

T&P Meeting Notes May 3, 2021

Attendees:

Scott Barker, Mark Stanis, Bill Palmer, Minette Stroud, Stuart Foster, Carey Drayton, Trish Romer, Emily Bagdasarian, Andy Mansfield

Guests: Allison Day, Kendall Howell

Questions/Comments about the Read-Ahead

- Millmont Replacement Project:
 - No next steps identified for replacement project. Tentatively planning existing facility retrofits to meet next 5-10 year needs.
 - Converted employee parking to operational parking.
 - Bus washing and pull through maintenance facilities will be a challenge on the site.
 - An estimated \$6-10 million investment is projected in Millmont to make site functional for next 10 years.
 - The Millmont footprint would have to be just P&T:
 - Currently share with Fralin Art Museum, Mail, FM Cages – P&T would need all of those space to be successful. Fralin just invested in a new rack system in that space.
 - Per Facilities Management – Cages are surplus and swing space storage that Joann IM arranges. UVA should have a large storage space somewhere (Millmont should not be the long-term answer for this need).
 - Next steps beyond overtaking lot:
 - Electric bus charging station
 - Reconfiguring aprons for pull through bus washing
 - Reorganizing building for pull through maintenance
 - Consider configurations necessary or articulated buses which are 60' feet long
- Parking permit sales are trending upward, especially for student residential areas. More detail is available upon request.
- P&T is not expecting changes in Central Grounds Parking lot parking due to relocation of basketball courts behind Mem.

Discussion on presentation on UTS' Footprint on McCormick Road and Whitehead Road Synergies) as presented by Kendall Howell and Alison Day:

- If bus passenger loading limits are in place in Fall 2021, UTS COVID routes will have to continue with no service on McCormick Road and Whitehead Road serving as the transit hub.
- What is possible and what synergies are possible with CAT and Jaunt if passenger loading limits are lifted? Should we return to pre-COVID routes or use the opportunity to eliminate the use of UTS for a one-stop trip (which could be a walking, biking or micro-mobility trip)?
- Per Housing/Residence Life, adding capacity to Hereford and Gooch-Dillard would be very beneficial in fall. Housing is expecting first year areas to be full. Trish is supportive of limiting routes on McCormick Road and the COVID pause gives opportunity to re-set expectations and make McCormick Road more pedestrian friendly.
- The hub development on Whitehead will potentially increase existing ped/bike conflicts on Engineer's Way and at the crosswalk at Rice Hall. In response, the intent would be to separate

the vehicles, transit, and pedestrians at this location.

- It may be possible to reconfigure the Small Hall parking lot and the Chemistry Drive/Wilsdorf Way access to further separate bikes and peds (currently no sign for cyclists to dismount on Engineer's Way).
- Alignment with the School of Engineering's space management plan is key.

Feedback to UVA Leadership regarding Committee's 2021/2022 efforts:

- Policies around parking assignments and cost need to align with policies around remote working.
- Reducing the UTS footprint on McCormick Road (and possibly eliminating automobile traffic on McCormick Road) is an important conversation to have with UVA Leadership. Near term project to reconfigure Chapel end is possible this summer, but UTS can operate regardless of this closure.
- Committee chair and P&T will draft a summary for UVA leadership on the year's work.