

**University of Washington**  
**Guiding Principles for evaluation of SR 520 Replacement Project options**

**1) Improve University of Washington and neighborhood livability**

*The University of Washington supports a SR 520 replacement option that increases the capacity and movement of high occupancy vehicles on SR 520 and does not significantly increase the traffic from vehicles getting to or leaving SR 520 on neighborhood streets around the University of Washington and within the local neighborhoods north of the University.*

- The University strives to foster good relationships so that it may plan and develop within its mission in such a way as to enhance positive impacts upon the City as a whole and particularly upon the surrounding communities and at the same time minimize any adverse impacts.
- The University works cooperatively with appropriate City agencies and community groups to identify problems at the earliest possible stage and, where necessary, provide mitigating actions to maximize positive impacts and minimize adverse impacts. In addition, the University strives to promote the health and vitality of the residential, business and academic communities. Toward these goals, the University is mindful of increased traffic and congestion, neighborhood access, pedestrian circulation and noise levels during events.
- The University has taken a leadership role in the creation of a nationally recognized U-PASS program to help ensure the University does its share to move its employees and students from single occupancy vehicles to other forms of transit. In addition, the University is working with Sound Transit to bring one of its University district stations to Husky Stadium. These same issues should be evaluated for each of the SR 520 replacement options.
- The impact of the bridge design on the areas' view corridors should be thoroughly evaluated. Views are a critical and important resource for the City as it continues to grow and comply with the State's growth management regulations.

**2) Preserve and enhance the Washington Park Arboretum**

*The University of Washington supports a SR 520 replacement option that does not significantly displace or degrade the Washington Park Arboretum collections and assures implementation of the Arboretum 2001 Master Plan approved by the Seattle City Council and University of Washington Board of Regents.*

- The University of Washington and the City of Seattle are joint stewards of an internationally recognized research, educational, and recreational treasure that is enjoyed daily by thousands of visitors, young and old from all over the state, students from every school, and regional educators. This asset, the Washington Park Arboretum, is a resource that must be preserved and encouraged to grow its collection of plants. An increase in traffic, noise, air pollution, and shading or displacement of land or plants will permanently affect the plant collections and passive recreational habitat which the University is currently responsible for maintaining.

3) **Improve High Occupancy Vehicle, Bike and Pedestrian connections to the University of Washington**

*The University of Washington supports a SR 520 replacement option that has dedicated HOV lanes in both directions and improves transit movement in the Montlake-Pacific corridor; improves the bike and pedestrian path across Lake Washington and bike and pedestrian environment in the Montlake-Pacific corridor as well as improving HOV connections to and from the east side to the UW and its facilities and services.*

- The University of Washington is committed to providing access to University facilities and services while limiting the impact of single occupancy vehicles on our neighbors. The cornerstone of the UW transportation system, the U-PASS program, helps employees and students find alternative ways to commute to campus during the week and the Husky Stadium Transportation Management Plan helps fans commute to campus for games. Alternative methods include transit, carpools, biking, walking and boating. Providing alternatives to driving alone have mitigated the adverse environmental impact of cars on the surrounding community, the University and the environment.
- The U-PASS program has been successful in reducing the number of faculty, staff and students who drive alone to campus. Vehicle trips by employees and students are fewer today than 15 years earlier even as the population has increased by nearly a quarter.
- Improving transit access to and from major communities throughout the region, including the east side to the UW and downtown Seattle should be carefully reviewed for all options under consideration.

4) **Preserve all future development opportunities on the Seattle Campus**

*The University of Washington supports a SR 520 replacement option that does not significantly diminish the ability of the University to meet its current and future development needs nor diminishes the ability of the University to preserve and enhance access to all sectors of campus, now and into the future.*

- The University of Washington has a finite amount of land within its Seattle campus available for future development to enable it to carry out its mission. All campus lands, regardless of current use, need to be preserved for planned and unplanned growth of future UW activities.
- Several units of the University of Washington are currently studying major development opportunities on the east side of campus to respond to University and State needs. Preserving the ability of the University of Washington Medical Center and Intercollegiate Athletics to implement their long term master plans are University priorities.
- Preserving and improving the continuity of and access to the four sectors of the University of Washington Seattle campus is a University priority and should be a major consideration for all options being reviewed. A unified campus without major barriers is very important to the long term planning of the University of Washington Seattle campus.

- Access to campus during Sound Transit or SR 520 construction and disruption to University facilities and services should be mitigated.

**5) Preserve the ability of the UW to carry-out its Capital Improvement Program efficiently and effectively, now and into the future.**

*The University has a Capital Improvement Program for the Seattle campus of over \$1 billion dollars scheduled during the 2009 to 2015 time period and its ability to complete these projects on-time and on-budget are critical to its mission. Some of the projects are listed below.*