



AGENDA

ADVISORY COMMITTEE ON TRANSPORTATION & PARKING

Date: April 20, 2016

Time: 3:00 -4:00 pm

Location: Public Safety Building, Emergency Operations Center (EOC)

Meeting Called By: Cheryl Stout, Chair

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1. T&P 5 Year Plan Discussion (*Kimley-Horn*)
 - a. Summary of Stakeholder Group Meetings
 - b. Next Steps
 2. Traffic and Parking Ordinance Update (2016/17) (*Cheryl Stout*)
 3. Chapel Hill Transit Fleet Replacement Update (*Austin*)
 4. Other Items

Next Meeting: Wednesday, May 18, 2016



Meeting: Advisory Committee on Transportation & Parking

Date: April 20, 2016

Time: 3:00pm – 4:00pm

Location: Public Safety Building, Staff Development Room

Meeting called by: Cheryl Stout, Chair

Minutes prepared by: Matt Sumpter, Katherine Broom (Kimley-Horn)

In attendance:

- Than Austin, UNC Transportation & Parking
- Wil Steen, UNC Transportation & Parking
- Cheryl Stout, UNC Transportation & Parking
- Rick Steinbacher, Athletics
- Tom Thornburg, School of Government
- Jeff Watson, UNC Health Care
- Jon Dodson, GoTriangle
- Jeff McCracken, Public Safety
- Jalea Morris, Student Representative
- Harry Edwards, Incoming Student Body Treasurer
- Brian Litchfield, Chapel Hill Transit
- Charles Streeter, Employee Forum
- Mo Delvin, Student, Department of City and Regional Planning
- Matt Sumpter, Kimley-Horn
- Katherine Broom, Kimley-Horn

Agenda

Welcome and Traffic and Parking Ordinance Update (2016/17) — Cheryl Stout

- The Traffic and Parking Ordinance was approved by the Board of Trustees
- The ordinance will take effect August 15, 2016

T&P 5-Year Plan Discussion — Vanessa Solesbee, Kimley-Horn (by phone)

Summary of Public and Stakeholder Outreach Meetings – April 6-7

- Kimley-Horn and T&P staff met with 50 people in 10 different sessions
 - T&P staff recently met and received input with graduate student representatives. These comments were not incorporated to today's meeting.
- Remember: these meetings were one piece of the larger public engagement strategy
- Project website and MetroQuest are live. Than to send out links to ACT stakeholders.
- We will reconvene in the fall for an open house/transportation fair with next year's students, faculty, staff, and other stakeholders. Future stakeholder meetings will consist of smaller group settings.

- Top Issues/Concerns that came out of the meetings (please refer to attached summary memo distributed at meeting for details):
 - Investment in bicycle infrastructure and amenities
 - Pedestrian safety
 - Distracted pedestrians- the University can't control this, but we can educate the public during our outreach
 - Pedestrian bridges were mentioned by the focus groups. While they are an expensive option, would be worth considering
 - Roadway usage and prioritization
 - Especially during event parking
 - Parking for Mopeds/scooters
 - “Customer” data analysis
 - Technology investment
 - Growth of distributed services model (especially at hospital and med school)
 - Night parking
 - Student groups expressed interest in reviewing the start of morning enforcement hours (specifically in the south campus commuter lots) so that it's not as early. Cheryl noted current policies were developed to make sure there is adequate space for the morning employees/students.
 - Integration with private transportation providers
 - Coordination required with providers
 - Are there creative ways to maximize use of resources
 - Integration should extend to all campus activities which create a large parking demand (more than just athletic events)
 - Improved and/or consolidated communication regarding transportation options
 - Improved transit options
 - App for UNC Transportation and Parking—could help alleviate anxiety related to finding parking on campus
 - It is anticipated that hospital focus groups will want more stops and/or dedicated transportation hub.

Questions/Comments

- Surprised that there wasn't a common thread demanding increased capacity in the meetings
- Rick mentioned the need to improve how we get people to 54 from the B-School side of campus
 - Vanessa mentioned that part of the plan will likely include increasing service model to getting people on and off campus and providing greater access to alternatives.
 - “The way we do business is changing, the way we provide parking must change”
- Some discussion of hospital transit improvements, possibly a transportation hub for the hospital and med school.

- Getting people to the off-site clinics and med school buildings over on 54 is tough. There is a bad pedestrian crossing on 54 and getting on and off campus quickly is nearly impossible.
- Harry noted that nighttime transportation was the biggest student concern due to the safety implications
 - We should consolidate the offerings and improve the ones we keep
- Tasks:
 - Remember we will continue our outreach in the fall, please continue to promote the online tools (website and MetroQuest)
 - We understand that an oversaturation of emails and social media is making them less effective, if you have any other ideas for communicating to this group, let us know.

Fleet Replacement Update — Than Austin, UNC; Brian Litchfield, Chapel Hill Transit

- Good News! CH Transit has an approved agreement with a manufacturer to purchase up to 53 buses over 5 years.
- We also have a financing agreement between the Chapel Hill Transit Partners
 - Until 2010—federal funds assisted in fleet replacement—now that funding is gone
 - Chapel Hill, Carrboro, and the University are going to debt finance 12-15 buses.
- Over the next 12 months, CH Transit will purchase 25-30 buses
- Once an order is placed, it typically takes 12-18 months to receive a bus.
- The buses being retired are 16-21 years old. CH Transit is not growing the fleet, just replacing existing buses.
- Service can still expand some as fleet is replaced because the new buses can “go longer” than the old, deteriorating ones.
- Go Triangle noted upcoming public meetings around the Triangle for the public to provide comments on proposed service changes.

Questions

- Are we considering any alternative fuel/hybrid buses?
 - Transit is interested, but are likely not investing in any hybrid buses at this time as the focus is to replace the old fleet.
 - Modern diesel has similar emissions, but costs much less money, than hybrids.
 - Once fleet is “stabilized”, more focus can be on alternative vehicles such as CNG, fuel cell, hybrids, and electric.

Attachments

Progress Report Summary Memo, April 2016

UNC Transportation & Parking Five Year Plan

Progress Report Summary Memo



THE UNIVERSITY
of NORTH CAROLINA
at CHAPEL HILL

Kimley»»Horn

April 2016

PROGRESS REPORT SUMMARY MEMO

APRIL 2016

Project Overview

University of North Carolina at Chapel Hill (UNC) Transportation & Parking have teamed with Kimley-Horn and Associates to develop an update to the University's Transportation & Parking Five Year Plan for academic years 2017-2021. The plan places special emphasis on public outreach and participation, the economic impacts of the future plan, and the efficiency of the parking and transportation system. The plan will also link parking management and planning to larger campus and community master planning and transportation planning processes to provide significant additional benefits to the community by ensuring that policies, programs, and infrastructure are coordinated and supportive of the larger campus master plan's goals.

The project team for the Five Year Plan process is led by Project Managers Than Austin, Associate Director, UNC Transportation & Parking, and Sam Veraldi, Project Manager, Kimley-Horn. Along with the Plan's Project Managers, the Five Year Plan will be guided by the Advisory Committee on Transportation & Parking (ACT). ACT is a representative group of the campus community formed to provide guidance on strategies for sustainable and convenient transportation access to campus. ACT members represent the community and provide feedback associated with the changing access needs of students, faculty, staff, patients, and visitors to the University and UNC Hospitals.

Early on in the new Five Year Plan process, the project team reviewed and revised the guiding principles from the current Five Year Plan. These principles have provided a framework for the plan to ensure that any recommendations are consistent with the overall goals of the University, the transportation and parking system and all of the system's users. As these recommendations are developed, the Guiding Principles listed below will be used as an evaluation tool for the project team.

Principle 1: Provide adequate and safe access for all who need to come to campus.

Principle 2: Encourage sustainable multimodal transportation options for all users of the system.

Principle 3: Support the Master Plan by coordinating transportation and parking needs with the land use, open space, and programmatic objectives of the physical master plan.

Principle 4: Transportation and parking operations will remain solely self-funded and receipt supported.

ACT Committee Meeting Presentations

Beginning in October 2015, monthly meetings have been held with ACT. At the initial meeting in October, Transportation & Parking staff introduced the new Five Year Plan process and the consulting team from Kimley-Horn. The November and December meetings were spent working on development of the Guiding Principles.

At the January ACT meeting, Kimley-Horn provided a comprehensive financial review of the current Five Year Plan (2011-2016). The review included a close look at the expenditures and revenues to date. The review also discussed the Five Year Plan obligations to Chapel Hill Transit, Triangle Transit, and Capital Construction while factoring in a standard 3% growth in inflation. The committee examined the efficiencies and funding strategies of the current plan while a systems summary was presented and revealed good performance relative to Year 4. The largest discrepancy seen in the current plan's budgeted versus actual revenue and expense was due to the decision to delay implementation of the night parking program. The delay in the night parking program represented a \$743,000 impact

for Fiscal Year 2014/2015. By the end of the current Five Year Plan, the impact will be \$1.4 million. A comprehensive financial analysis of the entire Five Year Plan will be completed in September/October of 2016.

Preliminary financial forecasts and planning were shared with the ACT Committee during the February meeting. Several key points were highlighted during this discussion, including:

- Integration of the updated Five Year Plan with the existing Master Plan is critical. The Five Year Plan must also reflect the growth of the University and the Health Care System. It is anticipated that future demand will be approximately 800-1000 additional parking spaces in the next five years at a cost of \$30,000 - \$35,000 per space.
- The federal funding requirements surrounding the aging Chapel Hill Transit bus fleet have changed this year and will have a significant financial impact going forward. This is a trend seen around the country.
- UNC's Parking Access Revenue Control System (PARCS) has not been updated in 25+ years. Technology has vastly improved the patron experience while accessibility options have increased dramatically although additional improvements are still necessary. A total overhaul of the PARCS system, including gates, loops, hardware, software, registers, and automated pay stations will cost about \$4 million.

In lieu of a March 2016 ACT meeting, ACT representatives were asked to participate in stakeholder conversations, the results of which are detailed below.

Campus Outreach Plan

A comprehensive campus outreach plan has been specifically designed to provide the UNC campus community with an opportunity to share their experiences, perceptions, ideas, and concerns related to accessing campus using their preferred method of transportation: car, bicycle, public transit and/or as a pedestrian.

The process will include a phased approach that will be implemented over the life of the Five Year Plan process and provide multiple opportunities for stakeholder input and participation, including:

- **Project Website:** www.uncfiveyearplan.com
- **MetroQuest:** An online campus outreach platform that provides a way for the campus community to provide feedback on the go. <https://unctransportation.metroquest.com/>
- **Targeted Stakeholder Conversations:**
 - Round One: Spring/Early Summer 2016
 - Round Two: Fall/Winter 2016
- **Transportation Fair/Open House:** Fall 2016

Information collected from all stakeholders will be used to help guide the development and recommendations of the Five Year Plan.

Stakeholder Input Summary (To Date)

A first round of stakeholder conversations were held with ACT members and invited representatives from their school or department on April 6th and 7th. A virtual meeting with newly-elected undergraduate student leadership was conducted on April 14th. Stakeholder conversations were facilitated by Vanessa Solesbee, a member of the Kimley-Horn team, and were attended by both Transportation & Parking Director Cheryl Stout and Associate Director Than Austin.

Representatives from the following groups participated in the stakeholder conversations:

- Public Safety
- Athletics
- Medical School
- Faculty Council
- Staff Forum
- Facilities Services
- UNC Hospitals
- Student Affairs
- Academic Affairs
- Incoming Undergraduate Student Leadership

A total of 46 people participated in the initial stakeholder conversations. Key themes that emerged from this series of meetings included:

- Investments in **bicycle infrastructure and amenities** would be well-received, specifically:
 - Bike share program to assist with inter-campus trips, as well as trips to and from Chapel Hill and Carrboro
 - Coordinated bike library/bicycle shop in partnership with the Town of Chapel Hill
 - Additional dedicated bicycle lanes and bicycle parking
- **Pedestrian safety concerns**, stemming from:
 - Distracted walking (i.e., pedestrians on cell phones or listening to earbuds)
 - Several intersections/roads with increased likelihood of pedestrian/vehicle conflict
 - Increased number of mopeds
 - Desire for pedestrian bridges or underpasses in key campus ped/bike/vehicle conflict “hot spots”
- **Roadway usage and prioritization** must factor into conversations about transportation and parking because:
 - As UNC continues to grow and redevelop, the use of certain buildings will intensify and put additional pressure on already busy roadways
 - Event parking and access for athletes, staff, patrons and regular campus users who are all competing for a limited number of parking spaces
 - The possibility of temporary and / or event-based two-way to one-way road conversions to assist with event ingress/egress
- **Prevalence of mopeds/scooters** is continuing to grow and:
 - Adjustments in licensing have helped alleviate some of the issues, however, the growth of this mode will need additional monitoring and likely policy discussion (related to pricing, parking location, etc.)
- Understanding **“customer” data will help maximize existing resources**:
 - Identifying where are trips to campus originating from for residents, visitors and event attendees
 - Exploring the possibility of sharing parking resources between shifts
 - Incentivizing some users to choose an option beyond driving (i.e., parking cash out)
 - Investigating shared parking with the Town of Chapel Hill
- **Technology investment**, specifically:
 - Mobile applications that can provide wayfinding, parking availability and real-time transit information
 - Low cost options that can provide occupancy/availability data for facilities and lots

- **Growth of distributed services model will shift needs of many users**, especially the Hospital and Medical School:
 - Clinics are transitioning off-campus and physicians are finding themselves making multiple trips to and from campus
 - Communication of options like Zipcar and P2P for after-hours uses
 - Possible increase in tele-working or remote working for some or part of the week
- **Night parking is on everyone's mind**, specifically:
 - The top concern is about safety and security as the campus sees more 24/7 activity
 - Improving lighting for pedestrians/bicyclists
 - Balancing the need to have revenue to manage night parking with the desire not to penalize or restrict nighttime recreational/extracurricular activities
 - Instituting an equitable system where all system users are "paying their way"
- **Integration with private providers**
 - Proactive coordination with ridesharing services like Uber for gameday drop-off / pick-up and / or night-time rides
 - Coordination with off-campus housing shuttles
- **Improved and / or consolidated communication about transportation options**
 - Creative ways to cut through the "noise" and provide the campus community with useful information about their options (i.e., video vignettes, student ambassadors, parking "personas", "University 101")
 - Audit of existing options; are there too many options with not enough users that could be consolidated into a more concise menu of alternatives?
 - Communication issue goes beyond Transportation and Parking; how can the entire campus communicate to students, faculty and staff in a more meaningful way?
- **Improved transit options**, including:
 - Analyzing Chapel Hill Transit routes to maximize coverage to UNC locations and destinations
 - Expanding Chapel Hill Transit service hours later into the evening and on weekends