

Date: January 8, 2018

To: Budget Committee of Senate

From: Mr. Glenn Read, Executive Director, Athletics, Recreation & Ancillary Services

Re: TRUSU Annual Budget Consultation Report (2018/19)
- Parking

Attachment TRU Responses to TRUSU Parking Recommendations (2018/19)

The purpose of this memo is to provide BCOS and TRUSU with feedback regarding the issue of parking raised in TRUSU's Budget Consultation Report (2018/19). Within the report, TRUSU made the following four recommendations with respect to parking:

- Monitor and report on the implementation of the Sustainable Parking Framework and pricing rates and structures in terms of the effect on total single-occupancy vehicle use, demand management, and shifts to use of alternative transportation options
- Monitor and report on the use of the 20% discount on passes for those living outside the transit service area
- Reconsider rate increases and investigate pricing rate, structure, and augmentation options that are more flexible to needs and sensitive to affordability and fairness
- Include structured/underground parking in the Five-Year Capital Plan to maintain 2,481 total parking spaces as per the Campus Master Plan

The attached document outlines TRU's response to each of the recommendations.

TRU Responses to TRUSU Budget Consultation (2018/19)
Recommendations - Parking

Recommendation: Monitor and report on the implementation of the Sustainable Parking Framework and pricing rates and structures in terms of the effect on total single-occupancy vehicle use, demand management and alternate forms of transportation.	
TRU will monitor and report on the implementation of the Sustainable Parking Framework each fall at BCOS. In addition, TRU will continue to lobby the City of Kamloops and BC Transit for greater transit access to campus.	
Implementation Timeline:	Monitoring and reporting: October meeting of the BCOS (on-going) Transit lobbying: starting February 2018.
Success Indicators:	Single Occupancy Vehicle Use: Reduction of single occupancy cars on campus Demand Management: Better utilization of premium and gated-premium lots; optimized lot usage for economy and general lots (85%+ from 8am to 5pm); additional stall counters at high demand sites (with data accessible on the TRU Go App). Alternate Forms of Transportation: Greater utilization of TRUSU's UPass; increased participation in campus ride sharing program (Ride Shark); increased usage of campus Zip Cars and Sustainability vehicles.
Interim Report (as of Jan. 5th, 2018)	There has been a reduction of daily permits sold from Sept. 2017 to Dec. 2017 versus same time last year. This equates to a 3.5% reduction in usage. Ride Shark usage is not as high as original estimates (but is it higher than previous year) and will require additional promotion of the program to encourage usage. Zip Car usage is also lower than anticipated with approximately 200 registered users versus the 350 members initially expected. TRU does not have access to data for those individuals carpooling who are not registered with Ride Shark. Transit usage data for September 2017-December 2017 has been requested from the City of Kamloops and Sustainability will provide an update as soon as the information is available.

Recommendation: Monitor and report on the use of the 20% discount on passes for those living outside the transit service area	
TRU will report on the use of the 20% discount on parking permits for students living outside the transit service area AND extend the 20% discount on parking permits to faculty and staff living outside the transit area.	
Implementation Timeline:	October meeting of the BCOS (based on previous academic

	year's data)
Success Indicators:	TRU honours the discount for students living outside the transit area and extend that benefit to faculty and staff.
Interim Report (as of Jan. 5th, 2018)	The 2017 fall semester had 10 students utilize the 20% discount for living outside the transit area. TRU currently has 2 students registered for the discount for the 2018 winter semester.

Recommendation: To reconsider rate increases and investigate pricing rate, structure, and augmentation options that are more flexible to needs and sensitive to affordability and fairness.	
<p>TRU will not increase parking rates for the 2018/19 school year. The decision on future increases will be reviewed in the 2018/19 fiscal year by the Parking Advisory and Appeals Committee (PAAC).</p> <p>As always, TRU will continue to review and consider for implementation strategies that improve parking services brought forward to the PAAC.</p>	
Implementation Timeline:	September 2018
Success Indicators:	<p>No rate increase for the 2018/19 school year.</p> <p>Better utilization of gated premium and premium parking lots.</p>

Recommendation: To include structured/underground parking in the Five-Year Capital Plan to maintain 2,481 total parking spaces as per the Campus Master Plan.	
<p>At this time, TRU will not include structured/underground parking in the Five-Year Capital Plan to maintain 2,481 total parking spaces as per the Campus Master Plan (CMP) because there is neither the demand nor a financial model that allows for affordable parking in a structured or underground parkade (see "Notes" below). The CMP calls on maintaining an equivalent amount of parking over the life of the CMP (30-60- years). The CMP does not insist on maintaining the equivalent number of stalls in each and every year of the CMP's duration.</p> <p>However, TRU will be closing lot A1 (a loss of 85 stalls) in the summer of 2018 as well as most of Lot L2 (a loss of approximately 83 stalls) but will replace the lost stalls in the following manner:</p> <ul style="list-style-type: none"> • re-opening all of Lot E in the summer of 2018 (adds approximately 50 stalls); • creating an economy temporary lot (Lot N-T) across from Lot N in the summer of 2018 (+100 stalls); • creating an economy temporary lot (Lot W-T) on the TransForce site ready for winter of 2019 (+245 stalls) <p>The additional stalls will add a total of 227 net new spaces on campus at the economy or general rate. In addition 30 visitor stalls will be created along University Drive near the Summit Gate.</p>	
Implementation Timeline:	Lot re-openings and new lots as provided above.

Success Indicators:	Adding at least as many stalls as are removed in 2018/19.
Notes:	Using a calculation methodology from the Victoria Transportation Policy Institute; a 2 storey, 220 stall parking structure would cost users \$220/month or \$880/term or \$2,641/year. This is 2.3x more expensive than the current Premium Gate Rate and 4.4x more expensive than the current economy rate. A parking structure is an unaffordable parking solution for the TRU campus at this time.