University Transportation Committee
October 25, 2010

Present:
Landon Bosisio, GPSS Representative
Peter Dewey, Facilities Services Representative
Bob Ennes, Health Sciences Representative
Celeste Gilman, Commuter Services
Steve Kennard, Real Estate Office Representative
Miranda Leidich, South Lake Union Representative
Luther Martin, WFSE Union Representative
April R. Millar, WSNA Representative
Scott Rutherford, Civil & Environmental Engineering
Patty Riley, UWMC Representative
John Vinson, UW Police Representative
Scot Rastelli, GPSS Representative
Alex Soldano, Student U-PASS Liaison, Commuter Services Guest
Andrew Lewis, ASUW 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
Jean Garber, Member-At-Large
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
Colin Morgan-Cross, GPSS Representative
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
Matt Weatherford, PSO Representative

New Member Welcome
Josh welcomed the new committee members and asked everyone to share their names and departments.

**Universal U-PASS Update**

Mr. Lewis explained that some student leaders are in the process of requesting permission from the student senate to take the universal U-PASS fee to the UW Board of Regents. This process may be somewhat rocky as it is going through the same process as requesting a new fee. Student hope to have this in place by winter or spring quarter of this year. A universal program would require every student (not faculty and staff) – it would make pass prices decrease from $99/quarter to $76/quarter. Not only would it change prices, but it would make the U-PASS program more accessible to students and help to foster a more sustainable campus environment.

Ms. Davenport asked about how large the student pool would increase by, as well as if this universal program would have any effect on faculty and staff U-PASS rates. Mr. Kavanagh said that it would likely result in an almost 50% increase in student participation. He also said that the change would not impact faculty and staff rates because the students have taken this initiative to do something to benefit themselves; it wouldn’t be fair for students to supplement faculty and staff U-PASS prices.

Mr. Ennes asked how the program would work for students taking lighter credit loads. Mr. Lewis said that all students, including part-time students, would be required to pay the fee. It would function in almost the same way as the current IMA fees.

**Commercial Parking Tax Update**

Mr. Kavanagh said that TS is having trouble getting traction at the city council level. The current extra tax is targeted at replacing Seattle’s sea wall. TS was not successful in getting the UW exempt from that. The mayor’s budget had an additional 5% in it so taking the CPT up to 17%; this increase would help to fund bike and pedestrian projects.

TS is now in policy discussions with other stakeholders and with some members of the city council to see what a compromise program would look like. The most likely way forward would be to create a formal grant program for specific CTR sites in the city. If TS could get an arrangement like this to stick, it wouldn’t be developed before the budget went forward. There would only be a statement of intent and then the grant program would be developed later. It isn’t a win, but it isn’t a loss either.
Action at the state level is likely to change the definition of a commercial parking tax site. OFM has a bundle of fees that the UW is working on that would go toward the legislation for approval. This is a mechanism to lower our effective tax rate.

There is a broader question of how the city benefits from and invests transportation dollars. Mr. Kavanagh does not expect the mayor’s budget to pass, therefore the city will not be fully funding these new biking and walking programs. As it currently stands, the budget pits the cyclists and pedestrians against parkers and others—it isn’t a good space to be in politically. TS needs to look at whether or not it can make come up with a better source to fund bike and pedestrian improvements.

**Proposed Changes to Burke Gilman Trail and Pend Orielle Intersection**

Mr. Dewey said that the city agreed to pay for some campus-area improvements as a part of the mitigation for using UW’s property during the 45th street viaduct project. Some of the improvements planned include:

1. Squaring up the intersection at Pend Oreille drive and the Burke Gilman trail
   a. This would put the two at a 90-degree angle, as opposed to its current obtuse angle. This would slow down traffic on the Burke-Gilman and improve cyclists’ visibility for drivers.
      i. Mr. Kavanagh asked if this would create more bike and pedestrian conflict on the trail.
      ii. Mr. Dewey said that his point was fair and would be a good argument against this change.
2. Changing the right-of-way at the intersection
   a. This isn’t a very realistic possibility as making this intersection a four-way stop would likely create traffic backups of more than 650 feet, extending past the intersection of Pend Oreille with 25th Ave. NE.
3. Creating a bridge for the Burke-Gilman
   a. This also isn’t realistic as that sort of funding is not available.
   b. The UW is looking more towards projects that could be funded 100% by the city.

City funds will also be used to develop more signage and landscaping along the trail, add yellow lines to separate out the competing modes, and trim existing trees and branches for better visibility.

Mr. Kennard asked if this project was prompted by accidents or complaints. Mr. Dewey said that it was; a few years ago there was a severe accident at that site and that TS and the city continue to receive complaints about it.
Ms. Davenport asked if the bikes are required to stop or just slow down through the intersection. There are currently stop signs for cyclists and pedestrians on the trail but many do not obey the signs. Mr. Dewey said that yield signs could be placed there instead. Having stop signs there is misleading to drivers who are expecting cyclists and pedestrians to make a complete stop at the intersection.

Mr. Dewey said that the UW is beginning a study to look at its own traffic patterns and how the Burke-Gilman could better work for the University.

Mr. Rastelli asked if the city’s bicycle master plan includes the UW. Mr. Dewey said he feels that because the property belongs to the University, the city doesn’t worry about plans for on campus.

Thursday Night Football Update

This football game was moved to Thursday night to accommodate national TV for exposure. The UW needs to be very careful about messaging because if fans are too afraid to come to the game, then the stadium won’t be full for national TV which would defeat the purpose. There is a large media blitz that will go out right after the Stanford game. This opportunity from a transportation standpoint is daunting; it won’t be easy on the city or campus community. Hopefully the plans will work out to minimize congestion as much as possible. So far, 58k tickets have been sold for the game. Mr. Baebler does not believe that they will sell more than 60k.

One of the biggest questions we’ve had is that why not make the fans make means to change their parking, why make the students faculty and staff do it? Josh said fans are being asked to make an exception. Also staff will be leaving early in many departments. The University is sticking with strong messaging to everyone in the University community as well as those in the vicinity to avoid the area if at all possible. Ms. Davenport asked about a possible solution, giving free tickets to all faculty and staff who take a pledge not to drive to campus that day. Mr. Baeblr said that proposal had been on the table originally.

All HuskyCards will be accepted as U-PASSes by KC Metro on the day of the game. Montlake will close to traffic near 6:30 p.m. in order to stage buses. Metro will have buses on standby to carry overflow in regular routes. Ms. Davenport asked about Metro’s park and ride service. Mr. Baebler said all information about park and rides as well as other transportation modes can be found on gohuskies.com/transportation. In addition to buses, there will also be foot ferries to get as many fans to the game by water as possible.
All parking lots will be impacted to some degree; Commuter Services is prepared to make exceptions for those with extenuating circumstances that need access to their car. Mr. Kennard asked about the tower garage and if it will be impacted. Mr. Kavanagh said that both the 4545 and tower garages would both be impacted as overflow lots. There will also be a number of private buses on campus.

Ms. Riley said that UWMC is encouraging folks to not be on campus if they don’t have to be. They are promoting alternate schedules and reminding everyone to arrive early to avoid the rush. They have communicated that employees will be able to use the E1 parking lot so long as they are gone by 1 p.m.

Mr. Dewey said that this group will want to have some form of signage and communication package in place so that they can contact the largest audience possible. Many who receive emails don’t end up reading them. There is also a large population of transient parkers who may not know what’s going on that day because they’re not on an email list. TS is still working on how to properly accommodate that group of people. Mr. Kavanagh added that many people park in private lots or park on the street, and because the University doesn’t have control over those areas, they may find that there’s no parking available where there usually is—or that that the private owners of the non-UW lots see this as an opportunity for business and end up charging customers more than usual, even earlier in the morning.

**Additional Items**

None.

Meeting adjourned
Minutes accepted, not approved by the UTC