University Transportation Committee
November 22, 2010

Present:
Luther Martin, WFSE Union Representative
Colin Morgan-Cross, GPSS Representative
Steve Kennard, Real Estate Office
Celeste Gilman, Commuter Services
Stephanie Parkins, Commuter Services
Alex Soldano, U-PASS Liaison, Commuter Services, Guest
Scott Baebler, Intercollegiate Athletics
Phil Hunt, Student Life
Sara Brydges, Commuter Services
John Schaufelberger, Faculty Senate
Josh Kavanagh, Transportation Services
Chuck Tresser, Faculty Council on Univ. Facilities & Services
Jean Garber, At-Large Representative
Landon Bosisio, GPSS Representative
Peter Dewey, Facilities Services Representative
Bob Ennes, Health Sciences Representative
Miranda Leidich, South Lake Union Representative
April R. Millar, WSNA Representative
Patty Riley, UWMC Representative
John Vinson, UW Police Representative

Absent:
Jim Angelosante, Facilities Services Representative
Scott Baebler, Intercollegiate Athletics Representative
Sara Brydges, Commuter Services
Deborah Costar, HFS Director
Laura Davenport, SEIU 925 Representative
Pamela Jordan, Faculty Senate Representative
Josh Kavanagh, Transportation Services Representative
Charles Kennedy, Associate Vice President of Facilities Services
Daniel Kraus, Member-At-Large
Madeleine McKenna, ASUW Representative, Ex Officio
John Schaufelberger, Faculty Senate Representative
Eric Shellan, ASUW Representative, Ex Officio
Anneke Szyperski, Disability Services Office Representative
Chuck Tresser, Faculty Council on Univ. Facilities & Services

Minutes accepted, not approved by the UTC
Matt Weatherford, PSO Representative

**WAC Update**

The Governor has extended an invitation to higher education agencies, such as the UW, to comply with new rule-making strategies. There is a question as to whether or not TS’ rule update will fall under the critical or non-critical category.

**ORCA Update**

The UW is the only agency that is putting the ORCA chip into an ID card. That has created some additional work for how Commuter Services will manage cards with activations and deactivations.

Dubs will be a key feature of the campaign. “Nothing changes until Dubs says ‘go!’” is the main message of the campaign and it is starting to be conveyed now. The main campaign will be kicked off this spring when the campus transitions to new HuskyCards.

**President Obama Recap**

One of the most interesting things that came out of the visit is how surprisingly smooth the visit went from a parking and traffic control vantage point. Did a follow up survey to see how behaviors changed for that day and we say a spike in staying home and alternative transportation options. Used this info to help plan for the UCLA game. Since these are not once in a lifetime circumstances we use these situations to learn and help plan for future similar situations.

**UCLA Football Recap**

ICA and TS are beginning to undertake a study of what did people do and how behaviors changed for the Thursday night football game. Traffic and transportation beat everyone’s expectations that day; everything went very smoothly. The study will attempt capture all info on different commute modes, but some are harder to capture; for example, telework does not have a reporting system. That data will then be used to help plan for future events. The game did have somewhat lower attendance (room for 62,000, an estimated 50-55,000 came), but the good news is that the UW could have handled higher attendance on campus. There were some parking assets that went unutilized for that day. Mr. Schaufelberger suggested looking at the impact to students, not just staff and faculty, for that day. He said that some classes were cancelled or schedules were shifted in order to accommodate that game. Mr. Kavanagh liked the idea and said he would look into it. Ms. Riley also added that the medical center altered appointments and that it was a huge impact on staff productivity and patient scheduling. Routine appointments were cancelled.
but surgeries and other necessities went on as scheduled. Mr. Vinson said that UWPD appreciated the marketing campaign; he thinks it really helped to mitigate any potential conflicts that may have come up. Ms. Riley heard a lot of good feedback about the parking staff and their flexibility regarding permits and parking.

Montlake Triangle Update

See attached documents

Universal U-PASS Update

Both ASUW and GPSS have taken action to adopt the findings from the student transportation task force survey to adopt a universal U-PASS program. Becoming universal, all students would become U-PASS holders—student would no longer be able to opt-out. Student rates would decrease by approx. $20. There have been some challenges; not enough that the program will not move forward, but that it won’t move forward with as much speed as students, student life, and Transportation Services had hoped. The universal student U-PASS program would put a fiscal firewall between them and the faculty/staff program, making them both financially independent.

It is possible that the launch of the universal program will be concurrent with the launch of U-PASS powered by ORCA. If ORCA is delayed for any reason, the universal program will still move forward with stickers.

The UTC will still have some degree of oversight over the student U-PASS as a program, but rate setting will fall to a separate student panel. The UTC would only be responsible for oversight of parking rates and the faculty/staff U-PASS rate. This is a significant move on the students and one that ought to be commended. This ensures, in many ways, that the U-PASS for future students will look very much like the U-PASS from the previous 20 years. Mr. Kavanagh said that because of this move, there will most likely be an increase to the cost of a faculty/staff U-PASS in the next fiscal year.

Mr. Schaufelberger asked if TS is looking at alternatives to reduce services within the U-PASS program in order to offset these price increases. Mr. Kavanagh said that they are not looking at reducing any services in the U-PASS program, but that there have been service cuts within Transportation Services.

Mr. Kavanagh said that there are parking dollars that will still go toward funding the student U-PASS program. He believes there is some room for price growth in the faculty/staff U-PASS program, based on the feedback and behavior surveys from faculty/staff U-PASS holders. Conversely, he doesn’t see room for fee growth within the parking program without there being
an erosion of the program—this is based on the current price and behavior of parking permit holders.

Transit Contracts Update

All six transit agencies are in a unified contract and TS now has pricing for this new contract period. Due to an 11.5% decline in U-PASS participation, TS has lower costs this year than it did last year. The transit agencies are very concerned about the decline in U-PASS participation. Rather than using system-wide averages for pricing, they’re now looking specifically at lower costs for senior and youth fares as well as actual rides taken. One of the things that TS negotiated was that they would recalculate the price at the end of the contract period using the actual U-PASS ridership numbers. This resulted in a credit of $2.5 million from last year. Ms. Gilman said that U-PASS ridership on Link light rail is estimated based on the parallel ridership of bus routes that the rail replaced.

CPT & City Parking Policy Update

It is very unlikely that the UW will receive the exemption they were looking for, but the University still helped to shape the conversation that kept a large increase off the table. The city will vote today on a 12.5% tax.

The city has worked with their on-street parking policies to help bridge their own budget gaps. Changes include on-street metered hours as well as increased prices to on-street parking. In the future, there will likely be variable pricing based on time of day and day of the week. The good news is that these on-street changes will put the UW on a more level playing field with area parking options. Ms. Riley asked if the proposal for the University District is the same for downtown. Mr. Kavanagh said that SDOT is about to do a study of on-street parking to help identify similar parking districts and regulate rates therein.

TIP Update

The city is repaving and refinishing 15th Ave. NE. Maintaining transit service is of highest importance throughout this construction. The road will be redone in sections starting south working north. The first section will be from Pacific to 45th. Work will begin in January and end in June—just in time for graduation. The next section, 45th to 50th, will be done from June to December. Full closures will happen only on the weekends since retaining trolley service is the goal. There will be daytime closures of one lane at a time, but not full closures. This way, the University can retain bus service.
The amount of bus stops on 15th Ave. NE will decrease after this project. This will help to increase speed and reliability of bus service in that corridor.

SDOT and the University have now agreed upon a design for the intersection of the Burke-Gilman trail and Pend Oreille drive. There will be traffic control during this construction so that the road and trail can be used throughout.

**Deputy Director Update**

Mr. Kavanagh thanked those who participated in the interview process. TS has selected a candidate but there are immigration issues that are preventing the process from moving forward. TS will not officially extend an offer until that issue is sorted out.
Montlake Triangle Project

Elements included in concept design refinement:

Led by Sound Transit
1. 30- to 34-foot-wide bridge to the Montlake Triangle from the University Link Station.
2. Bicycle access ramp west of the Station.
3. As part of the Sound Transit plan, at-grade enhancements at NE Pacific Street and Montlake Boulevard NE intersections.
4. Side-by-side paths for bicycles and pedestrians on the east side of Montlake Boulevard NE.
5. Stairs and elevators to Montlake Boulevard.

Led by University of Washington
6. Implementation of Rainier Vista design, including lowered Pacific Place and expansion of bus layover space.
7. Connection to NE Pacific Street bus stop.
8. Relocated and improved bus stop.
9. Widened Burke-Gilman Trail between Hec Edmundson Pavilion Bridge and the Hitchcock Bridge.*
10. Enhanced pedestrian/bicycle connections between bridge and Burke-Gilman trail.

Led by SDOT
11. Improved bus stop.
12. Additional Pacific Street crosswalk.
13. Modified Montlake Boulevard to NE Pacific Place right turn.

* Unfunded

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