University Transportation Committee
16 April 2012 – 11:30 a.m. – Gerberding 142

Present:
Sara Brydges, Transportation Services
Laura Davenport, SEIU 925
Matt Weatherford, PSO
Celeste Gilman, Commuter Services
Miranda Leidich, South Lake Union
Jeremy Eknoian, Real Estate Office
Scott Baebler, ICA
Patty Riley, UWMC
Sean Wilson, ASUW
Chuck Treser, Faculty Representative
Michelle Rhoads, Transportation Services
Josh Kavanagh, Transportation Services
Alicia Halberg, Transportation Services

Absent:
Bill Dow, ASUW
TBA, ASUW
Melanie Mayock, GPSS
Colin Morgan-Cross, GPSS
Scot Rastelli, GPSS
John Schaufelberger, Faculty Representative
TBA, Faculty Representative
Luther Martin, WFSE
April Millar, WSNA
John Vinson, UWPD
Peter Dewey, TIP
Mark Stanley, Student Life & HFS
Rebecca Barnes, Planning & Budgeting
Kristin Francisco, Disability Services Office
Bob Ennes, Health Sciences Academic Services & Facilities
Charles Kennedy, Facilities Services
Daniel Kraus, Labor Relations
Jean Garber, School of Dentistry
1. Bike to Campus Month – Sara Brydges
   a. There are more activities planned for this year’s Bike to Campus Month than last year, including education events and community building activities.
   b. TS has partnered with the Cascade Bicycle Club to host and teach five bike classes on campus.
      i. Topics include bike maintenance, how to fix a flat, urban riding skills and a campus-wide bike infrastructure tour.
   c. Community events include:
      i. A bike to work day commute station along the Burke-Gilman Trail at Rainier Vista. TS will be outside from 6 a.m. to 9 a.m. with free bike safety checks, commute information, snacks and prizes.
      ii. A UW trail party on May 24 from 4-7 p.m. on the Burke-Gilman Trail between Brooklyn Ave. and University Way. There will be free bike maintenance, bike fittings, bike registration with UWPD, games, prizes and live music.
   d. More information is available at www.uwcommute.com/biketocampus

2. South Campus Transportation Committee – Michelle Rhoads
   a. A taskforce is expected to bring recommendations to the full SCTC soon.
      i. The taskforce has found a way to ensure that patients, researchers, parents and other program participants have their parking needs met.
      ii. Employee parking customers were also discussed and it looks like there will be no change to the allocation between departments.
      iii. There are also “transient” customers, such as vendors, who have a need for alternative parking arrangements. The group is currently considering the E1 lot as well as some west campus lots as an alternative locations.
         1. These transient customers have the lowest priority.
      iv. The taskforce is also recommending to expand alternative transportation options such as shuttle service and returning retiree parking to a premium rate.
         1. Any discussions about these items would be brought to the UTC before a decision is made.

3. Faculty/Staff U-PASS subcommittee – Laura Davenport
   a. The faculty/staff U-PASS program will not be sustainable long-term if it maintains its current model.
   b. The conversation about potential change has quieted down, but classified staff want to re-open the conversation.
i. Laura Davenport proposed to create a subcommittee to look into this issue and bring viable option to the UTC for consideration.
   1. Membership on the committee would be flexible, so that members can be added later if it’s determined to be necessary.
   2. Matt Weatherford and Laura Davenport will co-chair the subcommittee.
      a. They will contact others to recruit them to the subcommittee.
   3. The motion to create the faculty/staff U-PASS subcommittee passes.

4. Carpool policy standardization – Josh Kavanagh
   a. TS is taking a look at the entire package of U-PASS benefits and what specifically might benefit users who are not inclined to take transit regularly but still want to be U-PASS members.
   b. Josh Kavanagh wanted the UTC to be aware that TS is exploring possibilities to expand a demand-based carpool structure on campus.
      i. For example, increasing incentive for carpool parkers in low-demand areas such as E1 and the UW tower.
      ii. Question (Chuck Treser): Is the idea to encourage more people to carpool, rather than driving alone, so that the community is encouraged to slip into the next-least impactful behavior?
         1. Yes.

5. Universal Student U-PASS Advisory Board update – Alicia Halberg
   a. The board recently took a look at the group-level winter quarter ridership data. The board is also looking at changing the name of the “U-PASS fee” to better reflect the community-based intention of students in creating this fee.

6. Student driver policy and 12 passenger van policy – Josh Kavanagh
   a. Recently, a group of students commuting to a conference in California via Fleet’s 12 passenger vans had a roll-over incident. A number of students were injured, although none fatally.
      i. Other student accidents have raised the awareness of student drivers driving Fleet vehicles, particularly 12 passenger vans.
   b. TS has decided to make 12 passenger van training both online and behind-the-wheel.
i. Adding a behind-the-wheel component will have a price tag with it, and TS is looking at a cost-effective way to do that.
c. TS has decided to launch card-sized driver training certificates. This way, it is easier to determine if a driver is capable of or trained in driving a particular vehicle.
d. Three other policy directions have come up, though no decisions have been made yet.
   i. Renting a vehicle should be restricted to UW employees.
      1. This means that a department would need to sponsor every trip.
   ii. The use of a Fleet vehicle by a UW student should be for UW business.
      1. This means that the student is either an employee or is driving the vehicle for an academic purpose.
   iii. Student drivers should only be able to operate 12 passenger vans in their capacity as a student employee.
      1. Comment (Sean Wilson): He thinks the best direction for students would be to restrict the use of 12 passenger vans to legitimate use: official campus business. The more loops students have to jump through to use a vehicle, the more conscientious the driver will be about safety and passing off keys to less qualified drivers.
      2. Comment (Laura Davenport): Laura is concerned about the cost of training and doesn’t want cost increases to push people out of renting from the UW and going toward private companies.
         a. Sean Wilson said that cost increases could be prohibitively expensive for registered student organizations.
      3. Question (Chuck Treser): Are there other, large-capacity vehicles that would be safer for the community to use?
         a. Fleet has other vehicles such as mini-vans and Suburbans available now, though this is something to keep in mind for future Fleet updates.