

**University of Washington**  
**Faculty Council on University Facilities and Services**  
Wednesday, 14 November 2007  
307F Husky Union Building

Meeting Synopsis:

1. Crisis Communications Presentation (Jeff Huang, Scott Mah)
2. Approval of Minutes
3. Sound Transit Presentation (Greg Ball, Andy Casillas, Peter Dewey, John Harrison, Richard Johnsrud, Tracy Reed, Dick Sandas)

William Rorabaugh called the meeting to order at 10:15am in the absence of Chair Bruce Balick.

**1. Crisis Communications Presentation (Jeff Huang, Scott Mah)**

**Crisis Communications Technology Toolbox**

**Background Info:** Last spring's shooting highlighted the weaknesses in the Universities ability to handle a crisis. A crisis communication committee was formed to explore policies and technologies available for emergencies. Currently the UW communicates emergencies through a website and email.

**Upgrade:**

*UW Alert:* Subscription based service using text messages to personal cell phones to alert the subscriber about an emergency. An additional email notification feature contacts a family member or friend outside of the UW network who may also need to be notified. Currently the only feature available is text messaging, and the message is not intended to explain the emergency but to notify the subscriber to call the emergency info line (206-UWS-INFO) for more information. The system will be tested no more than 12 times a year due to the fact that text messaging can accrue a cost for the subscriber. This service is available to all UW students, faculty and staff on all campuses, UW medical center, and Hillcrest. Currently the text message is a broad announcement but eventually it will be location specific, so those on the Tacoma Campus will be notified of a Tacoma specific emergency. Verizon provides email, fax, calling, and text messaging and the committee would like to expand into face book/messenger social networks which the population already uses. The suggestion was made to attract subscribers with a contest. Groups like Student Life and the Office of the Registrar are also sending out notifications about the text messaging to their bulk email lists. Another council member pointed out that notification within the classroom is also an issue since most ignore cell phones while teaching. The text message would be labeled UW Alert but any phone call generated by the system needs to be identified. The current number is 857-6436 and there is a toll free number available for the Bothell and Tacoma campuses.

*I'm OK registry:* In the event of an emergency there number available so the University can account for its population. The question was posed to swap this capability with other

schools in the event that servers or electricity go down is there a contingent swapping in the works for this phone line and other alert services. The University of Arizona is our current backup and the UW Info Critical Web backup servers are housed in Spokane. The University is also working with the University of Michigan to see if a reciprocal backup can be set up. Once this system is institutionalized we will be able to offer a reciprocal relationship with other universities. A council member pointed out that the State also has these capabilities, for example there is an outside HR team in a location not affected by the emergency that can handle phone calls and these phone lines are robust. Other Emergency Tools: The red phones are located within administrative units that respond to emergencies and these phones can be expanded and placed throughout campus. These phones operate on a limited network, meaning that there is a better chance of communicating on them in an event of an emergency (less likely to get an “all circuits are busy” message). A layout for the additional locations for these phones was passed around.

*Headquarters:* The current plan is to have the campus Emergency Operations Center located in the UW tower and all first responders, including contacts to the city and sound transit, will convene and drive communication to the population from this central location. They will decide whether or not the population should stay in place (prevent congestion in the area) or to evacuate. There will be a media relations and communications individual within this group who will communicate the message sent to the campus. In the event of an emergency, the EOC (in communication with the President and his committee convening in Mary Gates Hall) will send out information via the website and UW Alert. If for some reason all technology has failed, there are 8 evacuation/mass assembly areas on campus where the population can congregate and information can be disseminated. Upgrades are necessary to clearly mark these areas so the population knows where to convene.

Any further questions or comments can be sent to [scottm@u.washington.edu](mailto:scottm@u.washington.edu).

## **2. Approval of Minutes**

Rorabaugh moved to approve the minutes they were seconded by Sarah Gates and approved unanimously by the voting council.

## **3. Sound Transit (Greg Ball, Andy Casillas, Peter Dewey, John Harrison, Richard Johnsrud, Tracy Reed, Dick Sandas)**

Tracy Reed handed out colored images of the plans for the Husky Sound Transit station and mentioned that these are the same images shown at the two community presentations in Kane Hall and South Campus center. Reed passed out a drawing of the new surface features of the station and Sound Transit will be presenting these features for approval to the Senate.

*Basic Description of the Station:* The U link is a 3 mile 2 station extension to the light rail servicing the University. The station will be located 100ft below the current E11 parking lot and the design works into the UW master plan and the expansion plan for Husky Stadium. The area around the station will no longer be a parking lot but a plaza,

the south entrance provides services for the riders and the north entrance is an access to NE Pacific St., campus and the parking Triangle (bus transit hub between the hospital and husky stadium located on NE Pacific St. and Montlake Blvd with an underground parking garage with direct access to the hospital lobby).

*The Bridge:* A pedestrian bridge equipped with elevators will allow access to the bus station located on the Triangle and campus. The bridge will span over NE Pacific St and the Burke Gillman trail terminating on Rainer Vista. The elevation of the bridge is 24 feet, which is 2 flights of stairs and two landing comparable with the pedestrian bridge over 15<sup>th</sup>. A council member asked about escalator access to the bridge. Sound Transit had considered this option but opted against it because Washington code requires covering for all escalators, and the necessary structure for an escalator would be cumbersome. The University wanted the bridge to be an extension of the existing landscape. Sound Transit is also working towards sustainability, so escalators have been removed from the design of the Capitol Hill station. They hope to reduce reliance on escalators for future stations. Another council member asked about a switchback ramp rather than stairs for wheelchairs and Reed responded that there are elevators that service the upper mezzanine ticketing area, the sidewalk level and then the bridge.

*Where the Riders will go:* Sound Transit expects 24% of patrons using the light rail will transfer to and from busses servicing the local neighborhoods and areas close to the University (such as the 44 and 70). Today the curb space along the Triangle is dedicated to busses and it will remain the same. The planned route for Health Sciences will be across the bridge and down the Burke-Gillman to cross over existing pedestrian bridges over Montlake. Sound Transit projects 30% of riders will not use the bridge staying in East Campus, while 70% cross the bridge, 50% destined for campus and the remaining 20% will catch busses on the Triangle. Then a council member wondered about the long-term impact of this traffic flow on the Burke Gillman trail.

*Bikes:* A covered bike area that will hold 120 bikes. 11 bike racks will be located at the North entrance of the bridge. Bicycles are linked into the light rail plan and can be brought on the train until they become a problem. A council member wondered if the bike racks could be placed under the bridge but Reed pointed out that the clearance under the bridge would not allow for a bike rack of the desired size. The current clearance is designed for 10ft above the Burke Gillman and 20ft over Montlake. Expansion of the bike racks has not yet been negotiated with the UW.

*The Triangle:* Currently there is a refuge island between Montlake Blvd and Pacific St for those crossing to the Medical Center and Health Sciences. This refuge currently has a high volume of traffic and Sound Transit is looking at changing the striping of the crosswalks and not allowing a free right for the busses. Council members pointed out that the proposed 520 exit ramp would create a pedestrian bridge over this area and alleviate the problem.

*Limited Mobility:* A council member asked about those with limited mobility accessing the Medical Center. The current design requires them to exit on the Plaza level and cross

both Montlake Blvd and Pacific St. The Hospital could run a shuttle, or a council member asked about a tunnel running from the station to the existing underground Triangle parking structure. The medical center expressed concerns against people walking through their lobby area via the parking structure and wanted to avoid a population destined for Health Sciences using their lobby as a pathway. Sound Transit measured the distances and found that crossing the bridge to the Burke-Gillman is the shortest path. Another council member pointed out that people also tend to flow towards the path of least resistance, which means they won't want to go up the stairs but stay on the ground floor. Council members thought another possible route would be to take the elevator to the bridge, cross to the Triangle elevator walk through the garage and then into the Medical Center. Proper signage and the addition of this route to the Campus Mobility Routes ([www.washington.edu/admin/ada/newada.php](http://www.washington.edu/admin/ada/newada.php)) could publicize this more complicated option. A council member pointed out that Dial-a-Ride cannot access the terminus of the bridge on Rainer Vista. Sound Transit tried position the terminus of the bridge in two other parking lots accessible to Dial-a-Ride but the UW preferred to focus the traffic onto Rainer Vista since they will be developing the surrounding area in their master plan. There are also two van length spaces close to the elevators along the plaza dedicated to Access vans and it is up to the UW to utilize them. A council member responded that the UW could pave Rainer Vista or use part of the parking in C12 to allow for a van turn around. Reed also explained that the construction staging area will be restored by Sound Transit after construction and this restoration could include a paved loop. Reed then pointed out that the majority of people riding the light rail will be employees and students not patients. She also tried to alleviate concerns by stating that a mobility committee within Sound Transit discusses problems at every station and has come up with innovative amenities for people with various disabilities.

*Further Concerns:* A council member expressed concerns about the 520 plans and not wanting to commit time and money to Sound Transit that would be removed and redone in two years. Sound Transit has been working with the 520 group and half of the problems have been solved but the other half need to be resolved. Nothing will be implemented until they know about the 520 plans.

The meeting was adjourned at 11:40am.

Minutes by Amy Underkofler  
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Present: Faculty Members: Bichindaritz, Chizeck, Gates, Little, Rorabaugh, Treser  
President Designee: Kennedy  
Other ex Officio: Schoen, Walker  
Absent: Faculty Members: Balick, Berry, Moore, Ozubko  
Guest: Greg Ball, Andy Casillas, Peter Dewey, John Harrison, Jeff Huang,  
Richard Johnsrud, Scott Mah, Tracy Reed, Dick Sandaas