



THOMPSON RIVERS UNIVERSITY

Date: October 9, 2018

To: Budget Committee of Senate

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

Re: TRUSU Annual Budget Consultation Report (2019/20) - Parking

Attachment(s): TRU Parking 2018/19 Final Report

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 (2019/20). Within the report, TRUSU made the following four recommendations with respect to parking:

- Adopt a consultative approach to campus commuting to constructively realign needs, realities, expectations, and possibilities, including any response to the recommendations;
- Improve monitoring and public reporting 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;
- Investigate pricing rate, structure and augmentation options that improve demand management, are more flexible to needs and use and are sensitive to affordability and fairness;
- Actively promote and publically report on the use of the 20% discount on passes for those living outside the transit service area;
- Expand efforts, in coordination with campus stakeholders, to work with the City of Kamloops and BC Transit to improve service and infrastructure connecting campus by transit, cycling and walking; and
- Continue to promote and incentive the Rideshare and Zipcar to achieve target utilization

The following pages outline TRU's response to each of this year's recommendations. In addition, TRU has embedded its final report to the 2018/19 TRUSU Budget Consultation Report within its January 2018 response (see attached document "TRUSU Parking – 2018/19 Final Report").

TRU Responses to TRUSU Budget Consultation (2019/20) Recommendations/Commitments - Parking

<p>Recommendation: Adopt a consultative approach to campus commuting to constructively realign needs, realities, expectations, and possibilities, including any response to the recommendations.</p>	
<p style="text-align: center;">“We must transform from a campus where single-occupancy vehicles dominate to a campus that is pedestrian orientated and supports a community that learns, works, plays and lives here. It is time for us, as members of the TRU community, to reconsider how we use transportation and parking resources.” – Sustainable Parking Framework, February 2017</p> <p>Consistent with this idea and in keeping with TRU’s undeniable commitment to sustainability in all its forms, TRU will re-engage the community to develop the next set of campus sustainability goals (of which transportation goals will once again figure prominently). The current TRU Campus Sustainability Plan launched in October 2014 is coming to its end of life and it is important for our community to develop the next set of campus sustainability objectives together.</p>	
Implementation Timeline:	Fall - 2019
Success Indicators:	<ul style="list-style-type: none"> • The TRU Sustainability Office will engage the TRU community to develop the next Sustainability Plan (TRU Sustainability Office) through surveys, focus groups and committees. • Develop new sustainability goals (including transportation goals) that will benefit our university for the future. • Since 2014, 13 of the 16 transportation strategies adopted by TRU in its Campus Sustainability Plan have either been completed or have seen significant and ongoing progress. TRU will provide an update towards the fulfillment of these strategies in Winter 2019.

<p>Recommendation: Improve monitoring and public reporting 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;</p>	
<p>TRU will launch a TRU Transportation website (with enhanced TRU GO App functionality) which will help our community make informed decisions about their commute to and from campus. Information on the site will include the following:</p> <ul style="list-style-type: none"> • UPASS utilization; • BC Transit route information and expected arrival times; • Staff e-bike program information; • Single Occupancy Vehicle (SOV) counts; • Zip Car and Sustainability vehicle information and usage data; • RideShark (ride sharing app) information and usage data; • Parking information (including fees, projected fees and fee comparisons) and a dashboard of key parking metrics including real-time stall counter information at monitored lots; 	
Implementation Timeline:	Fall 2019 – on going.

Success Indicators:	<ul style="list-style-type: none"> • Launch of the TRU Transportation Website (and associated TRU GO App functionality) • Continued increase in UPASS utilization; • Further uptake by faculty and staff in the e-bike incentive program with possible expansion to the student community; • Further reductions in SOV counts; • Further increases in utilization of ZipCar vehicles (Sustainability vehicles are nearly used 100% of their available booking times); • Further increases in the utilization of RideShark ride sharing app;
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Recommendation: Investigate pricing rate, structure and augmentation options that improve demand management, are more flexible to needs and use and are sensitive to affordability and fairness.

TRU will continue to monitor parking rates within the City of Kamloops and at the interior Universities and may adjust rates according to market factors, demand and inflationary impacts. The decision on future increases will be reviewed in the Winter of 2019 by the Parking Advisory and Appeals Committee (PAAC). Any rate adjustments will be announced by March 2019.

Implementation Timeline:	On-going
Success Indicators:	<p>The University will continue to offer a tiered parking fee structure at competitive market rates determined by external comparisons, inflationary factors and demand. Of the three interior Universities, TRU has the lowest economy, general and premium permit rates. TRU's daily rates are only \$0.75 higher than the lowest daily rate and between 50-100% lower than the most expensive daily rate.</p> <p>Optimization of TRU's parking inventory with a continued commitment to the 2013 TRU Campus Master plan which calls for building densification in the campus interior while pushing parking to the periphery of campus. Please follow the link for more information on TRU's 2013 Campus Master Plan.</p>

Recommendation: Actively promote and publically report on the use of the 20% discount on passes for those living outside the transit service area;

TRU will continue to offer the 20% discount on passes eligible staff, faculty and students living outside the transit area and will continue to report on its uptake twice a year.

Implementation Timeline:	On-going
Success Indicators:	<ul style="list-style-type: none"> • TRU will continue to post information about the 20% discount on its TRU's Parking and Transportation website along with other relevant parking information.

Recommendation: Expand efforts, in coordination with campus stakeholders, to work with the City of Kamloops and BC Transit to improve service and infrastructure connecting campus by transit, cycling and walking	
TRU will continue to work with the City of Kamloops and BC Transit to improve service and routes.	
Implementation Timeline:	On-going
Success Indicators:	<ul style="list-style-type: none"> • Further increases to UPASS usage; • Further increases to BC Transit service hours; • Commitment from the City of Kamloops to a pedestrian bridge over Summit; • Additional biking infrastructure (e.g. bike lockers and secure bike enclosures) • Institutional commitment to including biking infrastructure in new construction and in renovations where possible; • Regular re-lining of campus bike lanes to ensure visibility; • Designing the campus realm to be more pedestrian and cycle friendly.

Recommendation: Continue to promote and incentive the Rideshare and Zipcar to achieve target utilization	
TRU will continue to promote the Rideshare and Zipcar programs to reduce the number of single occupancy vehicles arriving on campus.	
Implementation Timeline:	On going
Success Indicators:	<ul style="list-style-type: none"> • Further reductions in single occupancy vehicles arriving on campus; • Further increases in usage of TRU ride sharing Rideshare program; • Further increases in ZipCar usage to achieve sustainable threshold and to add additional vehicles; • Annual transportation fair; • Development and implementation of a promotional strategy to encourage alternate forms of transportation.
Notes/Dependencies:	The success of various sustainable transportation initiatives depends on our collective ability to connect to TRU's stakeholders. In order for any and all of these services to be as effective as possible and to reduce the carbon footprint of vehicles on campus, our sustainable transportation alternatives need to be promoted by the Sustainability Office, Ancillary Services, and TRUSU with a cooperative and collaborative approach. As such, TRU will be formally inviting TRUSU to participate in engaging with and actively promoting sustainable transportation options available to our community.

Date: January 8, 2018 (*updated September 30, 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:	<p>Single Occupancy Vehicle Use: Reduction of single occupancy cars on campus</p> <p>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).</p> <p>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.</p>
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.
Final Report (as of September 30th, 2018)	<p>Single Occupancy Vehicle Use: The amount of SOV traffic to campus has been estimated to have decreased in 2017 to less than 30% - compared to 45% in 2010. The parking Framework and rate structure has resulted in increased transit use, cycling and walking and more HOV traffic. While no complete transportation survey was completed, transit data indicates a 7% increase to over 40% of students now using transit regularly. Marginal increases in cycling, pedestrian and HOV commuting have been estimated based on spot surveys and coupled with transit data to estimate SOV rates.</p>

Parking Demand Management:

- *Reserved Stalls:* The number of reserved stalls have increased due to demand (2018/19: 178 vs 2017/18: 112)
- *Premium:* Premium and gated premium lots have become one category. Consistent with the 2013 University Campus Master Plan, 210 premium stalls have been lost indefinitely in the interior of campus due to the Reach and University construction projects as well as conversion to reserved parking spaces.
- *General:* General lots remain unchanged.
- *Economy:* An additional 600 economy spaces will be available by January 2019. This includes 120 stalls that were opened in September 2018 in Lot NT, an additional 240 spaces became available at Upper College Heights in September 2018 and an additional 240 stalls will be available at the former Bandstra Trucking site (at the corner of University and Hillside) by January 2019.
- *Total Parking Inventory:* TRU currently has 2613 stalls and has more stalls available at the Economy level than ever before with a total of 909 stalls representing 35% of the total TRU parking inventory. In January 2019, the stall count will increase to 2853 with 40% of that number being economy stalls. The 2013 Campus Master Plan called for a steady state of 2,481 parking stalls. The total inventory by January 2019 will exceed the 2013 Campus Master Plan recommendation by 372 stalls (an increase of 15%).

Alternate Forms of Transportation:

- *Zip Car Program:* The Zip Car program has seen increased use over the past 18 months, and according to Zip Car representatives, TRU is ahead of projected and average use for a new program. The typical timeline to reach program maturity is 3-4 years. Currently 1% of TRU students use the Zip car service and target of 3-4 % by year 4 is projected. The Sustainability Office, working with Ancillary services and other campus stakeholders will expand efforts to promote Zip Car. As the number of students living on campus increases the Zip Car service will be expanded with additional cars being added to each residence complex.
- *RideShark Program:* The Ride share (RideShark) program is also seeing increased utilization rates. Over the past year 107 additional users have added to the 513 existing users to date. The number of users logging in last year was 286 compared to 334 combined users over the previous 2 years. Users have found 7,953 matches over 3 years and only 25 users found no match. This indicates for those that use the service it is effective. TRU will increase its promotional efforts to fully inform students to the benefits of this

	<p>service to encourage participation.</p> <ul style="list-style-type: none"> • <i>UPASS Utilization:</i> The number of students using their UPASS significantly increased in 2017. On average the increase in ridership went up 26% resulting in approximately 500 more transit users per month. In addition to increased ridership the frequency of transit use also increased by 10% resulting more than 20,000 additional bus rides per month by UPASS holders. • <i>Increase to BC Transit Service Hours:</i> In August 2018, BC Transit announced that it would be adding an additional 7,200 hours of transit service to the City of Kamloops. Coming about as a result of lobbying efforts from the community (including from TRU) as well as increased UPASS usage, extended routes and the addition of new routes to connect communities like Sun Rivers, these additional service hours should make transit an even more accessible option for TRU's faculty, staff and students. • <i>Electric Bike Program and Bike Sharing:</i> The Sustainability office has a bike share program that many students use. The E-bikes offer a solution for those that can't use transit due to late night work commitments etc. The new generation of E-bikes are fast and convenient, and when compared to the total cost of owning a vehicle, much more affordable. The Sustainability Office has created a faculty and staff E-bike purchase program that has been a huge success over the past few months. A student bike purchasing program utilizing TRU's purchasing power and incentives to make E-bikes an affordable and accessible option was presented to TRUSU in the summer of 2018 but ultimately rejected by TRUSU. TRU hopes to re-engage TRUSU in discussions about different options related to an e-bike purchasing program for students.
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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.	The 2017 fall semester had 10 students utilize the 20% discount

5 th , 2018)	for living outside the transit area. TRU currently has 2 students registered for the discount for the 2018 winter semester.
Final Report (as of Sept. 30th, 2018)	<p>TRU remains committed to providing the 20% discount to students living outside the transit area. Starting in the fall of 2018, TRU extended the discount to eligible staff and faculty.</p> <p>Fall 2017 – 10 students , Staff N/A Winter 2018 – 2 Students, Staff N/A Fall 2018 – 10 Students, 25 Staff.</p>

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>
Final Report (as of Sept. 30th, 2018)	<p>TRU did not increase parking rates in any category for 2018/19.</p> <p>Lot use continues to be monitored and changes have been made to parking tiers to accommodate changing demand.</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)	
The additional stalls will add a total of 227 net new spaces on campus at the economy or general rate. In addition 19 visitor stalls will be created along University Drive near the Summit Gate.	
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.
Final Report (as of Sept. 30th, 2018)	Due to the monthly cost, a parking structure remains an impractical and unaffordable option at this time. In addition to the aforementioned additions and removals of parking stalls, TRU has also added approximately 240 parking stalls at Upper College Heights at the economy rates.