Stakeholder Workshop #1

Session 1: Recurring Traffic Management & Emerging Technologies

TUESDAY, JULY 26, 2022
9:45 AM – 11:00 AM

BCDCOG OFFICE
5790 CASPER PADGETT WAY
NORTH CHARLESTON, SC 29406

MODERATOR: JEFFERY DALE
NOTE TAKER: MICHAEL OSWALD / LAURA KELLY

Attendees:

• Charles Abel (SCDOT District 6)	• Paul Krasowski (Charleston Police Dept)
• Mike Bowman (SCDOT / SHEP)	• Matthew LaPoint (Berkeley County)
• Megan Clark (City of North Charleston)	• Adam MacConnell (City of North Charleston)
• Russ Cornette (Town of Summerville)	• Michael Mathis (City of Charleston)
• Sarah Cox (BCDCOG)	• Nick Matthews (RS&H)
• Jeffery Dale (Kimley-Horn)	• Troy Mitchell (City of Charleston)
• Charles Drayton (Town of Sullivan's Island)	• Ray Parker (SCDOT / SHEP)
• Daniel Halstead (SCDOT)	• Michael Oswald (Kimley-Horn)
• Matt Hibler (Charleston County)	• Rick Reiff (Kimley-Horn)
• Manny Insignares (ConSysTec)	• Paul Roberts
• Kyle James (BCDCOG)	• Shivaprasad Shivananjappa (BCDCOG)
• Josh Johnson (SCDOT)	• Steve Thigpen (Charleston County)
• Laura Kelly (Kimley-Horn)	• City of Charleston Police Dept.

Meeting Summary:

Existing Conditions

Meeting participants discussed what existing tools and systems are currently in use. This feedback will be incorporated into the preliminary baseline inventory data already assembled.

- SCDOT
  - Dynamic Message Signs (DMS) on interstates share traveler information including travel times and other pertinent traffic information
    - SCDOT does not currently track the effectiveness of the DMS
    - Travel time messages are determined by INRIX data that is integrated with 511
  - Waze data is incorporated into the 511 system
  - The 511 App allows users to define routes and time of day. Audible congestion alerts are generated and pushed to the user if their defined route is impacted by atypical congestion.

Existing Hotspots

Meeting participants were asked to identify existing hotspots based on recurring congestion levels.

- System to system interchange at I-526 and I-26
- US-17 (Savannah Highway)
- SC-642 (Dorchester Road)
- Rail crossings in North Charleston
- College Park Road
- US-176 (St. James Avenue)
- US-52 (Goose Creek Boulevard)
- Rivers Avenue
- Long Point Road at US-17
- US-78
- Ladson Road
- Wappoo Cut Bridge (when drawbridge is open)

Regional Challenges

Meeting participants discussed what challenges they face when managing recurring congestion and what regional factors contribute to the challenges.

- Methods for identifying recurring congestion
  - Waze
  - Google Maps
  - 511
- Reactionary planning v. proactive planning
  - Trying to build the transportation network after approving new developments, but not necessarily considering transportation needs during the development approval process
  - Geography limit potential options for alternate routes (bridges over river/water/wetlands)
  - Current mindset is to "add a lane"
  - Many transportation projects only look at the congested roadway segment or intersection and do not consider the entire corridor or parallel routes
- Traveler behavior
  - Distracted driving is an issue, and there is only a $25 fine for not using hands-free tech. This violation is hard for police officers to issue, and revised legislation is stuck at the state level.
  - Local drivers' lack of familiarity with using an alternate (zipper) merge
  - Lane utilization
    - Insufficient lane assignment and lane end signage
    - Insufficient wayfinding signs/message boards
  - SHEP plans to provide renewed public education each fall
  - Pre-trip planning using 511
- DMS are large investments and their location is not flexible; desire the ability to create virtual (app-based alert) or mobile (drone) versions of Digital Message Signs
- Data sharing restrictions or limitations within 3rd party data contracts
  - Service level agreements make this difficult
  - Restrictive contract language leads to the need for amendments of new contracts
- Hesitancy to invest in emerging technology
  - Do not have good existing data sets of the location of existing technology (implying that the addition of new technology would compound the issue)
  - Costs of integrating with existing software
  - New software may not be backward compatible with old software
  - Training, maintenance demand, and cost to operate new technologies make shops hesitant to want to maintain more than one brand/model/type of a given technology
  - Software platforms constantly changing
  - Procurement timelines
  - Integration to existing system
- Some concern related to the managed for recorded video images. Coordinating requests for recorded data following incidents. Additional concern about privacy and file storage limitations.

- Common public complaints:
    - Signal timing (i.e., delay to travel through intersection/corridor)
    - City of Charleston
        - On peninsula – pedestrian safety
        - Outside of peninsula – movement of traffic

Upcoming Initiatives / Desired Outcomes

Meeting participants were asked to identify some initiatives or investments that are already being planned. Additionally, input was obtained regarding what were the desired outcomes from these investments.

- Traffic signals and corridors
    - Connectivity and monitoring (i.e., signal detection status, signal indications)
        - Most signal complaints come from failed detection
    - More specific system failure alerts
    - Signal/corridor performance
    - Turning movement counts
- More cameras and speed data
    - Data sharing agreements
    - Procurement for data sharing

Stakeholder Workshop #1

Session 2A: Coordinated Incident Management to Address Non-Recurring Congestion

TUESDAY, JULY 26, 2022
11:15 AM – 12:15 PM

BCDCOG OFFICE
5790 CASPER PADGETT WAY
NORTH CHARLESTON, SC 29406

MODERATOR: JEFFERY DALE
NOTE TAKER: MICHAEL OSWALD

Attendees:

• Charles Abel (SCDOT District 6)	• Paul Krasowski (Charleston Police Dept)
• Mike Bowman (SCDOT / SHEP)	• Matt LaPoint (Berkeley County)
• Sarah Cox (BCDCOG)	• Adam MacConnell (City of North Charleston)
• Dan Curia (City of Charleston)	• Nick Matthews (RS&H)
• Jeffery Dale (Kimley-Horn)	• Troy Mitchell (City of Charleston)
• Daniel Halstead (SCDOT)	• Michael Oswald (Kimley-Horn)
• Matt Hibler (Charleston County)	• Ray Parker (SCDOT / SHEP)
• Manny Insignares (ConSysTec)	• Paul Roberts
• Kyle James (BCDCOG)	• Shivaprasad Shivananjappa (BCDCOG)
• Josh Johnson (SCDOT)	• Steve Thigpen (Charleston County)
	• City of Charleston Police
	• City of North Charleston Fire Dept.

Meeting Summary:

**Denotes information that was provided in Session 1 but relates to Session 2A.*

Existing Conditions

Meeting participants discussed what existing tools and systems are currently in use. This feedback will be incorporated into the preliminary baseline inventory data already assembled.

- City of North Charleston Fire Department
  - Social media posts are generated by fire to share information from incidents
  - Emergency response notifies Waze

- HAAS Alerts Devices on vehicles – passive device that generates a beacon while the vehicle is in response mode. Alerts travelers using Waze of an approaching emergency vehicle
- Currently tracking the incident duration (from on scene time to clearance time) as a metric, among other metrics

- Town of Mount Pleasant
    - Emergency Vehicle Pre-emption at traffic signals
- SCDOT
    - Jennifer Rhoades sets speed alerts in Iteris ClearGuide (uses HERE data) that help identify slow-downs and drivers stopping along the side of an interstate
    - Alerts from video analytics to identify wrong way drivers, crash, etc.
    - Regional TIM Meetings between SCDOT and partner agencies to discuss education, challenges, and lessons learned. Public Works is a key partner in these meetings.
    - Rotating private towing contracts
    - SHEP has two wrecker contracts (used to be just one); National Guard also has vehicles that help act as force multipliers during emergency situations
    - SHEP has M.O.U with Columbia; operators now monitor radio traffic
- Berkeley County, Charleston County, and Dorchester County
    - Alastar platform – Combined data sources, including camera feeds from multiple sources, emergency vehicle location data, data from the TRAINFO pilot, CARTA data, flooding/king tide sensors, etc.; operates as an "operating theater"
    - Alastar platform supports more efficient computer-aided dispatching for emergency vehicles
- Charleston County
    - **911 Dispatch is a connected citizen with Waze. They previously analyzed the crowdsourced data for accuracy and decided not to actively use Waze to help alert them of incidents*
    - TRAINFO – rail monitoring partnership pilot to provide accurate routing for responders
    - Tethered drone used by the mobile command center for major events
    - Berkeley and Dorchester use or will use the same CAD system as Charleston County, but there is no integration of the data currently
    - Push incident notifications to news media through social media
    - News media have Alastar access with an intentional 20-min. delay
- Flood / critical issues
    - Testing one type of flood sensor over the past 1.5 years
    - Sends alerts to Traffic/Transportation department and emergency management
    - Flood/king tide related street closures automatically pushed to Waze; can pre-set expiration times GIS Systems/operators
    - Potentially can be used to automate flashing signals
    - TIDEeye online flood tracking tool
    - Can upload photos to app
    - Looking at expanding sensor and getting better sensors to better automate the process and how it interacts with dispatching

  - Using street closure information to help build a case for stormwater management grants
  - Interested in the use of remotely controlled gates at locations that flood more frequently
  - Need for weather monitors on bridges
- Evacuation plans / stationing personnel
  - SCDOT emergency response contract
  - Stagging emergency responders during hurricanes so that they can help to prep their own homes/families
  - Do not have separate "flush" signal plans for hurricane evacuations but some other districts do
- CARTA
  - Planned emergency / evacuation locations
- Rivers Avenue runs adaptive traffic signals (in theory)
- Public comment tracking
  - SCDOT engineering/safety staff do not *systematically* track public comments
  - However, SCDOT's customer service does track comments
  - Worried that staff time gets invested too heavily in chasing squeaky wheels

Regional Challenges

Meeting participants discussed what challenges they face when managing non-recurring congestion and coordinated incident management.

- Need standard for response / traffic management for incidents
- Challenges clearing roadways
  - Private towing contracts / communication, issues clearing the roadway
  - Incident response blocking additional lanes for safety of response teams; worried about secondary crashes
  - Some emergency responders may not be trained on how to clear/ "release" lanes to allow for traffic to move through once a scene is controlled; state troopers not clearing a scene quick enough → troopers are trying to avoid not documenting a scene well enough which would requiring them coming back out and needing SCDOT to close down lanes while they finishing documenting
  - Sometimes dispatch towing services from too far away
- **Unexpected weather*
- **Crash investigation: Minimal to no shoulders or crash investigation areas on bridges to provide sanctuary after crashes occur*
- When people call in an incident, they may not be able to accurately or precisely describe its location
- Difficult to use existing cameras during night, so emergency responders may not know exactly where an incident is located and how best to get to it; street lighting does not help much
- Software compatibility for data sharing and integration
- Gaps in GIS data (for example: SHEP wants to travel lane information)
- SHEP says that communication is the biggest issue

- Work Zones
  - No monitoring
  - Some contractors don't notify anybody when they are working/closing lanes
  - Currently relying on public to notify SCDOT
  - Would prefer that contractors call TMCs; but for now it's been about building individual relationships with contractors and notifying them
- Travel behavior
  - **People do not know about and are not following South Carolina's "Steer It or Clear It" law*
- **Railroads do not have real-time information about the exact location of rail cars; instead they use a grid system for tracking freight movements*
- **Lack of granularity for knowing about existing system failures*
  - *Currently rely on complaints to learn about when signal timing gets off*
  - *Receive alert if a signal fails, but do not knowing how it failed*

Upcoming Initiatives / Desired Technology

Meeting participants were asked to identify some initiatives or investments that are already being planned. Additionally, input was obtained regarding what were the desired outcomes from these investments.

- Work zone communication with contractors
  - Procurement/contract language
  - Requirements within contracts to notify TMCs
- Drone evaluation to support incident management and crash investigations
- Pavement / bridge data for detouring
- Access to cameras and data to improve situational awareness for impacted lanes / direction
- Signal timing adjustments to support more efficient wayfinding

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

Kimley»Horn

Stakeholder Workshop #1

Session 2B: Parking Management Technologies and Getting Users to their Destination

TUESDAY, JULY 26, 2022
11:15 AM – 12:15 PM

BCDCOG OFFICE
5790 CASPER PADGETT WAY
NORTH CHARLESTON, SC 29406

MODERATOR: RICK REIFF
NOTE TAKER: LAURA KELLY

Attendees:

• Megan Clark (City of North Charleston)
• Charles Drayton (Town of Sullivan's Island)
• Laura Kelly (Kimley-Horn)
• Michael Mathis (City of Charleston)
• Rick Reiff (Kimley-Horn)

Meeting Summary:

Existing Parking System

Meeting participants discussed existing parking supply and demand, including any parking-related technologies. This feedback will be incorporated into the preliminary baseline inventory data already assembled.

Sullivan's Island

- There are approximately 3,000 free public parking spaces and a couple of lots; street parking is predominantly on one side of the street
- Parking stall total does not include golf carts; they don't have to follow many rules on the island

City of Charleston

- Has a good understanding of where parking is located and supply
- Meters and garages are well-utilized
- Meters are restricted to 2 hours and are paid between 9 AM and 6 PM
- Meters and garage prices are balanced, so it is not cheaper to choose one over the other
- Parking provides significant revenue for the City

- VA has a very good park-and-ride that is well used, partially due to frequent 10-minute headways

North Charleston

- No thorough understanding of current supply and demand but has one area with on-street parking (Park Circle area)

Regional Challenges

Meeting participants discussed what challenges they face regarding parking management and what regional factors contribute to the challenges.

Sullivan's Island

- Supply and demand of parking and the overall perception that the Town does not support visitors parking on the island
- There is an overall perception that there is a lack of parking (i.e., visitors wanting to park within two blocks of the beach and not wanting to park four blocks out)
- Visitors are not willing to walk longer distances based on available parking
- There is a perception that 90-degree parking along Middle Street is dangerous despite no crash history – likely some near misses

City of Charleston

- Key is getting everything to work together, currently enforcement is different software than meters, challenge to get everything under one umbrella
- Curbside Management
  - Big trucks trying to deliver on narrow roads, curbside zones do not provide any revenue, no real system in place for quantitative response
- Park-and-Rides – interest in maintaining routes that people want to use
- New apartment complexes should accommodate parking without placing the burden on surrounding residential areas
- There is confusion amongst visitors on private vs. public lots and towing
- Hospitality workers and parking downtown is the number one issue within City of Charleston and parking
  - The HOP shuttle is not well-used as parking downtown becomes free after 6 pm, therefore hospitality workers end up paying to park downtown rather than use park-and-ride. (Note: The HOP park-and-ride was recently sold and there is no clear timeline for re-opening it.)
- Parking issues are more prevalent on the peninsula
- Outside of the peninsula, West Ashley and James Island struggle because on-street parking can create issues with fire/safety

North Charleston

- Understanding demand and getting ahead of development

Upcoming Initiatives

Meeting participants were asked to identify some initiatives or investments that are already being planned. Additionally, input was obtained regarding what were the desired outcomes from these investments.

Sullivan's Island

- Interested in license plate recognition
- Value free parking and not looking into switching to a fee-based parking model

City of Charleston

- Parking lifts in new developments that require a valet
- Parking carousels
- Stacked parking requires a valet
- Interested in ITS strategies to avoid circling and license plate recognition to keep track of booting
- New parking vendor to provide app-based payment for metered spaces that operates on 5G network in December 2022
- Attendance at CPMA Conference (PDF with details attached)

North Charleston

- Plans for parking decks in the future
- Park Circle will be the base model for any other development corridors and areas
- Park Circle will keep free parking for now
- Beginning to investigate park-and-ride opportunities with the future BRT but nothing else currently
- Interested in challenges and opportunities with shared parking decks

Stakeholder Workshop #1

Session 3A: Resource Management for Transportation Agencies (staffing, training, education, construction, funding)

TUESDAY, JULY 26, 2022
1:00 PM – 2:00 PM

BCDCOG OFFICE
5790 CASPER PADGETT WAY
NORTH CHARLESTON, SC 29406

MODERATOR: JEFFERY DALE
NOTE TAKER: MICHAEL OSWALD

Attendees:

• Jeffery Dale (Kimley-Horn)	• Kyle James (BCDCOG)
• Daniel Halsted (SCDOT)	• Troy Mitchell (City of Charleston)
• Manny Insignares (ConSysTec)	• Michael Oswald (Kimley-Horn)

Meeting Summary:

Upcoming Initiatives / Outcomes

Meeting participants discussed what existing tools and systems are currently in use for resource management for transportation agencies and future ideas. This feedback will be incorporated into the preliminary baseline inventory data already assembled.

- Training and Education
  - Need to identify all formal training opportunities, even in basic traffic engineering
  - Need to partner with community colleges for technical training, similar to GDOT's program with HCBUs that creates internships for students beyond the Civil Engineering field and recruits them into the transportation field
- Trident Tech is starting a campus focused on transportation in Moncks Corner
- Networking opportunities for DBEs / meet & greet opportunities in advance of RFP advertisements have been successful for growing the industry
- Need to have a more hands on/inclusive hiring process to obtain a more diverse group of skill sets

Regional Challenges

Meeting participants discussed what challenges they face when managing resources, including staff, training, and contracts/procurement.

- Contracting/Procurement
    - Data use/sharing is restricted to contract language/amendments
    - Missing standard procurement processes
    - Procurement is a lengthy process and limits project progress
    - Due to staffing and budget, there is a need to stagger/break up projects
    - DBE/MBE
        - Shortage of DBEs within SC to support design and construction
        - SCDOT and BCDCOG monitors DBE compliance and usage
    - Currently training programs or courses are not a deliverable on contracts
- Staffing Challenges
    - Open positions remain unfilled for well over a year
    - Unable to optimize the use of existing equipment due to staffing shortages
    - HR dictates title and salaries, practice has little influence on this; candidates are filtered out, and job descriptions are “outdated” – e.g., traffic signal technician
    - Unable to match market salary/contribution
    - Workload is being transferred to already busy employees, leading to decline in morale and overwhelmed employees
    - Hurricane season – on-call rotation is placing employees on the list more frequently
- Training
    - Unable to train staff due to focusing efforts on maintaining existing system
    - No formal training or mentor program at SCDOT, but there is an internship program
    - Could match training programs to existing certification programs or add hands-on experience to go with virtual certification programs (online classes can’t teach you how to work a traffic cabinet)
    - Use “coloring book” to check-off that a new staffer has talked to certain people
    - Few ITS/TSMO classes at university level
    - Signal equipment is constantly changing; unable to train staff or pay staff at a level that matches the skill requirements
    - Signal equipment has become more IT related, which has led to an inability to find staff
    - Staff are unable to grow in career; little to no recognition and/or promotions
    - Missing training for contracts and procurement processes
- Balancing staffing responsibilities and managing funds with limited senior mentorship

Stakeholder Workshop #1

Session 3B: Regional Transit Services

TUESDAY, JULY 26, 2022
1:00 PM – 2:00 PM

BCDCOG OFFICE
5790 CASPER PADGETT WAY
NORTH CHARLESTON, SC 29406

MODERATOR: RICK REIFF
NOTE TAKER: LAURA KELLY

Attendees:

• Jeff Burns (BCDCOG)	• Josh Johnson (SCDOT)
• Megan Clark (City of North Charleston)	• Laura Kelly (Kimley-Horn)
• Sarah Cox (BCDCOG)	• Matthew LaPoint (Berkeley County)
• Charles Drayton (Town of Sullivan's Island)	• Adam MacConnell (City of North Charleston)
• Jevonta Henderson (MUSC)	• Rick Reiff (Kimley-Horn)
• Matt Hibler (Charleston County)	• Paul Roberts (Unaffiliated)
• Sharon Hollis (BCDCOG/CARTA)	• Megan Ross (BCDCOG/CARTA/TriCounty Link)
• Manny Insignares (ConSysTec)	• Steve Thigpen (Charleston County)

Meeting Summary:

Existing Transit System

Meeting participants discussed what existing tools and systems are currently in use for the existing transit system, including existing technologies and programs. This feedback will be incorporated into the preliminary baseline inventory data already assembled.

- Tri-County Link (rural service)
- Low County Rapid Transit (LCRT)
  - Transit signal prioritization pilot project along Dorchester Road
  - Tests what can be done with Express service
  - Signal system gap analysis
- Mt. Pleasant signals can already integrate with TSP
- CARTA services the tri-county area with 25 routes, including Express routes that reach Summerville and Mt. Pleasant
  - Current system has automated voice enunciator and visual display for next stop incorporated on some buses

- New contactless payment (app-based)
- WiFi router on board for all customers, GPS component that ties to prediction module that is live-linked to Google Maps

- Matrix for what stations receive what amenities (ridership, connecting routes, flooding chance are all components)
- Emergency ride home program for carpooling/vanpooling
- No Pay May – 50,000 additional trips
    - While CARTA would want to be fare-free, there is not the capacity to add more routes with the increase demand leading to a decrease in service quality

Regional Challenges

Meeting participants discussed what challenges they face when managing the transit system and what regional factors contribute to the challenges.

- Keeping systems updated and integrated
- Lack of funding
- Lack of interest from the public
- Perception of transit/buses
- Rural nature of counties and a lack of connectivity
- Lack of bicycle/sidewalk infrastructure to provide access to transit
- Data to support transit usage is not readily available
- There are many different owners of signals and it is difficult to integrate together
- Hardware/maintenance/system performance remains an issue
- Reliability for transit requires regulation and standardized measures of effectiveness
- System is stable inward but needs to face outward
- On-demand zones would be a goal if money was no object
- Passenger counts accuracy has been a challenge- converting fleet during the install (27 electric buses), have to move equipment from old buses to new buses
- Road widening as a response to traffic congestion misses opportunity to shift trips to transit
- New electric charging equipment and related software

Upcoming Initiatives

Meeting participants were asked to identify some initiatives or investments that are already being planned to improve transit service. Additionally, input was obtained regarding what were the desired outcomes from these investments.

- CARTA desires Transit Signal Priority (TSP)
- LCRT
    - Automation to prevent bus bunching
    - Ability to have reversible lanes to buses have dedication during peak hours
    - Queue jump
    - Bus only shoulder lanes on I-26 and I-526
- Other types of transit (ferry) – the Daniel Island Ferry is private but has seen success

- Once TSP begins, buses moving in front of cars will be good PR for CARTA and hopefully raise awareness
- Transit Center at Shipwatch Square has some overhead chargers and automatic bus bay assignments (electric buses)

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Kimley»Horn

Stakeholder Workshop #1

Wrap-up Meeting

TUESDAY, JULY 26, 2022
2:30 PM – 3:00 PM

BCDCOG OFFICE
5790 CASPER PADGETT WAY
NORTH CHARLESTON, SC 29406

NOTE TAKER: MICHAEL OSWALD / LAURA KELLY

Attendees:

• Jeffery Dale (Kimley-Horn)	• Laura Kelly (Kimley-Horn)
• Daniel Halsted (SCDOT)	• Michael Oswald (Kimley-Horn)
• Manny Insignares (ConSysTec)	• Rick Reiff (Kimley-Horn)
• Kyle James (BCDCOG)	

Action Items:

Item	*Responsible Party*
Send out break out summaries to attendees and invitees that couldn't make it	Kimley-Horn
Assemble full baseline inventory and summarize in format that is accessible to core team members so that they can provide useful feedback/edits/additions	Kimley-Horn
Schedule Core Team Meeting #2 for late August	Kimley-Horn
Schedule Stakeholder Workshop #2 for October	Kimley-Horn
Reach out to College of Charleston, City of Charleston, and Town of Mount Pleasant as noted in follow-ups below	BCDCOG

Meeting Summary:

Follow-ups

Meeting participants discussed follow up items that would need to occur based on discussion that had not occurred during the breakout sessions or due to stakeholders not being present.

- Follow up with College of Charleston and City of Charleston concerning parking on the Peninsula
- Follow up with Mount Pleasant on emergency response/emergency vehicle pre-emption
- Need to revisit the conversation around consolidated facilities or co-located traffic management centers during next Core Team and Stakeholder meetings
- Invite Charleston County dispatch to discuss the Alastar software at the next core team meeting
- Follow up with Berkeley County and Dorchester County about Alastar data sharing

General review

Meeting participants discussed and shared details that were captured from each of the breakout session.

- Theme of compatibility and sharing data
    - Co-located TMCs could be a potential solution for shared resources and working around potential hang-ups in data sharing agreements (i.e., screens in the same room as dispatch/response)
    - Data integration with Alastar system
        - All three counties will have system and can share data if they agree
        - Software compatibility between the three counties
    - Sharing TRAINFO information
        - Additional grant funding to expand TRAINFO requires scaling up the project beyond Charleston County
- Lack of performance measures
    - SCDOT – would need to monitor speed and volumes to measure