

CAMPUS TRANSPORTATION COMMITTEE

Annual Report for year 2013-2014

I. STATEMENT OF COMMITTEE FUNCTIONS/CHARGE

Pursuant to section 6.30(B) of the Faculty Policy and Procedures, the functions of the Campus Transportation Committee (CTC) are as follows:

1. Provides advice and recommendations to the administration and all governance bodies on policies and budgetary matters, including rates, relating to all aspects of pedestrian and motorized and non-motorized vehicular transportation and parking on the campus.
2. Interprets policies related to transportation and parking adopted by governance bodies.
3. Ensures appropriate consultation of governance bodies regarding proposed changes in any policies.
4. Initiates and recommends projects for addressing campus transportation needs including projects to enhance pedestrian, bicycle, bus, and automobile access to the campus. Such recommendations are to be considered in detail by the Division of Facilities Planning and Management, or other appropriate divisions of the university, and the Campus Planning Committee.
5. Provides representation on all building committees for projects that include or affect transportation facilities.
6. Creates subcommittees to address issues related to particular aspects of the campus transportation system.

II. CTC's 2013-2014 ACTIVITIES

September 2013 – May 2014

- 6 Campus Transportation Committee meetings (did not meet in September 2013, January 2014 or April 2014)
- 0 Bicycle-Pedestrian Subcommittee meetings (Bicycle-Pedestrian Chair resigned February 2014)
- CTC moved other Subcommittees to Ad Hoc status and they were not expected to meet

2013-2014 CTC Actions Items

- The CTC approved an increase in number of classified committee members from 2-3; keep ASM/student representation at 3 members.
- The CTC approved a motion to support the use of transportation related fees to address multiple modes of transportation and facility needs of the campus. By providing the flexibility needed to provide access for students, faculty, staff, and visitors to campus.
- The CTC approved the recommend rate increase plan (two rate system) through Fall 2018 with an annual review.
- The CTC approved the recommendation to increase the tow fees by \$16 and add to the tow contract fee. New contract was awarded for towing vehicles on campus. Towing rate went from \$84 – \$100.
- The CTC provided recommendations for the revised Transportation Services statement on Mission, Vision & Core Values

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III. CTC's 2013-2014 DISCUSSION OF TRANSPORTATION SERVICES

Parking System

CTC approved changes to the UW parking system for academic year '13-14. These policy changes continue the Transportation Services (TS) efforts to provide for: better parking management for both employees and visitors, elimination of policy exceptions and inconsistencies, and reduction of demand for limited parking resources. CTC believes that TS has made significant progress over the past five years in meeting the goal of "Accelerate multimodal transportation initiatives for the University."

Operational changes beginning September 1, 2013 include:

a. Parking Fees

- Continue to move from the three to two rate conversions, Transportation Services is trying to match the rates of parking lots to more closely match the demand and location.
 - Move all parking structures to the highest rate; they are the most expensive lots to operate
 - Core campus lots move to the highest rate due to their proximity to the core of campus and high demand for the parking.
 - All lowest rate lots move to the mid-range rate.
 - Lots will increase 3%-10% per year.
 - Lowest rate in 2018 will be \$950 per year.
 - The CTC had concerns over rate increase and the effect on the lower paid employees as stated by the Classified Staff Executive Committee (submitted letter April 2014)
- PARC – Phase III parking access revenue control equipment installation completed in FY14.
- No change to Flex rates; Flex rates were increased last year; to visitor rates; Administration fees; afternoon and night permits.
- Monthly permits would increase, based on a percentage of annual permits prices which is based on the annual rate of the lot.
- Develop a comprehensive maintenance plan for the campus parking structures.
- Complete planning of the expansion of the hospital parking structure (Lot 75/79) to offset parking losses (Lot 85 & 60) and meet increased visitor and employee parking demands.
- Implement a parking replacement charge for capital projects that permanently remove parking spaces that be used to fund the construction of new parking facilities.
- Develop an annual parking permit renewal system in lieu of the current priority ranking system since 80% of the employees get the same annual parking lot year after year.
- Transportation Services met with shared governance groups to discuss the planned two rate conversions and rate increase.

b. Mopeds

- TS identified and removed 3 moped lots where access to the lot required driving on sidewalks to get to them and identified 7 moped lots where adjustments were made to expand bicycle parking in preparation of the 2014 parking year. Created 1 new moped parking lot at School of Nursing.
- Issued 1,131 moped permits for 2013-2014 which is a decrease of 78 permits from the previous year.
- Mopeds were required to display a lot specific moped parking permit to park on campus starting September 1, 2013, moped permits will cost \$127.
- In cooperation with the UW Police Department, TS will continue outreach and education in areas where mopeds conflict with pedestrians, bicycle and/or vehicular traffic. In 2013-2014

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UWPD assisted TS with East Campus Mall and Badger Way enforcement of mopeds driving on pedestrian areas.

c. Commuter Solutions Initiatives

Transportation Demand Management activities continued for 2012-2013, including the use of the employee bus pass, campus bus, flex parking, and ZipCar (community car).

Highlights are:

- FY14 flex permits 1,763 at end of year.
- FY14 rides = 1,712,473 (142,706 per month). Note that we started charging for bus pass in Sept 2013.
- TS continue to negotiate with ASM to increase their funding of the campus bus service to a level equal to student ridership. Signed a two year MOU to keep funding distribution the same as it was for FY13 in FY14 and FY15.
- Completed the study of the campus bus system and reconfigured routes based on the study to maximize efficiency and customer need provided by Nelson Nygaard.
- In a cost-saving measure, the Route 85 was absorbed into the Route 80 and service to the Route 81 was reduced by one bus. As a result, ridership decreased by about 22%. However the campus routes remain the best used of all routes in the Metro system. Still the most productive routes in system. No major changes in FY14 though.
- Continued to monitor the deactivation of bus passes for staff that have ended UW employment.
- \$24 charge per pass for the employee annual bus pass and payroll deduction. 11,641 bus passes were sold for 2013-2014.
- Continue to replace 4 standard bus shelters per year with attractive and uniquely designed UW shelters with warm wooden benches and W crests.
- TS continue to partner with ZipCar. TS now have 10 total cars in lots 6, 17, 29, 59, 74, 83. Added one car in lot 74 in FY14.
- The University Bicycle Resource Center saw 842 visitors in its first year of operation. FY14 had only 622 visitors. Weather and some staffing gaps may have drove numbers down for the year.
- FY14 TS signed an MOU to take over management of Housing's bike rack stalls as well as the ones TS already managed. By the end of FY14 the total stall inventory on campus was 13,114 and working towards a goal of 14,500 by the end of FY17.
- Participation in bicycle valet parking at Badger home football games increased by 24% to 417 bikes.
- Total of 1,795 SAFEWalks in FY14, up 78%.
- Continue with snow removal issues particularly at bus stops and pedestrian walk ways. Procedure on how to prepare for upcoming inclement weather. Snow removal procedures campus wide. Snow emergency signs & plan to be implemented.
- TS launched two new Park and Ride locations with shuttle service in FY14. Hill Farms and Park & Wingra sites. Park and Rides provide multiple stops on campus during the day and security provided in the lot available for the 2013-14 parking year.

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IV. FUTURE TRANSPORTATION ISSUES

- Monitor implementation of the Campus Master Plan/Transportation Master Plan objectives.
- Explore ways to offset rising costs of all programs.
- Concerns over rate increase and the effect on the lower paid employees.
- Improvements PARC (parking access revenue control system).
- Parking rate conversion process.
- Review the disabled parking policy for updates and changes.
- Review the subsidized Madison Metro bus pass policy for updates and changes.
- Analyze the annual parking assignment process and replace priority systems with an annual permit renewal system.
- Continue to review changes to the moped policies, permit and parking management.
- Connect the Flex permits to the garage and ramp gate systems.

V. SUMMARY/RECOMMENDATIONS

The CTC recognizes the efforts of Transportation Services to balance the complex and often competing needs of transportation users on campus. As traffic congestion continues to grow in the Madison region, the University, UW Hospital, Dane County, City of Madison, Village of Shorewood Hills, and major employers will need to continue to explore alternatives. The CTC recognizes that cost of operating Transportation Services continues to increase at a rate greater than revenues.

VI. COMMITTEE MEMBERSHIP 2013 - 2014

Faculty	Chancellor Appointee
William Tracy– Chair, Agronomy David Noyce- Engineering David Marcouiller, L&S/ Urban & Region Planning	Chris Corrigan, UW Hospitals
Academic	Classified
Tim Gloeckler, Unions Sara Nagreen – L & S /Mathematics Thomas Tews – General Library	Mary Czyszczak-Lyne, L & S/ Honors Program Debra Weber – L & S Atmospheric & Oceanic Sciences
ASM	Non-voting
Megan Healy Kyle Schroeckenthaler Lucas Nicholson- First Semester Brad Sippel – Second Semester	Patrick Kass - Director Transportation Services Gary Brown, Director Campus Planning

Respectfully submitted by Anne Bogan (Recorder) revised 4/27/2015