• Today’s Goals
• Comments from Concept Plans
• Draft Plans
• Improvements by Mode
  • Pedestrians/Cyclists
  • Transit
  • Parking
• Parking Demand Reductions
Today’s Goals
Today’s Goals

• Identify remaining gaps in draft plan
• Define future role of transit
• Identify how and where parking is provided in the future
Comments from Concept Plans
Main Campus Comments Received:

- Cutting off Founders Drive provides better pedestrian experience
- Joyner may not be the best place for a transit hub
- Improvements to 10th Street are needed
- 10th Street is better for transit than 5th Street
Health Science Campus Comments Received:

- Improve pedestrian/bicycle experience
- Dense building placement is preferred
- Visitor/patient parking is critical
- Patient experience is paramount
- Transit connections to main campus are important. Circulator less so.
Key features:

- Dense building placement
- Service Drive converted to pedestrian path
- Cancer Center located on Arlington Blvd
- Parking on Moye Blvd maintained
Main Campus Draft Preliminary Master Plan

- Downtown District
- Warehouse District
- Campus Core

East Carolina University Comprehensive Facilities Master Plan
East Carolina University - Comprehensive Facilities Master Plan

Main Campus Draft Preliminary Master Plan

Future Opportunities

10th St.

Future Intermodal Transit Center

Jenkins

Parking Deck

Academic A

Rec Center Expansion

Mendenhall

Joyner Library

Student Center

Future

Parking Deck

Wendell Smiley Way

Visitors Center

9th St.

Umstead

Bate

Future

Parking Deck

Evans St.

Future Opportunities
Comprehensive Facilities Master Plan

Future West End Dining
Future Parking Deck
Alumni Center
Foundation/Swing Space
Future Mixed Use/Academic
Future Hotel/Conference
Visual & Performing Arts Complex
Parking Deck
Alumni Center
Future
Town Common
Downtown District
Main Campus Draft Preliminary Master Plan
Key features:

- Transit Hub at Founders Drive and 10th Street
- Pedestrian walkway over 5th Street
- Parking removed from central areas
- Improvements to 10th Street
- Academic A building on corner of 10th Street and Cotanche Street
Improvements by Mode
Pedestrian/Bicycle Improvements
Pedestrian/Bicycle Improvements

Complete Street
New/Improved Connection
Greenway Connection

Improvements
Pedestrian/Bicycle Improvements

Improvements
- Complete Street
- New/Improved Connection
- Greenway Connection
Pedestrian/Bicycle Improvements
Transit Improvements
Transit Improvements
Transit Improvements
Parking Improvements
Parking Projection Assumptions

- Utilize all existing parking
- Current services remain intact
- No demand reductions
- Current demand is less than current supply
## Projected Parking Demand

<table>
<thead>
<tr>
<th>Campus</th>
<th>Current Demand (_spaces per person)</th>
<th>Projected 2025 Population</th>
<th>2025 Parking Demand</th>
<th>Current Inventory</th>
<th>Net Gain Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Campus</td>
<td>0.345*</td>
<td>29,000 people</td>
<td>10,000</td>
<td>8,300*</td>
<td>+1,700</td>
</tr>
<tr>
<td>Health Sciences Campus</td>
<td>n/a</td>
<td>5,400 people + patients</td>
<td>4,900**</td>
<td>3,100</td>
<td>+1,800</td>
</tr>
</tbody>
</table>

* - Assumes limited impact of Dickson Street Lot

** - Demand Calculated by Smith Group
Additional Consideration

- **Structured vs. Surface space cost**
  - Structured space - $1,500/yr
  - Surface space - $400/yr

- **How is new parking paid for?**
  - Users – Permit fees
  - Projects - Capital costs
  - Donors/University – Alumna gift
Parking Changes – No Decks

Net Loss: ~900 spaces
Future Deficit: ~2,600 spaces
Parking Changes – All Decks

Net Gain: ~1,750 spaces

Future Surplus: ~ 50 spaces
Parking Changes – Remote Parking + Two Decks

Net Gain: ~1,700 spaces
Future Deficit: ~0 spaces
## Main Campus
### Potential Parking Supply and Demand

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Current Spaces</th>
<th>Parking Increase/ Decrease</th>
<th>2025 Parking Supply</th>
<th>2025 Demand</th>
<th>Surplus/ Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Decks</td>
<td>8,300</td>
<td>(900)</td>
<td>7,400</td>
<td>10,000</td>
<td>2,600</td>
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<tr>
<td>All Decks</td>
<td>8,300</td>
<td>1,750</td>
<td>10,050</td>
<td>10,000</td>
<td>50</td>
</tr>
<tr>
<td>Remote Parking + Two Decks</td>
<td>8,300</td>
<td>1,700</td>
<td>10,000</td>
<td>10,000</td>
<td>0</td>
</tr>
</tbody>
</table>

**Notes:**
1) Demand is based on current demand levels
2) Remote Parking + Two Decks assumes Student Union and 10th and Cotanche Decks are constructed and a new 1,000 space lot near HHP is constructed

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**Parking Changes – Recap**
Parking Changes – No Decks

Net Gain: ~850 spaces
Future Deficit: ~950 spaces
Parking Changes – All Decks

Net Gain: ~2,050 spaces

Future Surplus: ~250 spaces

Parking

2025 Parking Gains/Losses

+600

+350

+350

+550

+300
Parking Changes – No Vivarium Deck

Net Gain: ~1,750 spaces
Future Surplus: ~0 spaces
## Health Sciences Campus
### Potential Parking Supply and Demand

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Current Spaces</th>
<th>Parking Increase/Decrease</th>
<th>2025 Parking Supply</th>
<th>2025 Demand</th>
<th>Surplus/Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Decks</td>
<td>3,100</td>
<td>850</td>
<td>3,950</td>
<td>4,900</td>
<td>950</td>
</tr>
<tr>
<td>All Decks</td>
<td>3,100</td>
<td>2,050</td>
<td>5,150</td>
<td>4,900</td>
<td>250</td>
</tr>
<tr>
<td>No Vivarium Deck</td>
<td>3,100</td>
<td>1,750</td>
<td>4,900</td>
<td>4,900</td>
<td>0</td>
</tr>
</tbody>
</table>
Parking Demand Reduction
How can parking demand be reduced?

- Incentives for alternative modes
  - Guaranteed ride home program
  - Passes to park on campus
  - Reduced GREAT transit passes

- Alternative parking options
  - Park and ride lots (off-campus)
  - Storage lots (resident students)

- Parking prohibitions
  - By group
  - By distance to campus
Benefits to parking demand reduction

- Lower costs
  - Reduced debt service
  - Better utilization of existing programs
- Sustainability
  - Reduced emissions
  - Less impervious surface
  - Lower costs to students
- Maintains core property for academic purposes
Specific Changes for ECU

- Survey indicates potential to decrease parking demand
- Demand reductions further reduces the need for structured parking
- Most promising options:
  - Carpooling and park-and-ride options for employees
  - Storage lots and parking restrictions for students