

**Western Washington University Associated Students**  
**AS Transportation Advisory Committee**  
**Tuesday, February 25, 2014**      **VU460**

**Present: Karen Izumoto, Joseph Levy, Maxwell Evans, Emily Blessington, Kaylee Galloway, Maxwell Evans**

**Advisor: Kevin Majkut**

**Secretary: Amy Kleitsch**

**Robby Eckroth, Chair of Transportation Advisory Committee, called the meeting to order at 1:46pm**

**I. Call to Order**

**II. Additions/ Changes to the Agenda**

**III. Discussion Items**

**A. AST AC Overview**

Eckroth hopes to bring this document to the Parking and Transportation Advisory Committee (PTAC) and have Joseph Levy talk to city officials about this document. He said when making a Master Plan they are thinking of things they hope to see in the next 20 years. He doesn't see this document as things they want to see this year or even in the next 5 years. Eckroth doesn't see this document as a wish list because he thinks the things they are asking for are realistic and focus on campus and community safety. Galloway wonders if they should make a strategic plan and timeline of times where they would be able to see these things being reasonably implemented. Evans thinks it is out of the committee's hands of when these projects would be done, but thinks they should look at prioritizing projects they would like to see completed first. He also suggest creating a mission statement that explains what their values and goals are. Majkut added that the purpose of this AS approved document is for the AS Board to refer to this document when the administration wants to implemented changes, and to discuss if the changes align with the Associated Students Transportation plan.

**B. Review ASTAC Master Plan**

Eckroth gave a lot of context of what could be improved in this document as the Alternative Transportation Coordinator last year. He said all the considerations that were made last year are reflected in this document. Maxwell Evans asked what a kiss and drop off zone is. Galloway said this is when people pull off to the side of the road and drop them off. She said this is the amount of time it takes to drop someone off. Eckroth suggests that they change the language of this because this was a question that was asked last year. He suggests they specify that the cars would be single family vehicles, so it wouldn't be bus orientated. Evans thought that the parking lot in front of the Viking Union has already been heavily utilized as a kiss and drop zone. He thinks they already have some kiss and drop zone's on North Campus even though it isn't by the PAC. Eckroth noticed that some people utilize the parking lot by the PAC as a kiss and drop zone, and hasn't seen it being a disruption for bus traffic. He suggested that they remove this from the ASTAC Master Plan since there are already some present kiss and drop zones. Majkut noticed that by the PAC kiss and drop zone people do a U-turn or cross both lanes of traffic into the PAC Parking lot in order to leave. He thinks this isn't the best way traffic wise because it could potentially be create a disruption in traffic. Evans suggests designating areas as kiss and drop zones. 1 ditto. Eckroth changed "kiss and drop" to

be worded as “designated drop-off areas for people carpooling” to avoid future confusion. Majkut said in section 3 it would make sense to widen the sidewalk to create a safe passage for people. Galloway thinks that removing a significant portion of student commuter parking spaces in section 4 is a bad idea. Evans has been to the PTAC meetings and they are looking at overhauling the whole parking grid because they are in violation of the Clean Water Act on the State and Federal Level. He said they are in the process of doing color coating lots that are based on centralization to campus. He said it would be more expensive the closer you want to be to campus. Galloway thinks the parking infrastructure isn't good, but she doesn't like the idea of eliminating the parking structure. She wonders how eliminating a significant portion of the on campus student commuter parking spaces would be in the best interest of the students. Eckroth said the idea behind this is to change campus culture to one that is more pedestrianized. She thinks they need to be reasonable in terms of what students want and need, and what they should advise. Evans said right now they need to improve the parking infrastructure in order to stop polluting ground water. He also thinks they should not incentivize student driving because it increases the risk of student drinking and driving or driving recklessly. He thinks eliminating a portion of parking wouldn't take spots away from the people that really need it. He said they also want to teach students commuting on a bus or on foot and they don't have to be car dependent. Eckroth said in the future there are potential plans to implement a parking garage were the c-lots are. He said the point of the Mater Plan is to have student input of what they would want to see on campus. He thinks that improving parking lots and pedestrian spaces are things that need to happen at the same time. Majkut says the safety issues need to be resolved prior to or at the same time as creating a more sustainable campus. Eckroth suggested adding a section that they would like to see this once pedestrian safety is improved and when street lighting is sufficient. 3 dittos. Evans thinks it should be a priority to improve the parking infrastructure and express concern of being in violation of the Clean Water Act. Eckroth said the university knows this and is currently working hard to get this problem fixed, so he doesn't know if it would help to include this in the Master Plan. Galloway mentioned that this document is asking to build as many new buildings on campus as possible, and thinks asking for money to build new buildings is not really realistic. Eckroth thinks the language was trying to encourage new buildings to fill current campus space rather than spreading out campus or making satellite campuses. Eckroth suggests rewording this language to make it clearer. 2 dittos. He wondered how the committee feels about the plans to make students pay to use the Lincoln Creek Park and Ride. Evans said if they would want to make parking improvements on parking property, they would have to charge students to park there. He said when they do color coated zoning, Lincoln Creek Park and Ride would be a part of this plan. He added that in the future there has also been thoughts of doing food trucks at the Lincoln Creek Park and Ride to help supplement some of the parking costs for students. Eckroth said there is development occurring by Lincoln Creek and could see the Park and Ride getting more heavily used in the future. Maxwell said if they are willing to charge for parking at Lincoln Creek they could potentially get more projects in the ASTAC Master Plan completed. Eckroth said the consensus sounds like they should recommend charging at Lincoln Creek Park and Ride. 3 dittos. Evans doesn't think expanding the Go Line for Route 14 would be necessary, and thinks WTA has this in mind when they are thinking of route expansions. Galloway has noticed that the 14 comes at weird times and have noticed multiple busses coming during three minute a part. She thinks it may be more effective to have multiple busses come every 15 minutes rather than having the buses appear at random times. Evans explained that these are relief buses and are based on the morning student run. Eckroth added the relief buses are predominantly used for the Bill McDonald stretch. Evans also mentioned that the relief buses are radioed when needed rather than coming at set times. He said WTA is looking to implement new fare boxes soon that would be linked to a GPS system so riders

would know where the buses are in their route. He said WTA is wondering how to implement this new system between themselves and Skagit. He said the Skagit and WTA buses both run the 90x and 80x. He said right now students do not have to pay to get on the bus. He added that a decision has to be made to either charge each individual rider \$1 to go from Western to Skagit or to add it to their contractual agreement with WTA. Evans said right now they can count the number of cards that use the Skagit route, but cannot determine which cards are from frequent riders. He has noticed that the 80x seems to get utilized by the same people, and if they use this route frequently they should have to pay to get this extra piece added on to their current bus pass. He said WTA is switching to a system that has prepaid smart cards for students to use. He said students would possibly be able to get a 90x and 80x monthly bus pass for unlimited rides. He said WTA is asking for their insight and how they would want to go about this change. Galloway suggests that this should be incorporated into their current contract with WTA because it would be nice for students to have only one card and one fee to pay. Evans said if they do this that all students would be covering the cost for the regulars that commute to and from Skagit. He said WTA would record the number of rides to and from Skagit and bill them at the end for those rides. He said that this means all students would be paying for specific student's rides to and from Skagit, and he doesn't feel comfortable with this. Eckroth asked if the committee would want to remove 2b from this document. The committee all ditto. Galloway asked if they wanted to add in their value statement that they value timeliness to services all throughout the day. Maxwell wondered what the lack of bus linkage between the Amtrak and Greyhound. Izumoto said that this means there is just of a less direct commute to riders destinations. Eckroth said there was a discussion about a link to the Bellingham International Airport and they tried to link a bus to this destination, but it was never used. He said from a Western's perspective, this route would mainly be utilized at the beginning and end of each quarter. The committee decides to remove having a bus route to the airport from this document. Evans wondered what this document means when wanting to improve the county connector buses. Eckroth thinks this means improving the system as a whole because it takes 3 to 4 hours to get to Seattle and you have to transfer buses 3 times. Evans said that most people now use the Bolt buses down at the Cordova stations. Eckroth is going to make all these changes by the next meeting. Evans suggests for everyone to come to the meeting next time with notes on this. Eckroth hopes to approve this document at the next meeting. He said that once they have approved it, it means that they will stop working on this and bring this document to other committees and people.

## **V. Next Meeting Date**

- TBD

## **VI. Adjourn**

*The Meeting was adjourned at 2:42*

Approved by Robby Eckroth, AS VP for Student Life