

University Transportation Committee
January 25, 2010

Present:

David Amiton, Guest, Commuter Services
Jim Angelosante, Health Sciences Administration
Scott Baebler, Intercollegiate Athletics Representative
David Carr, Guest, Commuter Services
Deborah Costar, HFS Director
Peter Dewey, Facilities Services Representative
Jan Fahey, staff, covering for Sara Brydges
Jean Garber, Member-At-Large
Celeste Gilman, Commuter Services
Josh Kavanagh, Transportation Services Representative
Reed Keeney, Guest, Commuter Services
Luther Martin, WFSE Union Representative
Chris McDivit, Guest, Commuter Services
April R. Millar, WSNA Representative
Chris Paredes, ASUW Representative
Stephanie Parkins, Guest, Transportation Services
Patty Riley, UWMC Representative
John Schaufelberger, Faculty Senate Representative
Eric Spishak, ASUW Representative
Lauren Tarte, ASUW Representative
Chuck Tresser, Faculty Council on Univ. Facilities & Services
John Vinson, UW Police Representative
Matt Weatherford, PSO Representative
Jean-Paul Willynck, Guest, Commuter Services

Absent:

Sara Brydges, Commuter Services
Maiana Curran, GPSS Representative
Laura Davenport, SEIU 925 Representative
GPSS Representative (Vacant)
GPSS Representative (Vacant)
Jeanette Henderson, Real Estate Office Representative
Pamela Jordan, Faculty Senate Representative
Charles Kennedy, Associate Vice President of Facilities Services
Daniel Kraus, Member-At-Large
Miranda Leidich, SLU
Elliott Nutt, Disability Services Office Representative (alternate)
Erin Rice, Disability Services Office Representative

Ralph Robinson, UW Police Representative (alternate)
Eric Shellan, ASUW Representative, Ex Officio

Bicycling Initiative

Ms. Gilman introduced and welcomed Mr. Amiton, our new Transportation Analyst, who most recently worked with the City of Portland on bicycling issues. Mr. Amiton will work on encouraging biking and improving UW bike facilities.

Ms. Gilman reported on several recent bicycling initiatives. Ms. Gilman gave the group a handout describing the approximately monthly bike classes Commuter Services has contracted to be provided by Cascade Bicycle Club to present through next fall. Classes are scheduled through July. At the next class, “See and Be Seen: Lights and Reflectors Test Lab” (Wednesday, 1/27/10, 5:00-7:00 pm, at the south end of Skagit Lane), bicyclists will have the opportunity to bring their bike and gear and sit in a UCAR while someone from Cascade Bicycle Club rides the participant’s bike through the headlights so the participant can see how visible they are at night. Hall Health and ASUW Bike Shop will be on hand to sell lights and safety gear.

Ms. Gilman also announced the upcoming opening of a new secure bike enclosure in the 4545 Building garage, with the capacity for 40 bikes.

Ms. Tarte requested more covered bike racks and improvement in location of bike racks (more racks in higher visibility areas for better bike security). To locate currently available covered locations, Ms. Gilman suggested checking the bike rack map now on the Commuter Services website (<http://www.washington.edu/facilities/transportation/commuterservices/bike/rackmap>), which has icons indicating covered and uncovered racks.

ORCA Update

Ms. Parkins updated the group on UW’s transition to ORCA, now scheduled for mid to late 2010. Ms. Parkins stated that the change in the timeline is due to delay on the transit side. UW is unique among ORCA business accounts in that the RFID chip for UW users will be embedded in our ID cards. The UW ORCA Powered U-PASS will not include the e-purse function. ORCA’s standard e-purse policies are not well-aligned with UW’s unique situation; standard ORCA policies would require UW to be the intermediary between cardholders and ORCA (e.g., issue refunds), which is not acceptable to UW. While it has not been possible to develop a work-around for UW from the standard policies, the transit agencies have agreed to allow UW to block e-purse and are now working on a technical fix to accomplish this. Ms. Parkins estimated that the e-purse block will be complete in late April and that our subsequent recarding, which will take several months, may happen at the end of Autumn 2010 at the earliest. We have secured Dubs as campaign spokesperson both for the recard and for the transition to ORCA. Ms. Parkins promised to provide the group with ongoing updates.

Ms. Parkins also reported that, internally, we are developing sales policies and are working on our UW databases and technical issues. For temporary/hourly employees, we are working on a transit-only card that would not have the same look as a Husky Card. For students who are temporary/hourly workers during the summer, we are considering enabling the loading of a faculty/staff U-PASS onto the student Husky Card.

Addressing privacy concerns, Ms. Parkins stated that UW employees will not be able to track an individual user's travel patterns and that UW will request only aggregate data from ORCA. However, Ms. Parkins stated that we are concerned with a current loophole in the RCW that allows media who are researching a transportation or public safety issue to get data via a public information request. Ms. Parkins promised to keep the group updated on UW's lobbying effort in support of Senate Bill 5295, which would strike this provision from the RCW.

Mr. Weatherford requested clarification from Ms. Parkins on privacy concerns and asked what will happen if Senate Bill 5295 does not pass. Ms. Parkins stated that, if someone registers their serial number with ORCA, our concern is that the media could match that number with our data. Mr. Kavanagh added that we are currently focusing on supporting the senate bill, rather than concentrating on back-up plans. Mr. Kavanagh also noted that FERPA (Fair Education Rights and Privacy Act) provides privacy to students.

Mr. Shellan stated that many students are confused about ORCA and the U-PASS. Ms. Parkins stated that emails that were sent out last month to explain the relationship of the U-PASS to ORCA, but that communication efforts can't be too detailed at this point because the transition to ORCA is not here yet. Ms. Costar stated that Housing and Food Services is also working on communication efforts. Ms. Gilman thanked Mr. Shellan for expressing his concern and clarified that the current discussion is about back office and technical difficulties; ORCA will be a technical change, but the experience for the user will be the same. The U-PASS will continue, it will just use a new technology.

Mr. Dewey asked how students will make their U-PASS choice and whether sales will be opt out. Ms. Parkins replied that we are discussing fairness issues with the Attorney General's Office and determining what can be done technically, given the limitations of the Student Data Base (SDB) and the fact that some students do not register through MyUW.

Ms. Parkins stated that she may have more to report on this issue by late February or early March.

Housing Project

Mr. McDivit reported on the progress of the relocation effort for parkers impacted by Housing & Food Services construction of new residence hall facilities in the west campus area. Mr. McDivit expressed his thanks to Rob Lubin and the many others at Housing & Food Services for

their help with this effort.

Mr. McDivit stated that, due to the construction, we will be closing lots W2, W3, W4, W6 and W41. Starting February 15, lots will become unavailable for use in approximately two week intervals, with W2 and W41 going away first and W6 remaining open until September. An email has been sent to affected parkers, directing them to the Commuter Services website to indicate their lot preferences for relocation. Notification of lot reassignments will go out the middle of next week, and Sales & Administration staff will subsequently work to accommodate those with special concerns.

Mr. McDivit stated that we do currently have adequate space available in west campus, including space at Roosevelt Commons and UW Tower. Parking spaces will be built beneath the residence facility to be built at the site of the current lot W41; in 2 years we will be able to add those spaces to our inventory.

Sound Transit Update

Mr. Carr clarified the new naming scheme for the stadium lots: E11 has been eliminated, the old E12 lot is now “E21”, and the old E10 is now “E20”. After June 30, 2010, all the lots will revert to their old designations.

Mr. McDivit reported that the relocations necessitated by ST construction have been completed. Mr. McDivit expressed his thanks to Ms. Riley and Mr. Angelosante for their assistance in the relocation process. Mr. Kavanagh also expressed thanks to UWMC and HS Administration for efforts Mr. Kavanagh described as going above and beyond in addressing employee needs and concerns, especially concerning safety issues.

Mr. McDivit stated that we lost 400 spaces in E11 and E12, but a total of 600 people volunteered to relocate to west campus so no involuntary moves were necessary. Lot E20 is functioning as an overflow lot if E21 fills. Limited space is still available in the Portage Bay Garage, but we have instituted a temporary hold on additional placements to first make sure we are adequately accommodating those who have recently relocated there. Mr. McDivit stated that on June 1, we will lose about 200 more spaces in the stadium area; at that time we hope to move some ICA employees to E8 to free up more space in E20 and E21. Both ST construction and the UWMC expansion continue to put pressure on lot S1.

Ms. Riley noted that several issues are still pending—how to accommodate temporary/hourly employees (because they do not have a Husky Card), and the problem of event parkers (e.g. basketball parkers) using the Triangle Garage. Ms. Millar mentioned that note of the latter recently appeared as a complaint in the Rant/Rave column in the “Seattle Times”.

In response to a question by Mr. Dewey, Mr. Carr stated that E20 and E21 are not filling up for basketball; there are perhaps 200 empty stalls. Mr. Kavanagh asked Mr. Carr to look for ways to enhance the wayfinding plan for basketball. Mr. Kavanagh also suggested that the Triangle Garage could be made less attractive to the general public by significantly increasing (perhaps doubling) hourly rates in Triangle; validation rates for patients and visitors-to-patients could be increased accordingly, with Transportation Services covering the difference. Ms. Riley stated that the Triangle Garage used to have much higher rates to deter parking by the general public.

Mr. Carr asked Mr. Baebler for news on the Stadium project. Mr. Baebler stated that, if we get funds, construction on the Stadium will start in December 2010.

Gatehouse Closures

Mr. Carr announced that, due to financial reasons and Sound Transit construction issues, Gate 8 and the gate at UW Tower Garage will close on February 1. Closing the gates will result in 5 or 6 fewer FTEs.

Mr. Carr told the group that Digital pay-by-space machines will accommodate visitor parking both at UW Tower and in the Stadium area, where 32 stalls have been installed near the Waterfront Activities Center. Visitors can pay by cash, by credit, or by validation (departments can provide the visitor with a code to punch into the kiosk in lieu of payment). In the future, the current Parkeon machines in E17 and at the IMA will be converted to Digital, which will allow them to accept payment by validation.

Ms. Millar asked about changes in allowed usages in the A and B garages at UW Tower. Mr. Carr clarified that W45 (B Garage) will be used for permit holders. Departmental Out-of-Area permits will be valid in W45. Some permit holders will be assigned to W46 (Garage A), but W46 will be used primarily for visitor and short-term parking, Regents and President's parking, load zones, etc.

Rate Setting

Mr. Kavanagh asked for the group's input on a series of philosophical questions underpinning how rate setting decisions should be made. Mr. Kavanagh posted 5 sheets of paper around the room, each with 2 or 3 related questions, and asked everyone to indicate their opinions by marking an "X" along the continuum for each question. Mr. Kavanagh subsequently characterized the group's responses to each question in a brief summary statement and asked for additional comments and questions, as detailed below.

Sheet 1

What percent of transit cost increases should be borne by U-PASS holders?

(0 %.....100%)

Summary of Responses: Cluster in 50-75% range.

Comments: Mr. Schaufelberger stated that he does not think all of the increase should be put on parking permits because people won't buy permits.

How should UW parking fines compare to City of Seattle parking fines?

(UW less.....UW more)

Summary of Responses: Most say fines should be the same, but there are some responses at either end of the Less/More continuum.

Comments: In response to a question about the price of our parking fines by Ms. Millar, Mr. McDivit stated that UW and the City of Seattle have similar parking fine rates, but UW allows longer to pay and charges a flat late fee. Ms. Riley commented that other hospitals don't ticket their patients and visitors-to-patients; what we do is not the community standard.

Sheet 2

Parking incentives for active transport (bike/walk) when compared to transit users should be

(Less.....More)

Summary of Responses: Strong trend around the center, with one "Less" response and a few "More" responses.

Comments: Mr. Dewey commented that it is hard to identify bikers and walkers and some people could be parking on city streets. It is also hard to figure out how to charge based on intensity of use.

Should cost of shuttle programs be borne by Users, Sponsoring Departments, or Parking System?

(Users.....Sponsoring Departments.....Parking System)

Summary of Responses: Split among the 3 choices. Mr. Kavanagh noted that he didn't list "Institution" as a choice on the continuum because that is not possible right now.

Comments:

Mr. Kavanagh described the current funding scheme for the shuttles. Historically, Dial-a-Ride was funded from parking fines, but is now funded from state resources. The split for HS Express funding is 22 ½ % UWMC; 22 ½ % HMC; 55% CS. The SLU shuttle is funded by the School of Medicine. The Night Ride shuttle is funded out of the U-PASS budget.

Mr. Dewey noted that we have recently reinstated the requirement for Night Ride users to purchase a \$1 ticket if the user does not have a U-PASS. Ms. Costar stated that we should encourage use of Night Ride for safety reasons.

Mr. Schaufelberger asked if anyone can use the HS Express shuttle. Mr. Dewey replied that HS Express users are not asked why they are using the service and that we do have a problem with some people using the shuttle as their regular mode of commuting.

Ms. Riley stated that she thinks the shuttles are important; many rely on the shuttles to travel to related institutions and we do want to encourage people not to drive. Mr. Paredes stated that he feels making different parts of the campus accessible is an important service.

Sheet 3

To what extent should parking subsidize transit programs?

(A little.....A lot)

Summary of Responses: Most responses are at the “A lot” end.

Comments: Mr. Weatherford stated that parking is a scarce resource. Mr. Dewey commented that parking is scarce only in some areas of campus. Ms. Tarte stated she thinks parking should subsidize transit programs because we should encourage good behavior.

How important are parking discounts as an incentive for riding transit?

(A little.....A lot)

[Mr. Kavanagh clarified that parking discounts means ICTs and PPUP.]

Summary of Responses: Strong trend of responses to “A lot” side.

Comments: Ms. Riley stated that staff do want some options to drive. Ms. Tarte stated that staff need flexibility. Mr. Spishak stated that he doesn’t think parking discounts are very important for students.

Sheet 4

Current event parking rates limit access to the “front porch” .

(A little.....A lot)

Summary of Responses: Most feel there is some impact, but not a severe impact.

The daily (gatehouse) parking rate limits public access to the UW campus.

(A little.....A lot)

Summary of Responses: Responses are all over the map, but center around moderate impact.

Comments: Ms. Garber stated that parking rates are an issue for clinic patients, who already spend extra time in the clinics because they are being seen by students. Ms. Riley stated that rates really impact regular visitors-to-patients. Mr. Kavanagh asked Mr. Carr to look into making more products available for visitors to patients.

Sheet 5

U-PASS rates should vary based on user group (faculty/staff; students)

(Disagree.....Agree)

Summary of Responses: Very spread out. No general agreement.

U-PASS subsidies should be used primarily to control costs for

(Employees.....Students)

Summary of Responses: Cluster in middle of spectrum, but weighted toward Student end.

U-PASS rates should vary based on intensity of use.

(Disagree.....Agree)

Summary of Responses: a soft trend agreeing that rates should vary based on intensity of use.

Comments: Mr. Spishak stated that he doesn't favor varying rates by user group but he would like to see rates vary according to an individual U-PASS holder's use of transit. Mr.

Weatherford expressed disagreement with Mr. Spishak because he feels it is important not to discourage people from using the U-PASS as much as possible. Ms. Tarte expressed support for rates based on the average intensity of the user group; it would be impractical to vary rates based on a single individual's use. Mr. Schaufelberger stated that he thinks individuals with more expensive trips should pay more. Mr. Dewey made the factual observation that the person making inexpensive Ballard trips subsidizes the user making expensive trips to Marysville. Mr. Schaufelberger asked if it would be possible to vary user cost based on whether the U-PASS holder used Metro or Community Transit. Mr. Kavanagh replied that that is not possible now.

Additional Items

Mr. Kavanagh stated that, for now, new rate proposals are needed every year due to our changing costs and changing commute behavior by drivers. Ms. Millar asked about the timing on the current rate increase proposal. Mr. Kavanagh stated that hopefully a rough draft can be completed in February and brought to the UTC for a vote in May. Mr. Weatherford stated that it is good to agree on philosophies to guide our decisions at this time and on into future.

Meeting adjourned.