

**CAMPUS TRANSPORTATION COMMITTEE  
ANNUAL REPORT FOR YEARS 2010-2012**

## **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 Department of Planning and Construction, 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.

## **REPORT SUMMARY**

The following report contains information for the last two years of CTC activities. Two years are included to provide a longer history of committee activity and votes, and to provide information for academic year 2010-11 in which a report was not formally submitted and presented. The report contains summaries of committee discussions, actions, and votes. Additional details are provided in the meeting minutes found at <http://transportation.wisc.edu/customergroups/committee.aspx>.

## **CURRENT OR PAST YEARS ACTIVITIES**

### **September 2010- August 2011**

- 8 Campus Transportation Committee Meetings
- Subcommittee(s) met as needed

#### **Subcommittee:**

- Bicycle-Pedestrian

**SEE APPENDIX 1 FOR MINORITY DISSENT**

Transportation Services recommended a number of changes as a result of an internal review of their budget and based on feedback from open forums held across the campus. Over 400 comments were received from forum and website responses. Transportation Services was operating with a \$1 million structural budget deficit. The goals of the program changes were to eliminate the structural deficit by asking all users of parking and transportation programs to pay an equitable share, improve the efficiency of parking operations, and reduce the burden on permit holders. Additionally, Chair D. Noyce completed a small study of moped use on campus to provide quantitative information for future decisions on moped operations. The Bicycle-Pedestrian subcommittee voted and approved a recommendation to consolidate moped parking and eliminate moped parking in front of buildings that was considered with the moped discussion.

**SEE APPENDIX 2 FOR MINORITY DISSENT****Actions taken by the CTC – September 2010-May 2011****Voted to approve:**

- Increased parking citation rates an average of \$15.
- Increased cost of Business Alternate permits to 1/3<sup>rd</sup> the cost of the base lot permit rate.
- Changed the Departmental reserved stall fee to \$500 plus the cost of the base lot permit.
- Eliminated the Departmental permit that allowed unrestricted access into all lots and created a Service permit with designated stalls throughout campus. Departments are now required to purchase Service permits.

**Important Votes:**

**December 2010** - CTC had a lengthy discussion at the December 2010 meeting on the subsidized bus pass. Discussion focused on whether a small fee should be charged to acquire a bus pass to help offset the rising cost of this service. Other possible bus pass options discussed included a winter pass for those who bike or walk in the warmer months, or limited ride passes for those who do not use the bus regularly. Continuing to subsidize the current bus pass program will add \$300-\$400 to the cost of an annual permit. After considerable discussion:

- Initial motion was made to end the debate on the bus pass issue. Vote: 3 YES, 6 NO, 0 Abstained.
- Amendment to the motion was made to keep the bus pass subsidized. Vote: 2 YES, 4 NO, 3 Abstained. Motion failed and returned back to original motion.
- Amended motion to phase in a fee of \$50 over a 4 year period. Vote: 3 YES, 4 NO, 2 Abstained. Motion failed and returned back to original motion.
- Motion was made to postpone charging for bus pass; free for two years and charging 3<sup>rd</sup> and 4<sup>th</sup> to complete the 4 year parking (revenue) plan. Vote: 4 YES, 4 NO, 1 Abstained. Motion tied and return back to original motion to charge \$50 for bus pass and increase parking rates as stated above.
- Motion to reconsider original amendment (keep bus pass subsidized). Vote: 5 YES, 4 NO, 0 Abstained. Motion passed.
- Motion was made to reconsider the charging plan for the annual bus pass program; bus pass remains free for two years and then start charging in the 3<sup>rd</sup> and 4<sup>th</sup> year to complete a 4 year plan. Vote: 5 YES, 4 NO, 0 Abstain. Motion passed.

A following motion was made to take this recommendation to the Vice Chancellor for Administration:

Motion to delay charging for the bus pas until FY14; in favor of the increase of parking fees and change in parking levels proposed. Vote: 6 YES, 3 NO, 0 Abstained. Motion passed.

**January 2011** - CTC considered a resolution from Academic staff to not charge for a bus pass. P. Kass met with VC Darrell Bazzell January 6, 2011 to discuss. The VC approved all of the other recommended changes including no charge for the bus pass. Changes included:

- Business Alternates permit at 1/3 the cost of the annual base lot permit rate.
- Add new descriptors for citations and raise rates accordingly.
- Allow individual to purchase reserved stalls.
- Change Department Reservation Stall Rates.
- Change Universal Department permits to Service Stall permits.
- Increase bagged meter fees.
- Create an hourly rate for parking garages.
- Migrate away from Non-dated permits.

- Restructure of permit prices – convert from 3 levels to 2 with an evening permit option over four years.
- Charge departments that are not currently paying for parking stalls on campus.
- Continue to convert state disabled stalls to UW disabled stalls (note: a motion in February was made and passed that did not include this item).
- Restricts lots for major Special Events donors and redirect base lot holders to designated lots.
- No user charge for the subsidized bus pass this year.

Implementation of changes will occur at two separate times. July 1, 2011 and September 1, 2011  
Effective July 1, 2011 – citations, bagged meter fees, hourly rates in garages, daily rates (Non-dated permits).

Effective September 1, 2011 – Any Base Lot permit related fee.

Motion was made to recommend approval of rates without Flex permits or Evening permits and individual reserved stalls with the change of baselot rates Level 1 from \$571 to \$575 and Level 2 \$866 to \$870.  
5 YES, 0 NO, 2 Abstained. Motion passed.

**February 2011** - CTC learned that the Chancellor requested a hold on the recommended cost changes. The Chancellor is comfortable with the efficiency changes but not all the Annual Base Lot rate changes. Additionally, there was no interest in individual reserved stalls. The following proposed changes in parking rates were supported by the Chancellor: Level 2 to Level 3 prices \$745 to \$800; Level 3 rate increase from \$1,085 to \$1,200. Level 1 rate increase was held.

CTC considered a Flex Permit & Rate proposal by Transportation Services. Even though this proposal is part of a four year program, Transportation Services requested only the first year to be approved. Recommended:

- Increase the cost \$1 (\$3 to \$4) for the first four hours
- Increase the hourly to \$1 (\$0.75 to \$1) per hour after four hours
- Increase the daily maximum of \$6 to \$8 daily maximum
- Implement an evening rate of \$0.75 per hour in lots that are controlled and not free after 4:30pm
  - Customer would not exceed the daily limit even if they parked into the evening
  - For lots controlled on Saturday, the evening rate would apply
  - Permits would be honored in any surface lot

Motion was made to recommend the changes to the flex rates for a one year program with intent to maintain the rates thru FY13. 7 YES, 0 NO, 1 Abstained. Motion passed.

CTC also discussed Evening Parking Program. P. Kass distributed Evening Parking Proposal Handout, Green/Yellow Parking Lot Hours of Control Map and Yellow/Red Parking Lot Rate Re-Designation Map.

Motion was made to recommend approval of rates without flex permits or evening permits and individual reserved stalls with the change of base lot rates Level 1 from \$571 to \$575 and Level 2 \$866 to \$870.  
5 YES, 0 NO, 2 Abstained. Motion passed.

Motion was made to reconsider recommendation from January 7, 2011 meeting. Amendment was made to remove the UW Disabled parking portion.

Roll Call vote: YES – J. Patz, T. Gloeckler, J. Matzner, S. Arnold. NO – C. Williams, D. Noyce. Abstained – A. Habel. Motion passed.

Moved to approve all items except for the item that was separated for recommendations. Roll Call: YES- J. Patz, S. Arnold, A. Habel and C. Williams; NO- 0; Abstained- T. Gloeckler, J. Matzner. Motion passed.

Moved to defer other items to next meeting. YES- 7; NO- 0; Abstained- 0. Motion passed.

**The items below were presented to the CTC as part of the Director's report between September 2010 – May 2011. Comments and concerns expressed by the CTC membership can be found in the individual meeting minutes.**

- Began installation of a three year project to install a new gate access and revenue control system in all campus garages and standardized the visitor parking rates. Implemented new access revenue control equipment installed at Lot 17, 20, 76, 80 & 83.
- Developed a parking validation system for departments that allows them to only pay for the parking used instead of pre-purchasing a half day or all day permit.
- Converted the State disabled parking spaces on campus over to spaces requiring a UW disabled permit or visitor parking payment.
- Restricted pre-sold parking lots during major special events to only event patrons.
- Renegotiated the revenue sharing model with Athletics from 50/50 to 60/40. The model was also changed from splitting net revenues to one where Athletics leases all spaces for donor parking at a reduced rate and Transportation Services retains all day of games sales.
- Eliminated free departmental parking across campus.
- Transportation Services Commuter Solutions completed a supply and demand analysis and inventory of all bicycle parking areas to assist in forecasting supply needs for future building construction.
- Rebid the car sharing contract to eliminate the annual cash subsidy of the program.

**SEE APPENDIX 3, 4 & 5 FOR MINORITY DISSENT**

**September 2011– May 2012**

- 7 Campus Transportation Committee meetings
- Subcommittee met as needed

**Subcommittee:**

- Bicycle-Pedestrian

During this academic year, Transportation Services recommended several changes to continue the efforts to have all users of parking and transportation programs pay for the service they use and to increase the efficiency of the overall parking programs. Note that Transportation Services faced a decrease in the supply of parking due to new building construction. Transportation Services had also initiated a \$30 million project to expand the Hospital parking structure to replace the parking lost on the west campus. CTC addressed the proposed changes as described below.

**Actions taken by the CTC – September 2011 – May 2012:**

**Voted to approve:**

- Increase annual permits by \$45 per year.
- Increase Flex daytime parking rates and implement charging in the evenings for controlled parking lots.
- Charge \$12 per space per day for construction and maintenance projects that temporarily displace parking.
- Convert the current parking payroll deduction policy from 9 deductions taken on the "A" check to deduct parking from all checks based on the payroll status of the individual. The number of deductions would be 9, 12, or 24.
- Implement a night permit; garage specific for \$40 and various surface lots for \$125.
- Extend hours of control of four parking structures until midnight, Monday – Friday.
- Transportation Services to implement a designated moped parking lot permit system to replace the current zone system.

**SEE APPENDIX 6 FOR MINORITY DISSENT**

**Important Votes:**

**February 2012** – P. Kass provided information describing Transportation program changes. The three level conversion to two levels has been placed on hold. Recommend one year increase of \$45 on annual permits for FY13. Visitor & parking meter rates will not change because an increase was implemented last year. Some meters will be removed from parking structures. No longer charging a key deposit for bike lockers, instead implement a lost key fee at \$65. Grainger parking structure will need to relocate the current booths. Same issues as in Lot 46 Lake/ Frances Street ramp. Provost requested the lowest possible rate for garage specific night permit at \$40. The night permit will be marketed to students.

Flex Parking Rates changes will increase in FY13 and begin to charge Flex customers at night and Saturdays in controlled lots. Begin to charge construction projects for stalls used by staging areas. The cost would be \$12 per day per stall beginning July 1, 2012. Payroll Deductions Changes would include offering 9, 12 & 24 deductions based on job classification and how often an employee receives a paycheck. Implement in September 2012.

Motion was made to approve the FY13 Price Rate Schedule provide by Transportation Services. 6 YES, 0 NO, 1 abstained. Motion approved. Note: CTC as a whole commented that they were generally not in favor of rate increases given the current fiscal environment, but understood the need of Transportation Services and hence the passing vote.

Also note that:

(1) Emeriti parking & voucher not a part of the approval. Still in development stages.

(2) Moped Lot redesignation not a part of the approval.

**April 2012** – Moped Policy. Transportation Services conducted two open moped forums to discuss changes. First one had low turnout. Second presentation had higher attendance. Overall, individuals were concerned about the changes but understood the safety issues. Permit hours of control 7AM–4:30PM; otherwise open to all moped users. Presentation was included on web site for others to view. Emailed all moped permit holders on the changes. Received limited feedback. Moped Permit valid year around September 1 – August 31. Chair D. Noyce noted that in all the time he has been on the committee the moped changes are one of the most significant accomplishments, especially from a safety prospective.

Motion to approve the new moped policy. 5 YES, 0 NO, 2 Abstained. Motion passed.

**SEE APPENDIX 7 FOR MINORITY DISSENT**

**The items below were presented to the CTC as part of the Director's report between September 2011 – May 2012. Comments and concerns expressed by the CTC membership can be found in the individual meeting minutes:**

- Provided Emeriti staff with a voucher for 24 uses valid in visitor parking areas. The voucher will be issued on an annual basis. The user would be required to pay for uses above the 24.
- Transportation Services issued 1,931 moped permits which was an increase of 137 permits from the previous year and continued to conduct an educational campaign.
- Created a two stage internal parking citation appeal process and eliminated bond posting for University affiliates.
- Transportation Services met with ASM to revise the campus bus funding model. Cut 10% from the campus bus service hours after negotiations with ASM over the cost share of the program. The routes were reconfigured to eliminate underperforming services and to maintain headway on high demand routes.
- Transportation Services is eliminating management of the SafeCab program effective July 1, 2012.
- Transportation Services reviewed the bus pass system, distribution of passes and eligibility. Monitored the deactivation of bus passes for staff that have ended UW employment.

- Transportation Services revised evening parking regulations to allow any valid permit to park in lots restricted after 4:30 pm.
- Transportation Services completed the 2012 on-board campus survey administered by Transportation Services.
- Transportation Services created a formal citation process for bike parking in areas that are designated for bikes.
- Request construction projects pay for parking spaces that are taken as staging areas.

**SEE APPENDIX 8 FOR MINORITY DISSENT**

## **CURRENT ISSUES OR CONCERNS**

CTC voted to support changes to elements of the UW parking system for academic year 2012-13 as noted above. In general, discussion items considered by the CTC in the current academic year are focused on policy and cost changes that will allow Transportation Services to provide better parking management for both employees and visitors, elimination of policy exceptions and inconsistencies, and reduction of demand for limited parking resources.

The following items were presented in the Director's report for CTC comment:

- Implement a parking replacement charge for capital projects that permanently remove parking spaces that could 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 every year.
- Complete the study of the campus bus system and reconfigure routes based on the study to maximize efficiency and customer need.
- Continue to negotiate with ASM to increase their funding of the campus bus service to a level equal to student ridership.
- Develop a comprehensive maintenance plan for the campus parking structures.
- Complete the expansion of the hospital parking structure (Lot 75) to offset parking losses (Lot 60 & 85) and meet increased visitor and employee parking demands.

**SEE APPENDIX 9 FOR MINORITY DISSENT**

Operational changes beginning September 1, 2012 include:

1. Parking Fees –
  - Annual rates increased \$45.
  - Motorcycle permits increased by \$20.
  - Moped permits increased \$35.
  - Monthly permits increased by \$5.
  - Daytime Flex Rates – Trip charge \$4 for 4 hours; Hourly rate \$1 per hour; Maximum \$8.
  - Evening Flex Rates – Trip charge – N/A; Hourly rate \$.75 per hour; Maximum \$3.75.
2. Flex Parking Program –
  - Continue to use Pay-by-Phone (PBP) required for all Flex customers and 1927 permits were sold, an increase of 206 permits from the previous year.
3. Mopeds –

- ❑ Transportation Services along with other University departments will continue the educational efforts on proper operation of mopeds. Transportation Services distributed and printed brochures, wrote press releases, and issued warnings and citations.
- ❑ Mopeds were required to display lot specific moped parking permit to park on campus starting September 1, 2012, moped permits will cost \$120.
- ❑ In cooperation with the UW Police Department, Transportation Services will continue outreach and education in areas where mopeds conflict with pedestrians, bicycle and/or vehicular traffic.
- ❑ Transportation Services conducted two moped forums to discuss moped issues such as treating mopeds like other vehicles on campus.

**Commuter Solutions Initiatives presented to the CTC in the Directors' Reports:**

Transportation Demand Management activities continued for 2011-12, including the use of the employee bus pass, Campus Bus, Flex Parking, and Zip Car:

- ❑ Fall 2010 survey indicated in good weather 94% of students, 52% of faculty/staff, and 27% of hospital employees commute to campus by modes other than driving alone. The next survey will take place in spring 2013.
- ❑ Continued success with the subsidized faculty/staff Madison Metro bus passes - average rides per month of about 137,000 up from 134,000 on average per month in FY11.
- ❑ The Routes 80, 81, 82, 84, and 85 routes remain among the most heavily used of all Metro routes. The Route 85 was absorbed into the Route 80 in fall 2012 due to budget constraints.
- ❑ Transportation Services partnered with ZipCar and currently has 8 vehicles placed on campus. Cars are currently located in two car pods at Helen C. White Garage (Lot 6), North Park Street Ramp (Lot 29), Fluno Center Garage (Lot 83), and Lot 59.
- ❑ The University partnered with Madison B-Cycle to place four bike sharing stations on campus. Discounted memberships are available to university students and employees.
- ❑ Transportation Services provided valet bicycle parking for home football games for a second year through a partnership with the Bicycle Federation of Wisconsin.
- ❑ The University Bicycle Resource Center has seen steady visitors since its soft launch in the summer of 2012 in the lower level of H.C. White Hall / College Library (Lot 6). The center's grand opening was in September 2012.
- ❑ Continue to replace older bus shelters with attractive and uniquely designed UW shelters with warm wooden benches and W crests at a rate of four shelters per year.
- ❑ SAFEwalk continues to serve the campus community with escorted nighttime walks. Transportation Services discontinued administration of the SAFERide cab program June 30, 2012.

**SEE APPENDIX 10 FOR MINORITY DISSENT**

**FUTURE ISSUES FOR CTC DISCUSSION AND CONSIDERATION**

- ❑ Continue to implement the Campus Master Plan/Transportation Master Plan objectives.

- Continue exploring ways to offset rising costs of all programs.
- Review the subsidized Madison Metro bus pass policy for updates and changes.
- Analyze the annual parking assignment process to possibly include priority for TDM measures.
- Review changes to the moped policies, permit and parking management.
- Work on the Hospital Parking Structure Expansion at Lot 75.
- Work with Grounds and Physical Plant on snow removal process and issues.
- Review the Memorandum of Understanding (MOU) with Athletics concerning cost share of major event parking. CTC was made aware of a potential State Statutory conflict concerning how the parking costs are being charged and used.

**SEE APPENDIX 11 FOR MINORITY DISSENT**

## **SUMMARY/RECOMMENDATIONS**

CTC has worked with 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 need to continue to explore alternatives. A previously completed peer review of Transportation Services provided a springboard to the review of core current and future transportation needs. The cost of operating Transportation Services continues to increase at a rate greater than revenues. CTC will work with Transportation Services as another challenging budget cycle approaches.

**SEE APPENDIX 12& 13 FOR MINORITY DISSENT**



## **COMMITTEE MEMBERSHIP 2010 - 2011**

### **Faculty**

David Noyce– Chair, Engineering  
Jonathan Patz, Gaylord Nelson Institute  
Jason Yackee – Law School

### **Chancellor appointee**

George Pilcher, UW Hospital  
Anne Habel, Molecular Biology  
Coreen Williams, Institute For Research On Poverty

### **Academic**

Steve Arnold,  
Jason Bittner, Engineering  
Tim Gloeckler, Unions

### **Non-voting**

Patrick Kass - Director Transportation Services  
Gary Brown - Director Campus Planning

### **ASM**

Jo Matzner  
Sharad Punuganti  
Vacant

## **COMMITTEE MEMBERSHIP 2011 - 2012**

### **Faculty**

David Noyce– Chair, Engineering  
Jonathan Patz, Gaylord Nelson Institute  
Jason Yackee – Law School

### **Chancellor appointee**

George Pilcher, UW Hospital  
Timothy Hogensen, Dairy Research/Jeff Keller, UW  
Extension  
Coreen Williams, Institute For Research On Poverty

### **Academic**

Tim Gloeckler, Unions  
Tom Tews, Libraries  
Jason Bittner, Engineering

### **Non-voting**

Patrick Kass - Director Transportation Services  
Gary Brown - Director Campus Planning

### **ASM**

Claire Lynch 1<sup>st</sup> Semester  
Gregory Helfrich 2<sup>nd</sup> Semester  
Jo Matzner  
Christine Mumma