

STATUS REPORT  
FY 20-21

**VII. 12% OR LESS OF  
COMMUTES ARE  
SINGLE-OCCUPANCY  
BY 2028**





## VII. 12% OR LESS OF COMMUTES ARE SINGLE-OCCUPANCY BY 2028

### Target Actions

- Promote Commute Options Toward SOV Reduction
- Promote Car Shares and UW Shuttle Service

### Sustainability Plan guiding principles



AASHE STARS category

OP 16

Commute Modal Split

## BASELINE METRIC(S):

**2019 Single Occupancy Vehicle (SOV)**

**Rate:** 18.2%

## Q1 ACTIVITY:

- Conducted a Transportation Needs Assessment of campus community to understand motivations/barriers to using sustainable transportation modes and the impact of COVID-19 on travel behavior.
- Set up COVID-19 cleaning protocols for U-CAR and shuttles.

## CHALLENGES:

- COVID-19 impact to Transportation Services shuttle and fleet budget

**Action Owner:** Caryn Walline, Transportation Services  
George Donegan, Transportation Services

**Target Team:**

## ACTION STATUS:

**Action:** Promote Commute Options toward SOV Reduction



**Action:** Promote Car Share and UW Shuttle Service



## RISKS:

- Concerns with health and safety of using sustainable modes during and post-COVID

## NEXT QUARTER ACTION:

- Develop a Campus Transportation Demand Management (TDM) plan to set targets and strategies for encouraging sustainable transportation options.
- Add SEIU 925 and WFSE temporary staff (350+ hour appointments) to the fully-subsidized U-PASS.



## VII. 12% OR LESS OF COMMUTES ARE SINGLE-OCCUPANCY BY 2028

### Target Actions

- Promote Commute Options Toward SOV Reduction
- Promote Car Shares and UW Shuttle Service

### Sustainability Plan guiding principles



Keep equity and inclusion at the center

Use resources responsibly

Decarbonize

## STEPS STATUS:

<p><b>Action 1:</b> <b>Promote Commute Options Toward SOV Reduction</b></p>	<p><b>Step 1:</b> ✓ Complete a Transportation Needs Assessment of the campus community to develop specific transportation mode targets and strategies</p>	<p><b>Step 2:</b> ✓ Continue to promote the U-PASS program to students, staff and faculty. Provide a fully-subsidized U-PASS to additional staff</p>	<p><b>Step 3:</b> ○ Construct 2 new bike houses on campus to provide secure bicycle parking.</p>
<p><b>Action 2:</b> <b>Promote Car Shares and UW Shuttle Service</b></p>	<p><b>Step 1:</b> ✓ UW Shuttles exploring Shuttle Routes to support IntraCampus Mobility</p>	<p><b>Step 2:</b> ✓ Review impacts of COVID-19 on shuttle and U-Car services.</p>	

# ACTION:

## Promote Commute Options Toward SOV Reduction



### Steps we will take in FY 2021

1. Complete a Transportation Needs Assessment of the campus community to develop specific transportation mode targets and strategies.
2. Continue to promote the U-PASS program to students, staff and faculty. Provide a fully-subsidized U-PASS to additional staff.
3. Construct 2 new bike houses on campus to provide secure bicycle parking.

### Statuses and linkages

The University of Washington provides a comprehensive Commute Options program to help staff, faculty and students choose sustainable transportation modes to commute to campus:

- Discounted or fully-subsidized U-PASS transit pass program
- Secure bicycle parking facilities located throughout campus
- Free helmet program
- Free parking for vanpools, discounted parking for carpools
- Partnerships and discounts for bikeshare and carshare

Transportation Services also provides outreach and education to our campus community to provide personalized trip planning services:

- Personalized commute planning
- New Employee Orientation participation
- Dawg Daze participation
- Earth Day Fair participation
- Bicycle encouragement campaigns twice a year (Ride in the Rain, Bike Everywhere Month)

The University also advocates for and supports increased transit service and bicycle/pedestrian infrastructure in the U-District and regionally to support more sustainable transportation options.

### Financing

Programs to support reducing SOV programming to support the reduction of single-occupancy vehicle commuting is funded through a combination of parking revenue, student and employee fees, and institutional funding. The FY21 budget for Commute Options programming, including the U-PASS is \$20,590,000.

### Metrics

The University conducts an annual transportation survey of staff, faculty and students to learn about their commuting behavior. Based on the 2019 Annual Transportation Survey, the current SOV rate is 18.2%. Progress toward this Action will be tracked through the continued administration of the annual transportation survey.

This action may induce an indirect points gain in STARS credit OP-16 *Commute Modal Split* where UW shows a point gap of 0.84.

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**0.84** AAHSE STARS  
POINTS OPPORTUNITY

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# Promote Commute Options Toward SOV Reduction

## STEP 1:

Complete a Transportation Needs Assessment of the campus community to develop specific transportation mode targets and strategies.

### ACTIONS THAT OCCURRED/ONGOING JULY-SEPTEMBER 2020:

- Developed a Transportation Needs Assessment survey of the campus community (students, staff and faculty) to determine barriers to using sustainable transportation modes, and impacts of COVID-19 on travel behavior and received approximately 1,200 survey responses.
- Survey sent out to sample group.
- Developed online community to allow survey participants to continue participation in qualitative data activities to provide additional feedback on their commute behavior.

### CHALLENGES ENCOUNTERED JULY-SEPTEMBER 2020:

- Changes in travel behavior due to COVID-19 required us to re-configure the survey questions to address these issues and to provide additional information on how the campus community anticipates commuting to campus when typical operations resume.

### PLAN FOR OCTOBER 2020-DECEMBER 2020:

- Finalize Transportation Needs Assessment report.
- Begin development on Campus Transportation Demand Management (TDM) plan with mode targets and strategies to encourage sustainable transportation options.

# Promote Commute Options Toward SOV Reduction

## STEP 2:

Continue to promote the U-PASS program to students, staff and faculty. Provide a fully-subsidized U-PASS to additional staff.

### ACTIONS THAT OCCURRED/ONGOING JULY-SEPTEMBER 2020:

- Established COVID-19 guidelines for transit, vanpools and carpools coming to campus.
- Increase U-PASS vanpool subsidy to cover 100% of fare to encourage groups to split into multiple cars to maintain physical distancing on their commute.
- Updated new employee orientation and Dawg Daze outreach to a virtual format.
- With suspension of the Universal Student U-PASS program for summer and winter quarter, provide an optional U-PASS product for students that commute to campus.

### CHALLENGES ENCOUNTERED JULY-SEPTEMBER 2020:

- With COVID-19, health and safety concerns identified for staff and students using public transportation and ridesharing options to commute to campus.
- Regional transit agencies reduced service impacted commuters coming to campus.

### PLAN FOR OCTOBER 2020-DECEMBER 2020:

- Permanently increase U-PASS vanpool subsidy to cover 100% of fare for employees and students.
- Hold a virtual town-hall for King County Metro's North Link Community Mobility Project restructure proposal.
- Continue implementation planning of the fully-subsidized U-PASS for SEIU 925 and WFSE temporary staff (350+hour appointments).



# Promote Commute Options Toward SOV Reduction

## STEP 3:

Construct 2 new bike houses on campus to provide secure bicycle parking.

### ACTIONS THAT OCCURRED/ONGOING JULY-SEPTEMBER 2020:

- Work plan finalized for Bike House Program - Phase 2 bike houses.
- Design and permitting began on two bike houses.

### CHALLENGES ENCOUNTERED JULY-SEPTEMBER 2020:

- Construction on Phase 2 bike houses delayed as Transportation Services reviewed the financial impacts of COVID-19.

### PLAN FOR OCTOBER 2020-DECEMBER 2020:

- Design and permitting will continue on Bike House Program - Phase 2 houses.
- Construction dates and costs finalized.

## METRICS & LINKAGES:

The University of Washington provides a comprehensive ACTION: Promote Commute Options Toward SOV Reduction Commute Options program to help staff, faculty and students choose sustainable transportation modes to commute to campus

### METRICS:

#### Baseline Metric:

- The primary metric for SOV reduction is the mode split results collected from the Annual Transportation Survey.

#### Change in Baseline Metric:

- We conduct the Annual Transportation Survey in late fall and will report on changes in this metric at the Q2 update.

### LINKAGES:

#### Target I: Double Student, Staff and Faculty Sustainability Engagement by 2024

- UW Transportation Services meets with UW Sustainability at least quarterly discuss promotion sustainable transportation options and programming

#### Target III: Double Sustainability Oriented Research Projects By 2025

- Transportation Services participated in 2 Sustainability Studio projects in Autumn Quarter 2020. Projects include development of a transportation equity framework and assessment tool and evaluating campus bikeshare programs.
- Transportations Services is partnering with PacTrans on research of commuting by essential workers during COVID-19.



# ACTION:

## Promote Car Shares and UW Shuttle Service



### Steps we will take in FY 2021

1. UW Shuttles exploring Shuttle Routes to support Intra-Campus Mobility
2. Review impacts of COVID-19 on shuttle and U-Car services.

### Statuses and linkages

UW Shuttles carries over 601,400 riders annually. This service transports students, faculty, staff and medical commodities to UW Medical Center Montlake, Harborview Medical Center, Seattle Cancer Care Alliance, Fred Hutchinson Cancer Research Center, UW Medicine in South Lake Union, UW Medicine on Roosevelt Way and Seattle Children's Hospital. On top of these medical shuttles, the team operates a nighttime shuttle and an accessibility-assistance shuttle for students, staff, and faculty. These services are provided to the community at no-cost to the rider.

In 2020, there are 110 U-Cars that support business-related carsharing on all UW campuses. There are also 12 Zipcars on the UW Seattle campus to support personal carsharing trips for staff and students.

### Financing

UW Shuttles are funded through partnerships with UW Medical Center, Harborview, School of Medicine, Fred Hutchinson, Seattle Cancer Care Alliance, and Seattle Children's Hospital. The program is also funded through parking revenue and institutional funding.

### Metrics

We track the ridership numbers on all shuttle services (HSE, SCCA, SLU, Dial-A-Ride, and Night ride) on a weekly basis when services are operating. We track the number of unique car share rentals, UCAR mileage, and their utilization on a monthly basis. We do not have the ability to determine if a car share is used to move multiple individuals in a trip.

This action may induce an indirect points gain in STARS credit OP-16 *Commute Modal Split* where UW shows a point gap of 0.84.

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**0.84** AAHSE STARS  
POINTS OPPORTUNITY

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# Promote Car Shares and UW Shuttle Service

## STEP 1:

UW Shuttles exploring Shuttle Routes to support IntraCampus Mobility

### ACTIONS THAT OCCURRED/ONGOING JULY-SEPTEMBER 2020:

- Partnered with Commute Options and developed 3 potential routes to study:
  - South Campus Circulator
  - Central Campus Circulator
  - West Campus Circulator
- Identified stop locations for all three routes.
- Conducted route study for all three routes to determine time data and number of vehicles/staff necessary to operate routes.

### CHALLENGES ENCOUNTERED JULY-SEPTEMBER 2020:

- Potential funding sources for circulator routes.

### PLAN FOR OCTOBER 2020-DECEMBER 2020:

- Develop and present financial analysis of circulator route study options for UW Facilities senior management in January 2021.
- Analyze UW Transportation Services Needs Assessment data on inter-campus mobility to gauge demand for inter-campus shuttle.



# Promote Car Shares and UW Shuttle Service

## STEP 2:

Review impacts of COVID-19 on shuttle and U-Car services.

### ACTIONS THAT OCCURRED/ONGOING JULY-SEPTEMBER 2020:

- With the COVID-19 pandemic, normal shuttle operations have been reduced or modified for the Health Science Express (HSE), South Lake Union (SLU), Nightride, and Dial-A-Ride (DAR) services.
- SCCA Shuttle services have returned to normal operations with a support shuttle supporting SCCA and Pete Gross house operations.
- UCARs are being converted to permanently assigned vehicles to departments or surplus to cover financial obligations.
- UCAR fleet reduced 9% since start of fiscal year 2021.

### CHALLENGES ENCOUNTERED JULY-SEPTEMBER 2020:

- Ridership for HSE is 21%, SLU is 17%, and Nightride is at 20% of Pre-COVID levels.
- Cost Per Rider has increased from \$5.23/rider to \$19.90/rider for HSE operations and \$4.51 to \$13.74 for SLU operations.
- UCAR utilization for all vehicle types below financial breakeven targets due to inactivity or need on campus.

### PLAN FOR OCTOBER 2020-DECEMBER 2020:

- Continued monitoring of shuttle ridership activities and needs.
- Continued evaluation of long term shuttle needs supporting UW Medicine and affiliates.
- Continued monitoring of UCAR utilization and impact to fleet operations.



## METRICS & LINKAGES:

UW Shuttles carries over 601,400 riders annually. This service transports students, faculty, staff and medical commodities to UW Medical Center Montlake, Harborview Medical Center, Seattle Cancer Care Alliance, Fred Hutchinson Cancer Research Center, UW Medicine in South Lake Union, UW Medicine on Roosevelt Way and Seattle Children's Hospital. On top of these medical shuttles, the team operates a nighttime shuttle and an accessibility-assistance shuttle for students, staff, and faculty. These services are provided to the community at no-cost to the rider. In 2020, there are 110 U-Cars that support business-related carsharing on all UW campuses. There are also 12 Zipcars on the UW Seattle campus to support personal carsharing trips for staff and students.

### METRICS:

#### Baseline Metric:

- The primary metric for Shuttle Operations is cost per rider = operating costs/ridership
- The primary metric for UCAR Utilization is breakeven billable hours.

#### Change in Baseline Metric:

- Cost Per Rider has increased due to the 80% reduction in ridership due to the COVID-19 pandemic.
- UCAR utilization not meeting breakeven billable hour targets due to low usage.

### LINKAGES:

#### Target X: 45% Reduction Of Greenhouse Gas Emissions By 2030

- Shuttle operations will operate in a modified state until a vaccine is readily available and ridership begins to return to normal levels.
- All vehicle replacements are frozen due to budgetary concerns from the COVID-19 pandemic.
- Upon return to normal operations, Fleet Services will restart the replacement cycle focused on electric (EV) and plug-in electric (PHEV) vehicle models that will serve the campus need.