University Transportation Committee
July 26, 2010

Present:
Sara Brydges, Commuter Services
Deborah Costar, HFS Director
Peter Dewey, Facilities Services Representative
Jean Garber, Member-At-Large
Celeste Gilman, Commuter Services
Ben Henry, GPSS Representative
Larry Kalahiki, UW Medical Center
Josh Kavanagh, Transportation Services Representative
Steve Kennard, Real Estate Office Representative
Miranda Leidich, South Lake Union Representative
Luther Martin, WFSE Union Representative
April R. Millar, WSNA Representative
Stephanie Parkins, Guest, Commuter Services
Eric Shellan, ASUW Representative, Ex Officio
Alex Soldano, Guest, Student U-PASS Liaison
Chuck Tresser, Faculty Council on Univ. Facilities & Services
Matt Weatherford, PSO Representative

Absent:
Jim Angelosante, Facilities Services Representative
Scott Baebler, Intercollegiate Athletics Representative
Maiana Curran, GPSS Representative
Laura Davenport, SEIU 925 Representative
Bob Ennes, Health Sciences Representative
Pamela Jordan, Faculty Senate 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
Patty Riley, UWMC Representative
John Schaufelberger, Faculty Senate Representative
Eric Spishak, ASUW Representative
Anneke Szyperski, Disability Services Office Representative
John Vinson, UW Police Representative

Minutes accepted, not approved by the UTC
WAC Update

Ms. Parkins reported that progress is being made on the proposed WAC update. TS hopes to remove overly specific language in the WAC that currently makes it necessary for TS to go through the rule-making process whenever they wish to implement minor operational changes (e.g., in how we provide parking enforcement). Ms. Parkins outlined the steps in the process: UTC approval of the proposed WAC language changes; submission of the changes to the Rules Office for formatting and final legal analysis; presentation to the committee in Olympia; public hearing; approval by Board of Regents; 30-day waiting period, after which the code becomes law.

The group discussed the proposed language changes, which had previously been submitted to Committee members for review. Ms. Parkins stated that Commuter Services will hear all bike-related appeals except bike moving violations, which will be handled by the UWPD, with a UWPD officer who did not write the citation acting as hearing officer. In response to a question by Mr. Dewey, Ms. Parkins said that, although citations will default to the permit holder, a third party (e.g., a roommate borrowing a car) could pay a citation. Ms. Parkins stated that the language changes clarify that emergency vehicles do not require a permit while on campus. Ms. Parkins noted that Commuter Services is continuing to work on visitor parking policies; such policies will be spelled out in an Administrative Policy Statement, which will flesh out our approach to implementing the WAC.

Mr. Dewey moved that the proposed WAC language changes be submitted to the Rules Office. Mr. Tresser seconded the motion, and the motion was adopted unanimously.

ORCA Update

Ms. Parkins reported that the ORCA project regional joint board has agreed to remove the 3-digit card verification number (CVN). This remedies a security and personal safety risk that was of concern to UW; removal of the number will prevent a third party from tracking someone’s trips by registering an unregistered card to themselves, then returning it to the rightful owner. Ms. Parkins said that Housing & Food Services is ordering new card stock without the CVN and planning a major communication campaign for the recard launch, which is scheduled for May and June of 2011. Students will pick up their new cards at festivals organized by the Husky Card Office. Faculty and staff will obtain their cards through departmental payroll coordinators.

Ms. Parkins and Mr. Kavanagh fielded questions. Mr. Dewey asked if people will be allowed to put additional products on their UW ORCA card. Ms. Parkins said yes, this would be allowed; for example, an individual could load a ferry product onto their card, although they would need to do so at a retail outlet. Mr. Kavanagh added that this will be allowed but not encouraged.
Mr. Tresser asked for an example of what other types of products an individual might choose to add to their UW Orca card. Ms. Parkins said that a student not enrolled for summer quarter might choose to load a regular bus pass onto their card because they are U-PASS ineligible for the summer, then return to U-PASS coverage when enrolled in the fall. Mr. Weatherford asked for an update on privacy concerns associated with public information requests. Mr. Kavanagh stated we feel comfortable that student information would not be released, and we are continuing to work on this issue in relation to faculty and staff, whose information is less well protected.

Commercial Parking Tax

Mr. Kavanagh stated that the TDM fee model shared with the UTC earlier is being packaged for consideration by the legislature and that he expects it to be adopted without difficulty. Coalitions are forming throughout Seattle to oppose the commercial parking tax increase. UW is actively working on both the local and state level with a sense of urgency, as the current proposal would raise the existing 22.5% tax by 12.5%. We are continuing to try to get a commitment from the Mayor’s Office. We are arguing that the parking tax issue should not be meshed with the Mayor’s bike and walk campaign; capacity exists to deal with both issues, and a solution need not pit parkers against bicyclists and walkers. A comprehensive solution would be to affect a change in the definition of “commercial parking lot” to exclude UW’s lots. Alternate possibilities for the City to gain needed revenue without increasing the tax include extending meter hours/days and enhancing efforts to collect delinquent parking fees.

Mr. Dewey asked if the Mayor’s proposal is expected to be in the 2011 budget. Mr. Kavanagh replied that historically parking tax increases have taken effect July 1, but due to budget shortfalls the City may opt for a January 1 start date, in which case we would try to accelerate implementation of our TDM fee. In response to a question by Mr. Kennard, Mr. Kavanagh said that we have already done as much as we can to get the City to consider using parking tax revenue for biking and walking, as well as for parking. Ms. Millar asked about the strength of the coalitions. Mr. Kavanagh said that, while significant numbers with fairly good funding oppose the tax, it is unclear how much leverage these groups have.

Regional Transportation Task Force Update

Mr. Kavanagh updated the group on the Regional Transportation Task Force, a targeted committee representing a coalition of interested groups that will bring its policy recommendations about service reductions to Olympia in the fall. Mr. Kavanagh, who represents UW as well as the broader educational community on the task force, said that the process is going well. The task force has debated cuts scenarios and has developed prioritization philosophies to guide decisions, concluding that students and employment centers should be
given strong priority and cutting productive routes should be avoided—both of which are key points in line with UW’s interests.

Mr. Dewey asked about the fraction of service to UW that is not high productivity. Mr. Kavanagh said that UW will not be immune to cuts; for example, there will be fewer bus routes to UW as train usage increases.

**Deputy Director Recruitment**

Mr. Kavanagh told the group that a decision has been made to have a Deputy Director and one Assistant Director, rather than three Assistant Directors. We are actively recruiting for Deputy Director and hope to have the new individual on board by fall quarter. Mr. Kavanagh expressed confidence that, given the extremely high caliber of the applicants, the hire can be made from the initial applicant pool.

**U-PASS Admin Fee**

Ms. Gilman told the group that, although the branch campus and Harborview U-PASS programs are all fiscally separate from the UW Seattle program, historically UW Seattle has accomplished the administrative work and absorbed the administrative costs for all the programs. Because this is not fair to our students and employees, beginning July 1 we will begin charging an administrative fee to each U-PASS program based on their campus’s transit costs.

**Transportation Improvement Program**

Mr. Dewey updated the group on several projects in the U-District.

- **15th Avenue NE Update**

  The repaving of 15th Avenue NE from NE Pacific to NE 62nd (concrete to 50th; asphalt from 50th to 62nd) is scheduled for 2011. SDOT will rip out the current roadway to the subgrade, regrade and repave the street, and implement transit improvements, including construction of two bus bulbs and enlargement of the bus stop in front of the Henry. UW is independently funding a new bus stop at 15th & 42nd. SDOT is regarding and creating a larger bus queuing area nearby, which will improve the entrance to the campus from 15th. The improvements to 15th will include a traffic routing change: during peak periods, the left turn lane northbound on 15th at 45th will be restricted to transit use only. Mr. Dewey said that we have asked the City to avoid working during the academic year as much as possible, but it will not be possible to complete the work entirely during the
summer. Mr. Dewey also noted that concerns have been expressed about access to businesses and to campus during the repaving project; TS is monitoring these issues.

Mr. Kavanagh asked if there would be temporary transit changes during the project. Mr. Dewey said that the City hopes to keep transit on 15th by repaving only one side of the street at a time, but that private vehicles will likely be shifted to the Ave or another alternate route. Mr. Martin asked about parking availability on 15th during construction. Mr. Dewey said that the City is very responsive to private business owners concerned that their customers have easy access to their shops; only a limited number of parking spaces on 15th will be taken out of circulation during the project. Mr. Shellan asked if UW had lobbied for the 15th Avenue NE project. Mr. Dewey said that UW did lobby for the transit improvements but that the repaving (although delayed approximately 10 years) was part of the City’s regular capital plan.

- **Sound Transit Station Update**

  Mr. Dewey reported that, as of six weeks ago, Sound Transit has taken up their full 6-acre footprint. Mr. Dewey said that he will attend a meeting addressing remaining pedestrian access issues.

  Mr. Kalahiki expressed concern with lighting as daylight lessens with the change of seasons. Mr. Dewey said that needs are covered by the substantial amount of lighting at the intersection already. Mr. Martin asked if walking traffic could be redirected. Mr. Dewey said that they might station an officer at the intersection to direct walking traffic to supplement existing signage, but that where people park, and where they wish to come out along the street, varies.

  Mr. Dewey stated that design proposals from WSDOT and Sound Transit for the crossing across Montlake Boulevard differ. The Montlake crossing, as well as the issues of connections to the 520 bridge and movement of traffic across Montlake Bridge to the station, greatly impact the campus. Mr. Dewey said that the legislature has directed WSDOT to work with UW and local agencies to come up with a comprehensive solution for these interrelated issues. Mr. Dewey suggested that, at the next UTC meeting, the group discuss how proposed solutions would affect UW in relation to access to our campus and the Burke Gilman Trail.

- **NE 45th Street Update**

  Mr. Dewey stated that NE 45th Street is closed and the project is on schedule as far as he knows. He will keep the group updated.
Additional Items

None.

Meeting Adjourned.