

University of Washington
Faculty Council on University Facilities and Services
April 17, 2014, 10:00 am – 11:30 am
26 Gerberding

Meeting Synopsis:

1. Call to Order
 2. Review of the Minutes from February 20th and March 20th
 3. Chair's Report
 4. Transportation Update
 5. Sound Transit
 6. Adjourn
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1) Call to Order

Chair Christie called the meeting to order at 10:00 a.m.

2) Approval of the Minutes from February 20, 2014 and March 20, 2014

The minutes from February 20, 2014 and March 20, 2014 were approved as written.

3) Chair's Report

Christie reported that Senate leadership has met with Paul Jenny regarding faculty review on capital projects before they are submitted to the Board of Regents for approval. Christie has also spoken with John Seidelman about ways FCUFS can participate in the discussions of capital projects on campus. The Office of Planning and Budgeting would include information to indicate the planning status for all project proposals in the One Capital Plan to help identify opportunities for faculty members to be involved in the planning process on individual projects. Additionally, the Office of Planning and Budgeting will provide FCUFS advance notice of any major capital projects scheduled for presentation to the Board of Regents. Christie will distribute text of the agreement between Senate leadership and the administration following this meeting. Christie clarified that the agreement will continue with ongoing faculty leadership changes and is part of a larger commitment from the Capital Projects Office to provide information to the faculty.

Christie provided a brief update on the Architectural Commission and its review of current projects on campus. Christie reported on the new life sciences building that will be located between Stevens Way and the Burke Gilman trail. The new building will have 4 undergraduate teaching labs and 25 research labs.

Balick reported that he is teaching a course for 13 first-year students involving sustainability projects on campus and commended the work done by Kennedy and his staff.

4) Transportation Update

Josh Kavanagh (Director for Transportation Services) provided an update to the prospect of King County Metro (Metro) bus cuts. During the discussion Kavanagh distributed a document outlining the UW Metro bus routes that would be affected by the proposed cuts. Kavanagh stated that in order to properly prepare for the cuts Transportation Services conducted an analysis of employee residential data in the HR database and developed projections on the impacts to the UW community. Transportation Services found the impact would dramatically impact the UW community as it represents 80% of transit commuters who will be affected by the cuts.

A question was raised asking about the impact on the U-PASS program. Kavanagh explained that if Proposition 1 passes there would be no near-term impact. However, the funding mechanism should be seen more as a stop-gap measure because it would merely stabilize current funding, not allow Metro services to grow. Kavanagh stressed the need to be diligent for stability and for the state to provide a well-reasoned package that accommodates transit growth.

If Proposition 1 results in proposed cuts Transportation Services may reopen its contract to aggressively negotiate the total bill of transit services. In the past Transportation Services built models in advance for each contract to determine the projected level of ridership and pay the final amount. These changes could challenge the current practice requiring Transit Services to move towards real-time payment. Kavanagh suggested that this may prevent the U-PASS from functioning effectively as a transit pass resulting in people wanting to opt out of the program, challenging the concept of the universal U-PASS for students.

Operationally, Transit Services would have two strategies:

- Concierge-level service. With the entire system in flux Transit Services could provide more a individualize system of individual commute planning. Additionally, Transportation Services would increase ridesharing as a significant aspect of the overall program.
- UW-ran Park and Ride service. This option was once provided by UW prior to the U-PASS program. If economically viable routes that are not viable for Metro then UW could possibly move to a similar system.

Kavanagh stressed that a UW-ran Park and Ride service is not part of the initial bid, but may be possible in the long term. Members discussed the Microsoft Connector and its transportation model.

Kavanagh reported that whether or not Referendum 1 passes Metro is scheduled for service realignment in 2016 and 2021, consistent with the opening of the proposed light rail stations. Kavanagh explained the realignment is to ensure Metro feeds light rail which will act as the spine of the transit system. Once the Husky Stadium Station is built it will act as the end of the line where people will be dropped off in order to go downtown. A comment was raised that this could lead to increased congestion. Discussion ensued. Kavanagh commented that the service realignment will be more dramatic when the Northgate Station is developed. Concern was raised that the existing health sciences express route would be at risk for being overwhelmed. Kavanagh mentioned that Transit Services could reinvent the service to focus on circulation around campus and the UW community. Transit Services is also competing for an FTA grant that would fund 80% of the replacement costs for the health sciences buses to become hybrid diesel-electric.

Kavanagh commended the external relations team for providing lots of support for making UW Transit Services become an engaged player in the regional transportation community and plug into other

funding streams. For example, UW has now become an associate member of the Puget Sound Regional Council. Members discussed possible changes to street rerouting. With light rail expansion on the horizon the old strategy for making bus ridership convenient will be changing. Members discussed bus ridership in different parts of the UW community, rerouting local streets, recent traffic studies and traffic patterns.

Kavanagh discussed funding issues for the remainder of the Burke Gilman trail redevelopment project. Transit Services is applying for a competitive TIGER (Transportation Investment Generating Economic Recovery) grant and Kavanagh explained if UW does not fully complete the Burke Gilman trail prior to light rail opening the project could be delayed 5 years because transit agencies would not be amenable to shutting down the trail for construction.

Kavanagh provided an update on the new bike-share program that is scheduled to begin in September. The bike-share stations will be infrastructure-free (no data requirement/powering) and can just be dropped off in their respective locations. Transportation Services and the Office of Planning and Budgeting will be studying the sites to learn transportation usage and behavior. There will be 160 new bike spaces with 50 bikes during Phase 1.

A question was raised about the current music event parking situation. Kavanagh agreed that more work needs to be done and has been speaking with Rebecca Barnes to identify parking alternatives. A suggestion was made to contact the Music Department.

5) Sound Transit Update

Andy Casillas provided an update on the [Montlake Triangle \(MT\) and Sound Transit construction projects](#). Casillas provided a visual model of the proposed Montlake Triangle and the Sound Transit Husky Stadium Station. The transit station will be fully engaged with the new infrastructure of MT with a large pedestrian land bridge and new pathways to UW Medicine and Health Sciences. Members discussed the proposed locations of bus stops, crossing areas and ADA ramps. Concern was raised about the southbound Montlake right turn onto Pacific Street curve near the end of the MT which has poor visibility for pedestrians and bicyclists. A question was raised if this part of the intersection will be redeveloped. Casillas explained Sound Transit reviewed the design with the City and the decision was to not modify the current curve. Discussion ensued about congestion around the MT.

Casillas provided a 3D model of the project. The pedestrian land bridge will be built in an hourglass shape creating a wide, flat plaza. Casillas pointed out that in addition to the on/off ramps to the land bridge Sound Transit also included stairs and elevators in anticipation for increased bus connectivity. A question was raised about informal “kiss and ride” drop-off locations. Sound Transit, nor the University planned around these areas but Casillas agreed that it may occur. Members discussed zone intersections around the MT and Burke Gillman trail, spacing of the walking paths, impacts on bike ridership and commuter patterns to the UW Medical School. Casillas reported that the MT will have nighttime lighting throughout the vista, pathways, around MT and on both sides of the street. Casillas added the lights are LED which will reduce power consumption.

Casillas explained the redesign of the Burke Gillman trail that will be adjusted due to current construction around MT. Members discussed revisions to traffic flow as a result of ongoing construction and project timelines and milestones. Current MT project milestones include:

- Start construction – January 27, 2014
- Detour Burke Gilman trail around Vista – February 17, 2014
- Complete Triangle garage work – April 16, 2014
- Detour NE Pacific Place onto bypass – April 21, 2014
- Detour Burke Gilman trail onto Mason Road/Steven Ways – April 23, 2014
- NE Pacific Plan excavated down 18' – June 3, 2014
- New pedestrian bridge structurally complete – November 2014
- New NE Pacific Place roadway complete – April 2015
- Project complete – June 2015
- Light Rail operations start – 1Q 2016

Members discussed the restoration of Sound Transit parking lot E12 occurring February 25th – June 7th and sidewalk work occurring May 5th – June 7th. Casillas reported that parts of the south end of parking lot E12 will be open June 8th – August 29th. A question was raised about charging stations for electric cars with battery charges. Casillas was not aware of any plans at the moment. Concern was raised about the root structure of newly planted trees and the long-term damage they may cause.

A question was raised about the timing of the new boring machines excavating the new tunnels for the Husky Stadium Station/Northgate Station link. The first tunnel boring machine is being put into position now and will be operating on the southbound tunnel in June. Casillas reported the second machine will begin in September to drill the northbound tunnel. Casillas reported the contractor expects that both boring machines will arrive under UW campus in late 2015. Concern was raised about vibrations caused by the project, especially vibrations related to supply trains. Casillas explained that the contractor will be using rubber-mounted vehicles to reduce vibrations. There will also be a great deal of communication with faculty on campus to provide notification of construction, especially for the Department of Engineering. Casillas estimated that drilling will occur for 4-6 months as the boring machine works through campus.

6) Adjourn

The meeting was adjourned by Chair Christie at 11:30 a.m.

Minutes by Grayson Court, Faculty Council Support Analyst, gcourt@uw.edu

Present: **Faculty:** Christie (Chair), Balick, Christie, Gates, Mescher
Ex-Officio Reps: Zuchowski, Byrne
Guests: Josh Kavanagh (Director for Transportation Services), Andy Casillas

Absent: **Faculty:** Ozubko, Proksch
President's Designee: Kennedy
Ex-Officio Reps: Goldblatt