

Transportation and Parking Committee Read Ahead: February 2022

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

Parking demand trends through January 2022:

- Academic annual reserved permit holders:
 - 83% of pre-COVID demand through January 2022
 - 80% of pre-COVID demand in December 2021
 - 75% of pre-COVID demand in September 2021
 - Waiting list releases on hold through the academic break are restarting now.
 - Waiting list rebuilds for Brandon area are underway.
- Health System annual reserved permit holders – 100%, same as pre-COVID demand.
- Annual low-cost permit holders:
 - 66% of pre-COVID demand through January 2022
 - 65% of pre-COVID demand in December 2021
 - 58% of pre-COVID demand in September 2021
- Student Residential Permits – Trending to 100% of pre-COVID levels.
- Hourly/Daily/Multi-Day – Has not varied much since September 2021, however demand for Central Grounds Garage is back to pre-COVID levels. Central Grounds Garage is filling during academic session on weekdays. Peak hours are 10AM-2PM.

University Transit Service (UTS) and Safe Ride as of February 2022:

- Federal masking requirement on public transit applicable through at least March 18, 2022.
- Spring 2022 UTS Service package same as Fall 2021 except for the service delivery model on weekdays, 10PM-Midnight. Implemented on January 19, 2022:
 - UTS Night Pilot – provides fixed route 20-minute service on a compact route from the library to first year housing, JPA, and IRC:
 - Night Pilot route map: <https://parking.virginia.edu/system/files/Night%20Pilot.pdf>
 - Recent passengers per night – 34 and trending up.
 - UTS On Demand – provides app-based on-demand van service to and from fixed locations not served by UTS Night Pilot:
 - OnDemand information: <https://parking.virginia.edu/ondemand>
 - Average trip requests per night – 22 and trending up.
 - Average wait-time is less than 7 minutes (bus headway is 20 minutes).
 - No Show rate is 2% (Safe Ride is 8%-10%).
 - Communication campaign ongoing.
- Since the start of spring semester, Safe Ride’s high rate of incomplete rides demonstrated during Fall 2021 persists, possibly due to wait times, staff callouts, and weather. Mitigation strategies and alternatives are being evaluated.
- Bus driver trainees in the pipeline could allow increase staffing/service by Spring Break. UTS is currently evaluating how to best deploy this new capability. Data shows that the biggest need is weekdays from 8AM-1PM, but service delivery on weekends and after 10PM is being evaluated.
- Kimley-Horn evaluation of transit on McCormick Road resulted in the following near-term recommendations (the complete study is available upon request):
 - Maintain current route configuration (ie, do not return to McCormick Road on weekdays).
 - Explore bus stop and pedestrian connection improvements on Whitehead Road.

- Improve bus stop signage to clarify day and nighttime service.
- Limit vehicular traffic on McCormick Road with either gates or traffic control personnel.
- Consider experimenting with temporary barriers to widen the sidewalk on the south side of McCormick between Thornton Hall and Clark Hall.
- Review conditions on Engineer’s Way to reduce conflicts.
- Explore access improvements for people with disabilities.

Other Updates:

The Thomas Jefferson Planning District Commission and the Regional Transit Partnership has commissioned a governance study for a Regional Transit Authority (RTA). An RTA is legislatively enabled body that can collect revenue to fund transit (mostly in the form of taxes) and potentially combine transit providers. Study completion date is summer 2023.

Construction and Project Updates as of February 2022 (new information underlined):

| Project | Status and Notes |
|------------------------------------|---|
| Contemplative Commons | Underway with completion estimated November 2023. <u>Currently planning Summer 2022 impacts associated with the construction of the bridge over Emmet Street from Newcomb Road.</u> |
| North Grounds Parking Garage Study | <u>No update on submission as a Capital Project.</u> If approved, estimated completion in 2025 at a cost of \$55M (one third to one half from P&T resources). |
| Electric Transit Buses | First order of 4 buses expected <u>February 2022</u> . Delivery expected summer 2023. |
| Emmet/Ivy Garage Renovation | Mobilized. No permit holder relocations necessary. <u>Completion delayed by weather until May/June.</u> |
| Ivy Corridor | 6 overlapping projects will bring many years of to the Emmet/Ivy/Rothery. First impact on parking inventory expected when the Hotel and Conference Center and the School of Data Science open in 2024 or 2025. <u>Hotel’s estimated impact is 250 spaces (20% of the garage inventory).</u> |
| Brandon II Housing | Underway with completion anticipated summer 2023. <u>Construction related traffic, pedestrian, and bike impacts being published by the project.</u> |
| McCormick Road Access | The Chapel triangle and west end of McCormick Road is under discussion and in design. Drawings available upon request. |
| Utility Projects | Utility project impacts near south Newcomb Road and Goodwin Bridge will continue for several months. |
| Football Operations Building | Project impacts TBD. |