

<u>East Carolina University</u>	<u>26472.000</u>	<u>04.07.2009</u>	<u>04.13.2009</u>
PROJECT	PROJECT NO.	MEETING DATE	ISSUE DATE

<u>Mendenhall Great Room #3</u>	<u>Ped., Transit, Traffic & Parking Working Committee</u>
MEETING LOCATION	MEETING PURPOSE

<u>Timothy Tresohlavy, Martin/Alexiou/Bryson</u>	
ISSUED BY	SIGNATURE

PARTICIPANT	COMPANY/TITLE
<u>Bill Koch</u>	<u>ECU – Assoc. Vice Chancellor for Env. Health, Safety, Parking, & Transportation</u>
<u>Wood Davidson</u>	<u>ECU – Student Transit Authority</u>
<u>Karen Warren</u>	<u>ECU – Campus Wellness, Director</u>
<u>Stephanie Coleman</u>	<u>ECU – Financial Services & Transit</u>
<u>Susan Simpson</u>	<u>ECU – Assoc. Director for Operations, Medical Campus</u>
<u>Mulatu Wubneh</u>	<u>ECU – Planning Program Chair</u>
<u>Michelle Vuchenich</u>	<u>Graduate Student, Health & Human Performance</u>
<u>Gary Fenton</u>	<u>Greenville, Director of Parking</u>
<u>Herb Garrison</u>	<u>ECU – Bicycle Friendliness Group, Chair</u>
<u>Neal Kessler</u>	<u>JJR</u>
<u>Jack Tawney</u>	<u>ECU – Parking & Transportation Services, Interim Director</u>
<u>Wes Anderson</u>	<u>Greenville, Public Works Department</u>
<u>Chris Mansfield</u>	<u>ECU - Public Health, Neighborhood Association, President</u>
<u>Ron Mitchelson</u>	<u>ECU – Geography Department, Chair</u>

PURPOSE

The purpose of this meeting was to discuss existing transportation conditions for all modes across all ECU campuses, identify current topics or issues that are of concern, and begin to define long-term guiding principles for future transportation elements of the master plan. After introductions Bill Martin, M/A/B opened the discussion by asking for perceptions and issues that each member observes for the ECU campuses.

An informal discussion took place based on the individual experiences among working group members. A complete list of topics is attached at the end. General topics discussed included:

What are some existing topics/issues relating to each transportation mode?

- Vehicular
 - Access to campus; parking
- Transit

- Level of service provided;
 - 'Conditioning' of users vs. Responsive to users
- Bicycle
 - On-street vs. Off-street facilities
 - Unsafe behavior
- Pedestrian
 - Barriers and safety concerns for pedestrians coming to campus
 - Influence of walking for a healthy lifestyle
 - Environmental factors for perceived distance vs. actual distance

The following direct questions were asked to gauge the variety of responses from the working group members

- Who used an alternative transportation method to arrive at the meeting today?
 - What would it take for you to use public transit on a more regular basis?
- What does 'Pedestrian-Friendly Campus' mean to you?
 - What design elements contribute to a Pedestrian-Friendly Campus?
- The ECU Master Plan should specifically include what transportation-related topics?

Near the conclusion of the meeting the members were asked to synthesize these topics into a series of guiding principles that would best represent the objectives of the ECU Master Plan – Transportation Component.

Guiding Principles

- Prioritization of transportation modes
 - Vehicular-dominated at present
- Think multi-modal for the campus
- Balance increased density and convenience
- Sidewalk connectivity through adjacent neighborhoods
 - Contributes to improved safety as well
- Convenient Campus Connectivity
 - Main, Athletic, Health campuses
- Integration of the ECU campus with the City of Greenville
- Promotes health, safety, and welfare of campus community
 - Support healthy lifestyles for students, faculty/staff

FULL MEETING NOTES ATTACHED AS APPENDIX

NEXT STEPS

The next step(s) in this process are to receive all relevant datasets for existing campus conditions from varying university, city, and county stakeholders. Utilizing these data and the perspective gained from this working group meeting we can begin an assessment of the level of service provided for all transportation modes across the ECU campus. Included within the existing conditions assessment will be a review of peer institution's parking permit systems.

Recommendations for future development should follow the existing conditions assessment.

If this report does not agree with your records or understanding of this meeting, or if there are any questions, please advise the writer immediately in writing; otherwise, we will assume the comments to be correct.

Distribution:

*SmithGroup JJR:
ECU – Working Committee*

ATTACHMENTS



ATTACHMENT to Working Committee Meeting Minutes

East Carolina University – Master Planning Process
Working Group – Full Meeting Notes
7 April 2009

Findings, Themes, Surprises, Trends – Issue Summary and Wrap Up

Finding - Wayfinding is a recurring issue across all modes.

- Driving – signage to campus and around campus is not very visible
- Walking – to campus and around campus
- Transit – no bus stop signs
- Bicycling – lanes are not contiguous and biking on sidewalks is illegal
- Parking – visiting prospective students and others have a lot of difficulty finding parking

Theme – ECU is auto oriented.

Surprises – No bus stop signage, no bus stop improvement program

Trends – Parking and student housing is moving further away from main campus, but alternative modes to get to campus are not keeping pace with the bike/ped/transit demand associated with the parking movement off campus. Students are the primary recipients of the adverse impacts to walking to campus.

Finding - ECU is predominately a commuting campus.

- Approximately 75% of students live off campus
- Most of the ECU employees drive alone to campus
- Main campus is surrounded by urban arterial streets (half are multilane)
- Main campus is not considered pedestrian “friendly”
- ECU Student Transit’s purpose is to bring student from apartments to campus

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Trends – bike/ped/bus conflicts with single occupant vehicles will continue to increase. Apartment complexes will continue to provide housing off campus.

Finding - ECU Student Transit Operations are not financially sustainable.

- Some students are charged three times for transit service
 - Student transit fee (all students)
 - Apartment transit premium fee (students living in larger apt complexes)
 - Student parking permit fee (students that live in an off campus apartment that also buy parking permits)
- There is no financial plan or capital plan
- There is no service plan

Theme – ECU Student Transit is fiscally and operationally autonomous.

Surprises – No financial or business plan for one of the largest transit systems in NC.

Trends – ECU Transit will continue to be “separate” from ECU Campus Operations.

Finding – Guiding Principles per the Pedestrian, Transit, Traffic & Parking Committee

- Pedestrian movement should be considered first in master planning
- There should be a balance of mobility across all modes of transport
- Campuses should increase density of the built environment
- Connectivity between campuses should be convenient and easy
- Campus mobility should support a healthy lifestyle
- ECU Transit should partner with GREAT Transit
- Do not displace campus parking into adjacent neighborhoods
- Consider closing internal campus streets to through traffic
- Walking environment should be enjoyable and diversity of uses along walks
- Tenth, Fifth, and Charles Streets should be redesigned for pedestrian safety

Theme – Improve pedestrian connections to and around campus.

Surprises – That parking is not the primary concern of the committee.

Trends – Awareness and concern about pedestrian obstacles/hazards will continue to grow.

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- Neal Kessler, SmithGroup JJR
- Jack Tawney, Interim Director, Traffic Department
- Wes Anderson, Public Works, City of Greenville
- Chris Mansfield, Public Health, Pres of Neighborhood Association (University Area)
- Ron Mitchelson, Geography Department chair

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- Parking System
- Vehicular Mode
- Transit System
- Bicycle Mode
- Pedestrian Mode
- Campus Master Planning Issues

PARKING SYSTEM

- Parking System (Existing)
 - Student Recreation Center – lack of parking for alumni
 - Students occupy spaces after 3 pm
 - Students park within the neighborhood, adjacent to Ham’s
 - Lack of parking for Gym and Mendenhall Student Union
 - Near misses while crossing Cotanche St & College Hill
 - Medical Campus – as the build-out continues there are increased ped/vehicle conflicts within lots and road crossings
 - Lack of wayfinding signs with clear direction for visitors
 - Viewed as one medical center to patients and visitor, not as Pitt County Memorial Hospital, and ECU Brody School of Medicine. This distinction is difficult to view in the field.
 - Visitors find it difficult to navigate the ‘parking system’ unless they ‘study it ahead of time’
- On-Street Parking in the neighborhoods is only 2-hour parking limit
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 - Must condition the students to alternative means
- Displacing on-campus parking locations will only push vehicles into the neighborhoods
 - This is a ‘cost’ that comes with a university town

VEHICULAR MODE

- Need to identify major connectors to/from campus
 - 5th
 - 10th
 - Can we adjust vehicular traffic volume, and use new capacity as a bike lane?
 - To the medical campus along 5th Street?
- What is the ‘entrance’ to ECU?
 - 5th Street, historically, yes
 - 10th Street? Seems like the back door

TRANSIT SYSTEM

- Appalachian State has different conditions, however they have combined a transit system with the city and university
 - Immediate neighborhoods will continue to be attractive to faculty/staff as well as students
- **ECU policy to not house more than 1/3 of campus population on campus**
 - Very large private student housing that all desire to have transit service
 - Pirates Cove
 - Sunscape Apartments
 - University Manor
 - North Campus Crossing, no bike lanes across Tar River
 - Copper Beach
 - The Landing (formerly The Exchange)
 - The Bellamy
 - Student fees subsidize the campus sprawl, by funding bus service to these apartment complexes
 - Is Greenville ready for Rapid Transit?
 - Between two campus (Main & Medical)
 - Rental bicycles?
 - ECU OneCard used to check out a bike, Segway, Puma, etc.
- Transportation systems grow in stages, rather than all at once (for example):
 - Place temporary bike racks in some locations; if they are used, then:
 - Consider installing permanent bike racks; if they are used, then:
 - Consider constructing additional bike facilities, such as locker, or a maintenance area.
 - Provide some transit service to a new area; if ridership increases, then:
 - Provide additional routes; if ridership continues to increase, then:
 - Increase frequency of buses on these routes; if ridership increases, then:
 - Consider a bus-rapid-transit corridor; if ridership increases, then:
 - Consider light-rail corridor; etc.
- **What would it take for you to use public transit?**
 - Bus stop within 1/4 mile of residence
 - Daycare on campus
 - Remote parking lot (park & ride); Express bus
- The PCMH moved most employee parking to a satellite lot, and did not give their employees a choice, why can't ECU?

- Reducing permit price and substituting transit service
 - Who pays the subsidy
- Cultural changes on campus
 - Tough to overcome, despite the desire to become a ‘Green- Pedestrian-Oriented’ campus
- UNC-G closed internal streets and forced vehicles to circle the campus
 - Places more emphasis on crosswalks on 5th & 10th street
- Combining transit systems (between ECU-STA & GREAT (Greenville Area Transit)) will:
 - Share infrastructure
 - Share vehicles
 - Share destinations

BICYCLE MODE

- Greenville does not feel like a bicycle-friendly community
 - There are no shower facilities
 - Some lack of bike racks
 - Roads are not safe for student bicyclists
- Bicycle riding on/around campus is
 - Bike Lanes vs Shared Roads (not-marked)
 - 10th Street, Charles Blvd, 5th Street are all non-bicycle-friendly
 - European design is to separate vehicles from bicycles
 - 10th Street Connector Plan, including bicycle lane?
 - Funded through state funds
 - 4th and 5th Street – converted to one-way pairs, removing one lane of traffic and convert to bike lane
 - Should a cyclist remain in the street? While on campus?
 - Some say yes, other say that drivers don’t like bikes on the road

PEDESTRIAN MODE

- City Greenway Trails
 - Green Mill Run
 - Tar River Greenway
 - Hopefully they will connect at some point!
 - Greenways Trail System in Greenville is YEARS behind the times
 - Integration of greenways, sidewalks, and bike lanes so that a single trip uses all possible facilities
 - Can pedestrians share a sidewalk with a cyclist?
 - Local ordinance in Greenville does not allow a bicycle on the sidewalk
 - Railroads are still being used in Greenville, so rails-to-trails is not an alternative
- Christenbury, 10th Street, Brewster Bldg
 - Location of most traffic/pedestrian conflicts on campus

CAMPUS MASTER PLANNING ISSUES

- **ECU Master Plan MUST include the following:**
 - Integration of transit into all aspects of the university design process
 - Bicycle & pedestrian safety
 - Bicycle-safe campus around town

- Campus growth integrated towards a sustainable growth system, traffic, parking, transit
 - Integration and synchronization of the entire city
 - Green-system, safety & efficient – oriented, healthy lifestyle system
 - Creation of choices of transportation modes
- Campus functions have begun to ‘decentralize’, which necessitates driving to meetings, functions
 - Land has been cheap in Greenville
 - Campus is sprawling around Greenville
 - How do we create a new sense of place for ECU within Greenville?
- Master Planning process for ECU thus far has been passed in favor of ‘Opportunistic’ for new buildings, schools, departments, rather than strategic
 - Would be a considerable transition towards a planned campus design, with obvious goals and objectives for density, scale, pedestrian connectivity
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 - Main Campus
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 - North Campus Crossing & Athletic Facilities
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- Last campus master plan focused on becoming a ‘pedestrian-friendly campus’ however it was not accomplished
 - Merely a plan on the shelf
 - Need to talk about the difference between pedestrian-oriented and vehicular-oriented
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 - Faculty/Staff still want their option to drive.
 - Vehicular traffic volume counts should be considered first
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 - Prime parking for scooters as an incentive to not drive
 - Freshman **are** allowed to bring a vehicle to campus, however they must park in the secured storage lot on Dickenson Ave (2-miles from Main campus)
 - Still have 1,200 un-occupied parking spaces
 - 14,000 surface parking spaces
 - 1,114 A1 Parking Spaces on Main Campus
 - 31,000 combined campus population (faculty, staff, students)
 - Parking costs include location, construction, trade-offs
- Student Perceptions
 - Shortage of parking for short-term on-campus responsibilities
 - Poor off-campus lighting in neighborhoods
 - Crosswalk areas on the fringe of campus are unsafe
 - Safety is a concern
 - Crossing a busy street
 - Sidewalks that just end, and force you into the street
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- **Define Pedestrian Friendly**
 - Few or no vehicular/pedestrian conflict
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GUIDING PRINCIPLES

Guiding Principles for Master Plan

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