

**CAMPUS TRANSPORTATION COMMITTEE  
ANNUAL REPORT FOR YEAR 2012-2013**

## **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. CURRENT OR PAST YEAR'S ACTIVITIES**

### **September 2012 – May 2013:**

- 8 Campus Transportation Committee meetings
- Subcommittees met as needed – CTC moved other “subcommittees” to Ad Hoc status and they are not expected to meet.

### **Subcommittees:**

- Bicycle-Pedestrian – 5 meetings

### **Activities or changes initiated by the Department of Transportation Services:**

- MoU with Transportation Services & UW Athletics.
  - Revised based on review of statutory language
  - All net revenue to Transportation Services
  - Result in \$250K increase per year
- Issued 1209 moped permits for 2012/2013 which was a decrease of 722 permits from the previous year (approx. 37.4% reduction in sales) and continued to conduct an educational campaign.
- Continued to monitor the deactivation of bus passes for staff that have ended UW employment.
- 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.
- PARC –access revenue control equipment installed in 9 of the parking structures. Phase I & II completed in FY13; Phase III to be completed in FY14.
- Completed the study of the campus bus system and reconfigure routes based on the study to maximize efficiency and customer need provided by Nelson Nygaard.
- In process of reviewing and amending the current Large Truck Parking policy.

- A new Park & Ride facility on Park St and Wingra Drive with a dedicated shuttle providing multiple stops on campus during the day and security provided in the lot available for the 2013-14 parking year.
- \$24 charge per pass for the employee annual bus pass and payroll deduction available for the 2013 -14 parking year.
- The CTC was asked by the University Committee to experiment with a minority report to accompany the CTC annual report presented to the Faculty Senate.

### III. CURRENT ISSUES

#### **Parking System:**

CTC approved changes to the UW parking system for academic year '12-13. These policy changes continue the Department of Transportation Services (DTS) 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 DTS 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, 2012 include:

#### 1. Parking Fees –

- Moving from the three to two rate conversion, 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 failed to endorse a proposal to increase rates over multiple years. The vote was to endorse only one year.
  - The CTC had concerns over rate increase and the effect on the lower paid employees.
- 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) 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 over year.

#### 3. Mopeds –

- DTS identified and removed 7 moped lots where access to the lot required driving on sidewalks to get to them and 1 moped lot which was a fire lane. Identified 4 moped lots where adjustments were made to expand bicycle parking in preparation of the 2013 parking year.
- Mopeds were required to display a 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.

### **Commuter Solutions Initiatives:**

\*CTC was apprised of the following:

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:

- Flex parking permits peaked at 1,773 in sold status.
- According to the February 2013 survey, approximately 52% of University faculty/staff, 94% of students and 32% of Hospital staff continue to commute to campus by modes other than driving alone.
- Continued success with the complimentary faculty/staff Madison Metro bus passes - almost 1,730,000 total rides were provided (or average 144,200 per month).
- DTS continue to negotiate with ASM to increase their funding of the campus bus service to a level equal to student ridership.
- 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 most well used of all routes in the Metro system.
- Transportation Services continues to partner with ZipCar with 8 vehicles placed on campus. Cars are currently located in Lot 6, 29, 59, and 83.
- The University Bicycle Resource Center saw 842 visitors in its first year of operation.
- Bicycle parking stall capacity increased by 12%.
- Participation in bicycle valet parking at Badger home football games increased by 279% to 337 bikes.
- SAFEWalks were up by 7% to 1,011 total walks for the year.
- Continue to replaced 4 standard bus shelters per year with attractive and uniquely designed UW shelters with warm wooden benches and W crests.

## **IV. FUTURE 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.

- Review the conversion of Lot 6, Lot 36 to the PARC system projects to meet parking and transportation needs.
- Continue to review changes to the moped policies, permit and parking management.

## 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. For example, the CTC is reassessing the parking cost structure and moped demand on campus. A moped study and public meetings over the next year will highlight these activities. The CTC recognizes that cost of operating Transportation Services continues to increase at a rate greater than revenues.

## VI. COMMITTEE MEMBERSHIP 2012 - 2013

### Faculty

David Noyce– Chair, Engineering  
 Bin Ran- Engineering  
 David Marcouiller, L&S/ Urban & Region Planning  
 2<sup>nd</sup> Semester

### Academic

Tim Gloeckler, Unions  
 Ryan Engel – L & S /Supporting Honors Program  
 Thomas Tews

### ASM Students

Megan Healy 1<sup>st</sup> semester  
 Herschel Kissinger,  
 Britt Moes 2<sup>nd</sup> semester  
 Jo Matzner

### Chancellor appointee

George Pilcher, UW Hospitals  
 Mary Czyszczak-Lyne, L & S/ Honors Program  
 Coreen Williams, Institute For Research On Poverty

### Non-voting

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