit - low-cost increases $1/month from $26 to $27/month. Impacts ~6,000 permit holders.
Annual permit - mid-cost increases $3/month from $58 to $61/month. Impacts ~1,500 permit holders.
Annual permit - high-cost increases $1/month from $66 to $67/month. Impacts ~1,500 permit holders.
FY23 is year 3 of a 6-year effort to converge mid and high-cost rates
Student Resident Permits and Family Housing residents – no proposed change from $50/month and $12/month respectively

Citation Fines - Level one and two fines increase $5 from $45 and $55 to $50 and $60 respectively, level three fines increase $50 from $250 to $300

Hourly rates - no proposed change from $1.50 to $2.50 per hour depending on location and time of day

**Rates Approved by Others:**
BOV Approved Student Bus Fees: FY23 request is 6% (0% in FY22)
BOV Approved Safe Ride Fees: FY23 request is 0%
UVA Health Approved Parking Rates: TBD
**Budget Challenges/Opportunities/Discussion**

UTS EV Fleet - As of 2021, total cost of ownership for EV is higher than diesel. Most of the cost premium is in the initial purchase ($750K versus $500K per bus). $20M is needed to fully convert by 2030.

Millmont Upgrades - $6M-$10M investment needed for UTS to remain at Millmont.

Capital Projects' Impact on Parking/Transportation System
- Emmet/Ivy Corridor – Hotel and Conference Center, School of Data Science, Center for Democracy, Performing Arts Center, Other
- Athletics Master Plan

Capital Expansion of Parking Inventory - $50-$55M per garage. P&T reserve and debt capacity provides approximately 1/3 of one garage.
- North Grounds – 1000 new spaces, effectively served by transit, effectively shared with event needs
- Fontaine Research Park – 800 new spaces, effectively served by transit, effectively shared while Fontaine is redeveloped

Regional Transit Investments

Discussion and Data Requests?