

**03-06-2019 Town Council Meeting**  
**Responses to Council Questions**

**ITEM #5: Receive the 2018 University of North Carolina Annual Development Plan Report on Transportation**

**Council Question:** Does UNC currently contribute to the cost of parking enforcement in the areas abutting campus, particularly in neighborhoods where students and staff are likely to try to park if they can't park on campus? Do we have an idea of how much the Town currently invests in that type of monitoring/enforcement? Is there an unmet need (i.e. ideally would the Town provide more monitoring/enforcement if we had additional resources)?

**Staff Response:** *UNC does not contribute financially to the Town's cost of parking enforcement in neighborhoods around campus. The Town regulates the parking burden on these neighborhoods through the Residential Parking Permit program. The Town employs three full-time enforcement staff that work Monday-Saturday. They work varied schedules and days to meet the Town needs. In addition to monitoring parking in neighborhoods near campus, they monitor Park & Ride Lots, all of downtown's business district, and any areas of the Town where parking has regulations in place. Although the current staffing levels are considered sufficient, the investment need is for updated software and hardware equipment for parking management and enforcement. This would allow for more efficient and accurate monitoring of all parking in Town.*

**Council Question:** The report states that UNC expects a 69% increase in staff and a 24% increase in students as a result of the current development plan. Is there a plan to increase UNC's contribution to the Chapel Hill Transit proportionally?

**Town Staff and UNC Staff Response:** *The population growth projections for the Development Plan TIA were originally developed in 2001 as part of the traffic forecasts for the development plan buildout. These traffic forecasts were the basis for the various stipulations in the development plan related to roadway and intersection improvements, as well as the cap on parking. UNC has already completed all of the agreed upon stipulations related to roadway and intersection improvements and is currently under the parking cap. UNC's contribution to Chapel Hill Transit is based on actual UNC population figures and is reviewed annually for adjustment consistent with the cost sharing agreement for Chapel Hill Transit.*