University Transportation Committee  
August 23, 2010

Present:
Scott Baebler, Intercollegiate Athletics Representative
Sara Brydges, Commuter Services
Peter Dewey, Facilities Services Representative
Bob Ennes, Health Sciences Representative
Celeste Gilman, Commuter Services
Ron Kahler, Guest, Fleet Services
Josh Kavanagh, Transportation Services Representative
Miranda Leidich, South Lake Union Representative
Quinn Majeski, ASUW Representative, Proxy
Luther Martin, WFSE Union Representative
Colin Morgan-Cross, GPSS Representative
Patty Riley, UWMC Representative
Alex Soldano, Guest, Student U-PASS Liaison

Absent:
Jim Angelosante, Facilities Services Representative
Deborah Costar, HFS Director
Laura Davenport, SEIU 925 Representative
Jean Garber, Member-At-Large
Steve Kennard, Real Estate Office Representative
Charles Kennedy, Associate Vice President of Facilities Services
Daniel Kraus, Member-At-Large
Madeleine McKenna, ASUW Representative, Ex Officio
April R. Millar, WSNA Representative
John Schaufelberger, Faculty Senate Representative
Eric Shellan, ASUW Representative, Ex Officio
Eric Spishak, ASUW Representative
Anneke Szyperski, Disability Services Office Representative
Chuck Tressler, Faculty Council on Univ. Facilities & Services
John Vinson, UW Police Representative
Matt Weatherford, PSO Representative

Minutes accepted, not approved by the UTC
Student Transportation Task Force Update

Mr. Soldano reported that the Student Transportation Task Force is in the process of summarizing results from their survey. The major survey finding was support for a $75 universal student U-PASS. A proposal for a universal student U-PASS has not yet been presented to the Board of Regents.

Burke Gilman Trail

Mr. Dewey reported on planning, now in progress, for Burke-Gilman Trail improvements. The trail will experience many changes due to adjacent transportation improvement projects, including an overwhelming increase in pedestrian traffic when the impact of the new light rail station combines with the existing T-Wing overpass. The University last made changes to the 1.7 miles of trail that it owns and maintains in the mid '90s which involved repaving and some easy widening where the surface of trail is flat. Today’s trail, 10 to 12 feet wide in most places, has quite a few obstructions such as abandoned railroad tracks and suffers from congestion and bike/pedestrian conflicts in certain areas.

Mr. Dewey stated that TS is hiring a consulting team to help them understand the phasing of the trail, generate suggestions for improvement, and provide cost estimates for possible fixes. Sections of the trail with different problems may require different improvements. One possibility is the use of retaining walls to break the trail into different sections for pedestrians and bicyclists. In response to a question from Mr. Ennes about funding, Mr. Dewey stated that Sound Transit and WSDOT are potential contributors.

Mr. Dewey also updated the group about the Triangle Intersection Project. Mr. Dewey said that the 520 Project is spearheading a significant effort to plan for movement of buses, pedestrians, and bicyclists in the Triangle area, with WSDOT bringing much expertise to the table. Because the City of Seattle has pulled their bid out, this project was suspended at the beginning of summer 2010. Mr. Dewey stated that we do want to move ahead with Burke Gilman Trail improvements, regardless of what happens in the rest of the Triangle area.

UWalk Launch

Ms. Brydges introduced the committee to Commuter Services’ new program, UWalk. She explained that UWalk is a virtual walking community aimed at motivating UW staff, faculty, and students to walk more.

Commercial Parking Tax Update
Mr. Kavanagh stated that the commercial parking tax issue is prominently in the news, with the City Council arguing for an increase no higher than 2.5%, in contrast to the mayor’s proposal for a larger rate increase. Either scenario would result in a huge hit to UW. Mr. Kavanagh stated that we have had positive talks, not including a commitment, with Councilmember Tom Rasmussen. One solution for UW would be to affect a change in the definitions of “commercial parking lot” and “commercial parking business” to exclude UW. Another solution would be to get UW named as an exempted agency (which it is not currently), so that the ordinance’s exemption from taxability for state property would apply to UW. Mr. Kavanagh expressed a strong preference for getting a fix in place as part of the Streets for All initiative, but if that initiative is not successful, he will pursue other approaches.

Mr. Dewey commented that, as mitigation, TS could ask the City to earmark the parking tax UW pays for transportation improvements which the UW would implement. However, Mr. Dewey and Mr. Kavanagh agreed that the City might consider this to be opening Pandora’s box because other locations could argue for the same arrangement, and, even if allowed, the City and UW might disagree on which projects UW could use the funds for. Another option would be to take the issue to the state level, but Mr. Kavanagh expressed concern that that approach could have unintended consequences.

520 Bridge Tollsing

Mr. Kavanagh told the group that tolling on the 520 Bridge (a toll-booth-free system requiring transponders) is scheduled to begin in late spring 2011. This impacts both UW commuters and users of UW fleet vehicles who travel over the bridge. TS is working on getting transponders in all fleet vehicles including UCAR and, at the time of installation, will take the opportunity to do a little work on the vehicles. TS is partnering with WSDOT to give campus commuters the opportunity to get transponders for their personal vehicles right here on campus.

Mr. Dewey asked what happens if someone crosses 520 without a transponder. Mr. Kavanagh responded that he has the impression that, with the involvement of a state agency, an individual would be sent a bill for payment at a slightly higher rate than the individual would have paid with a transponder.

Fleet Update

Mr. Kahler told the group that as UW’s fleet is getting leaner and more environmentally friendly, the Fleet Services budget has shrunk. Additionally, demand has declined by about 10% as departments turn in their fleet vehicles due to budget cuts. Mr. Kahler said that the UW is reducing its fleet size and replacing large vans and SUVs with smaller vehicles with better gas mileage that better fit the needs of users. It is acquiring more Prius’s in preference to larger
sedans like the Taurus. We are looking into all-electric vans, but due to cost constraints we will not be filling our fleet with them and we are investigating possible outside funding sources for purchasing. Fleet Services is also working on better managing the maintenance cycles of its vehicles; fewer vehicles spending unnecessary time in the shop effectively produces an increase in the size of the usable fleet, even as the absolute number of vehicles shrinks. In October, we will launch a UCAR rideshare program, giving users the option of sharing the ride with others going to the same location. The purpose of all these efforts is to make the fleet system more available and easier to use, even as absolute number of fleet vehicles shrinks.

**Football Update**

Mr. Baebler talked about the partnership between ICA and Commuter Services for managing football parking this year. Information on transportation options has been posted on the GoHuskies website, to which the Commuter Services website links. Boat moorage (now sold out) and shuttle service from the Park & Rides will be structured as in previous years. A new shuttle will operate between E1 and the stadium. The major change this year is that Commuter Services will control all parking west of Montlake, while ICA will control all parking east of Montlake. Signage and publicity will inform regular permit holders assigned to stadium lots that their permit is not valid on football Saturdays, although they can park elsewhere on campus, as directed by a campus gatehouse. Due to capacity issues, a pre-purchased permit will now be required for RV parking in E1.

Ms. Riley asked if the Sound Transit footprint changes on game days. Mr. Baebler replied that the footprint does not change and will have a domino effect, pushing some close-in parkers to E1 and some E1 parkers onto the main campus. Mr. Baebler said that the Seattle Police Department will be on hand to usher pedestrians into safe routes around construction.

ICA and Commuter Services are working together on the special challenges of the November 18 UCLA game (a Thursday afternoon game), during which regular campus business needs must be met while accommodating parking for 1,500 vehicles for the game on the main campus. Mr. Baebler said that we hope to encourage transportation alternatives, but do not want to promote this message so aggressively that fans decide not to buy tickets.

Mr. Kavanagh stated that details have yet to be worked out, but overnight and 24-hour residence parkers will be fine. Questions remain, though, about what campus activity will look like that afternoon, what staffing will be needed for normal operations, how early in the day the game’s impact will be felt, and how departments will respond (for example, by granting flexible schedules or sending employees home early); we hope for responses from departments on the latter by early October. Ms. Riley commented that early October seems like a late date for getting a response, considering the game is in mid-November. Ms. Riley also stated that her
biggest concern is emergency access; doctors may elect to hold off on minor procedures that day, but care must continue to be provided to patients who need it.

**Transportation Improvement Program Update**

Mr. Dewey reported that the 45th Street viaduct project is on time and expected to wrap up before the first football game. The floating portion of the 520 bridge has been fully funded. The 15th Avenue project (repaving of 15th from 50th to Pacific) is scheduled to start in January 2011. The repaving project will change the road profile, removing the crown in the roadway and making the road slope to the western curb.

Internal Transportation Services projects are moving forward. Mr. Dewey said that seismic improvements are planned for the Central Plaza Garage. The refurbishment of the UW Tower Garages (acquired by UW with quite a bit of deferred maintenance due) is continuing and the project is under budget. Ms. Riley asked if UW Tower Garage work will include safety improvements. Mr. Kavanagh replied that no new lighting will be installed, but there are plans for additional signage, line painting, and security signage around phones.

**Deputy Director Recruitment**

Mr. Kavanagh said that we are in the semifinal interview round for the Deputy Director position and very optimistic about finding a candidate from among an outstanding pool of candidates. Mr. Kavanagh invited interested UTC members to let him know if they would like to participate in the meet-and-greet opportunity that will be open to the UW transportation community in the final interview stage. Mr. Kavanagh said that all will report to the Deputy Director, who will be the chief operating officer for Transportation Services (a position significantly expanded in scope compared to Mr. Carr’s old position). This hire will result in a net decrease in operating costs because Ms. Eskridge is leaving and half of her salary will go to the Deputy Director, whose duties will include managing a portion of what Ms. Eskridge used to do.

**Additional Items**

None.

Meeting adjourned.
Welcome to UWALK, a UW's very own walking community! UWALK is a virtual space where UW students, faculty, and staff can join walking groups, participate in events and group activities, keep track of their progress, and connect with a community of walkers across campus sharing stories and photos. Click the login links below to join the walking groups that match your style.

Commute group - counts the number of steps walked between home and campus each day. These are one-way trips made exclusively by foot.

Health group - counts the number of steps taken each day using a pedometer to track steps taken.

Lunch & Social group - counts the number of minutes spent walking for recreation each day.

Meetings, Classes & Errands group - counts the number of minutes spent walking to and from meetings and classes, and running errands each day.

Walks can be very social or solitary, because UWALK groups meet online. uwalk; success stories and testimonials will be very, very personal.

 UWALK often posts your walking stories, upload photos, keep up with the latest information on upcoming UWALK events, and connect with other walkers. You can also check a box to receive reminders to keep your walks.
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