

Guiding Principles for the SR 520 Replacement Project

Presentation to the Board of Regents

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The University of Washington is committed to transportation solutions that reduce traffic and congestion on campus and in surrounding neighborhoods.

- The U-Pass Program is nationally recognized for reducing the number of faculty, staff and students who drive to campus.
 - ✓ *77% of the campus population arrives on campus using an alternative to driving alone*
 - ✓ *The University has fewer parking spaces on campus than it did in 1983 despite 12,000 or 25% more people coming to campus*
- The Husky Stadium Transportation Management Plan encourages fans to travel to campus activities using alternative transportation methods including transit, carpools, biking, walking and boating.
 - ✓ *96% of people travel to games at Husky Stadium using an alternative to driving alone*
- The University is working with Sound Transit on construction of a light rail station at Husky Stadium to further increase the use of public transportation to campus.

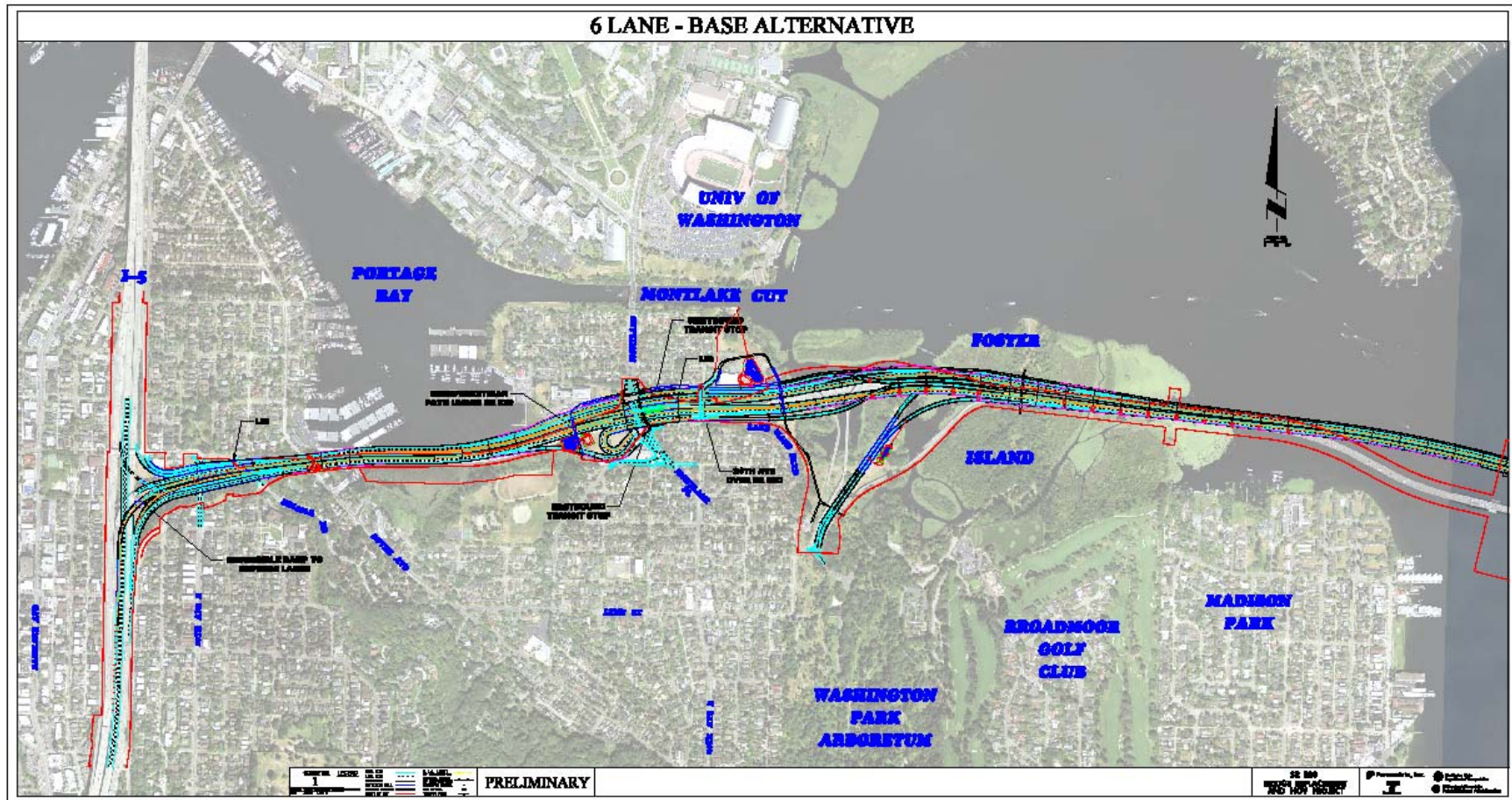
The Washington State Department of Transportation (WSDOT) is considering four and six-lane alternatives to replace the SR 520 Evergreen Point Bridge.

- Construction will begin in 2009 and end in 2015 or 2017 depending upon option chosen
- Projected Replacement Costs:
 - 4-Lane Alternative \$1.7 to \$2.0 billion
 - 6-Lane Base Alternative \$2.3 to \$2.8 billion
 - 6-Lane Base Alternative with options
 - ❑ Second Bascule Bridge = Increase number above by \$60 to \$70 million
 - ❑ Pacific Street Interchange = Increase number above by \$195 to \$255 million plus 2 years of construction
 - ❑ No Montlake Freeway Transit Stop (part of Union Bay Bridge) – Reduce number above by \$16 to \$20 million
- A total of \$1.25 billion in funding has been identified to date:
 - ✓ \$52 million from 2003 gas tax increase
 - ✓ \$500 million from state sources
 - ✓ \$1 million from federal sources
 - ✓ \$700 million from projected toll revenues

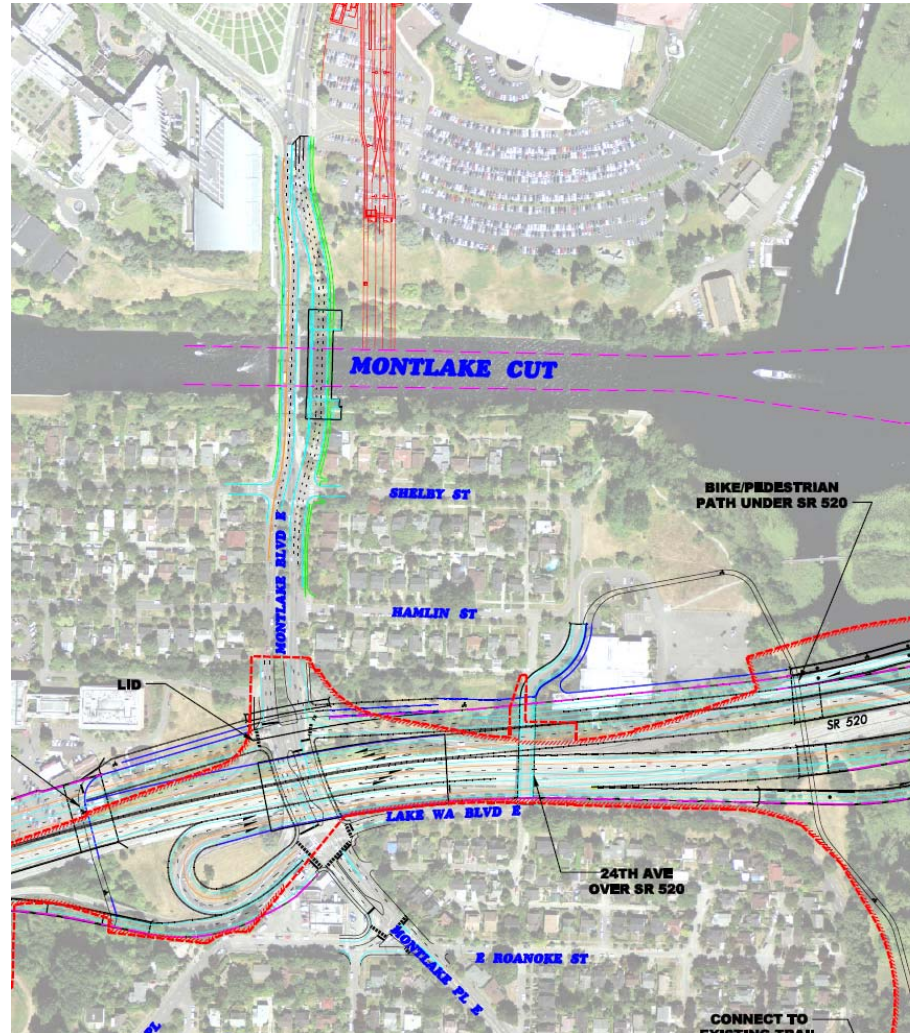
The University of Washington has five guiding principles to evaluate SR 520 replacement options. The replacement proposal must:

1. Promote a vibrant, healthy and livable academic, business, and residential community at the University of Washington and in surrounding neighborhoods
2. Promote carpool, bus, rail, bicycle and pedestrian transportation solutions that improve access to the University and limit the impact of single occupancy vehicles on campus and surrounding neighborhoods
3. Preserve and enhance the recreational and educational habitat of the Washington Park Arboretum and UW Botanic Garden
4. Preserve the ability of the University to meet current and future development needs
5. Allow for the efficient and effective management of construction projects included in the University's Capital Improvement Program for the Seattle campus

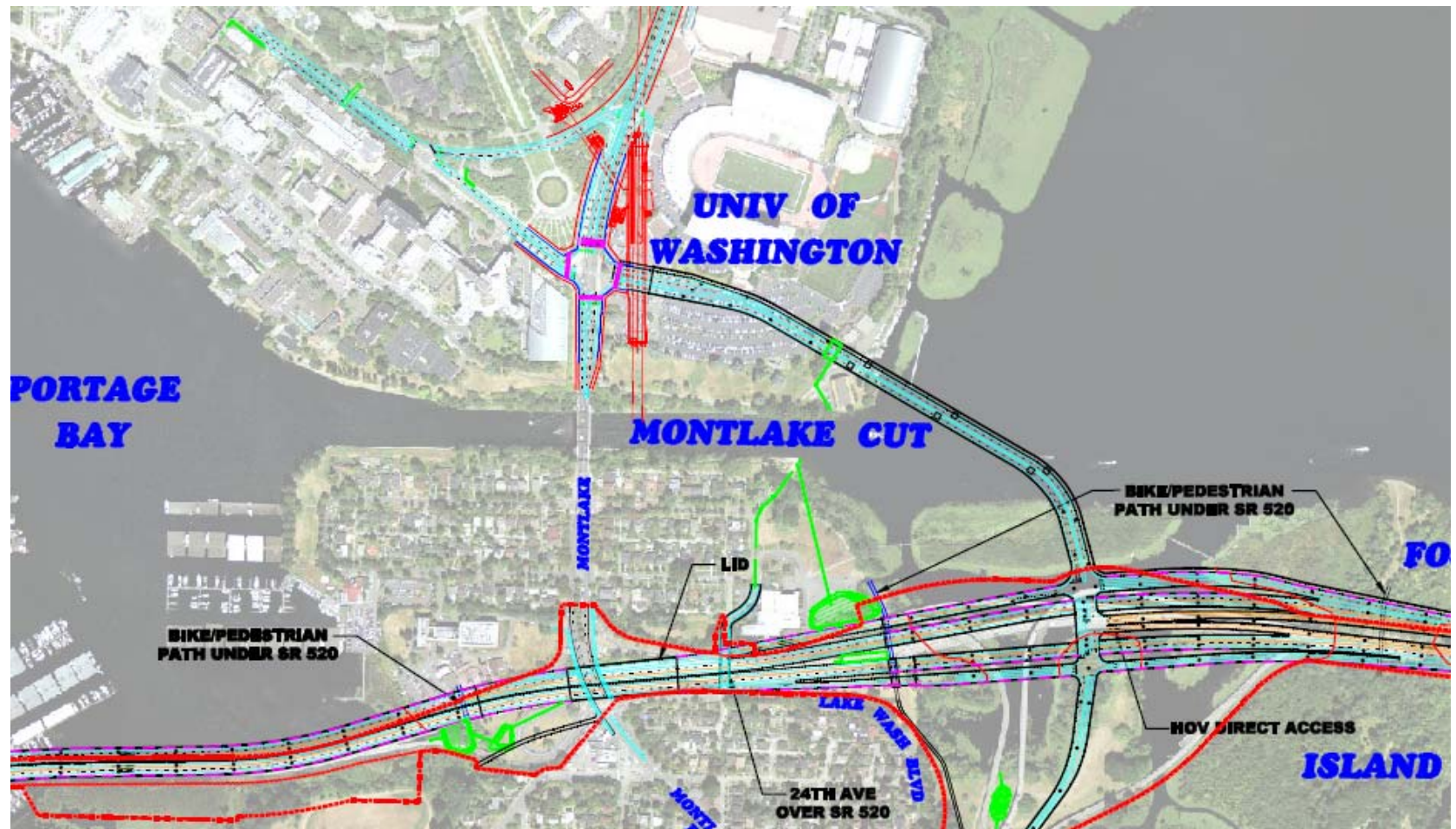
Base 6 lane alternative



Base 6 with Second Montlake Bridge

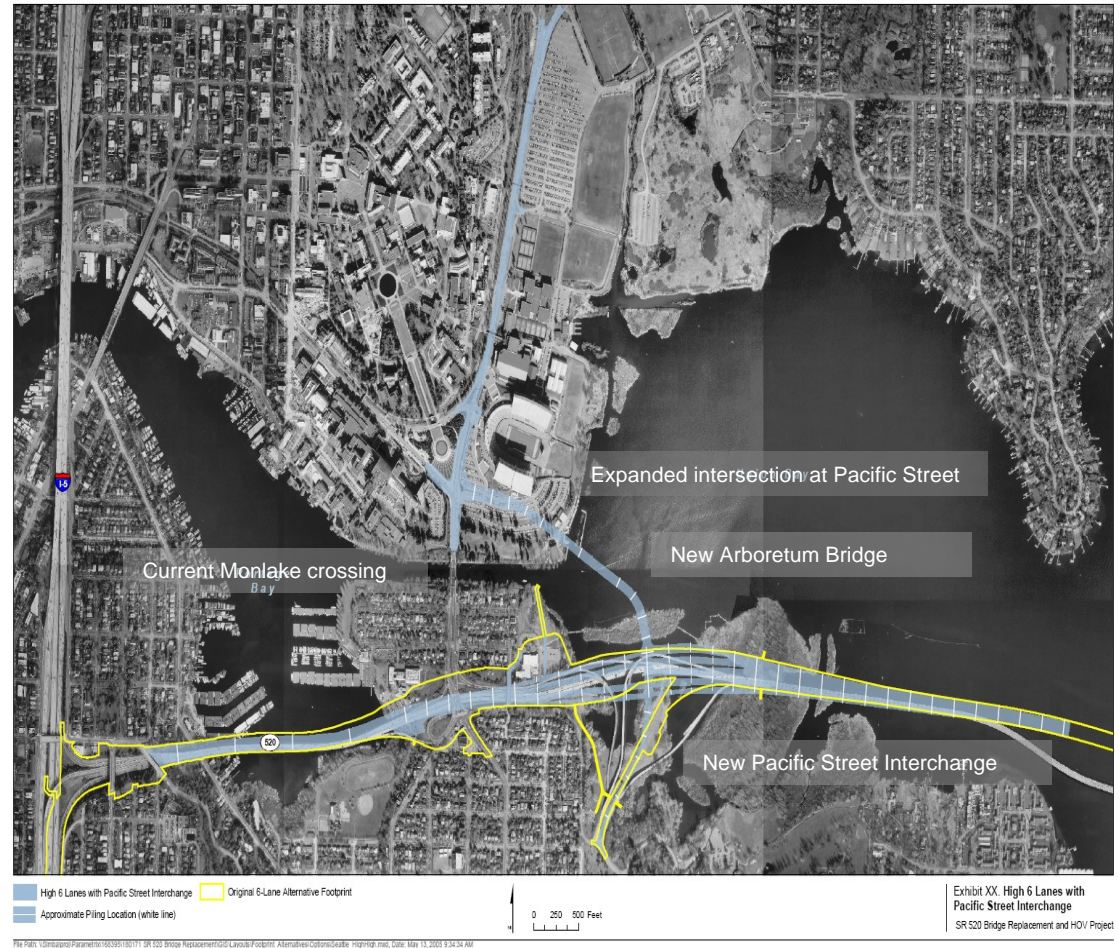


Base 6 with Pacific Interchange



Details of the Base 6 lane alternative with the Pacific Street Interchange (or Arboretum Bridge) option include:

- The existing Montlake/SR 520 interchange would be closed and replaced by an interchange above Marsh Island
- A new 110 foot bridge, 6 lanes across is constructed between Pacific Street and SR 520 above Marsh Island.
- An expanded intersection is created at Montlake and Pacific Street
- Montlake Boulevard is widened from 4 to 6 lanes north of Pacific Street to 45th Street to accommodate increased traffic volumes associated with the 6-lane bridge option.



Source: WSDOT

Based on the guiding principles, the Pacific Street Interchange (Arboretum Bridge) design option would have a significant impact on the University of Washington campus. This option would:

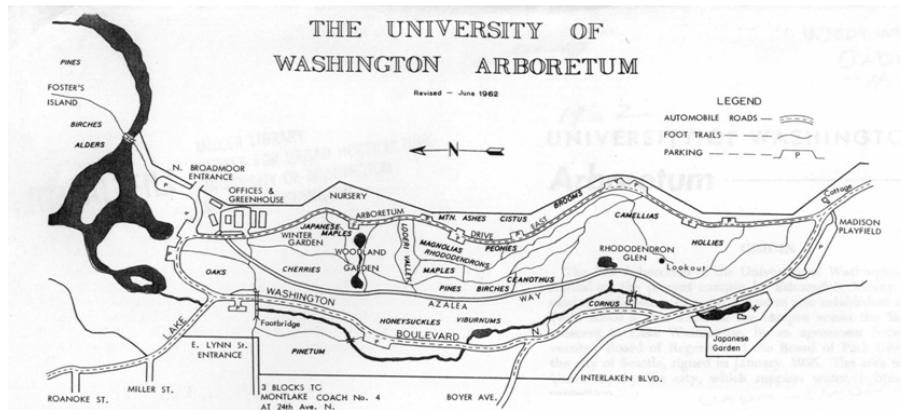
- Have an adverse impact on the health and vitality of the academic, business and residential community at the University of Washington and in surrounding neighborhoods.
- Promotes the use of single occupancy vehicles due to an increase in road capacity on the new bridge and the expanded intersections at Montlake and Pacific and two new lanes along Montlake.
- Harm the Washington Park Arboretum due to increased shading and land usage and degrade the educational habitat of the area.
- Permanently removes development capacity on the Seattle campus.
- Creates adverse impacts and costs on the University's Capital Improvement Projects.

An expanded intersection at Pacific Avenue and Montlake Boulevard will adversely impact campus operations and will further divide and reduce access to the Seattle campus.

- During construction, 2009 to 2017:
 - ✓ Congestion will impact the ability of patients to access the University of Washington Medical Center -- 18,000 admissions and 350,000 clinic visits each year
 - ✓ Dust from construction may impact patients with compromised immune systems
 - ✓ Congestion may result in decreased attendance and associated revenues at events hosted by Intercollegiate Athletics
 - ✓ Conflicts with Sound Transit and other University development projects
- After construction, an expanded interchange at Montlake & Pacific combined with 2 additional lanes on Montlake Boulevard will:
 - ✓ Increase single-occupancy vehicle traffic into the University of Washington and surrounding neighborhoods (counter to the purpose of the Sound Transit station project)
 - ✓ 30% more traffic volume on the streets in SE campus
 - ✓ New traffic volume on and around campus will add to congestion in these areas and create bottlenecks that may degrade access to campus
 - ✓ Reduce the accessibility of the South and East quadrants of campus by pedestrians and bicyclists

Increased traffic, noise, air pollution, and shading or displacement of plants will harm the plant collections and recreational habitat at the Washington Park Arboretum.

- The University of Washington and the City of Seattle are joint stewards of the Washington Park Arboretum
- The Arboretum and the UW Botanic Gardens are places where internationally recognized research is conducted and educational and recreational habitat is enjoyed by 320,000 visitors each year
- A bridge over Marsh and Foster Island may result in the shading or displacement of plants



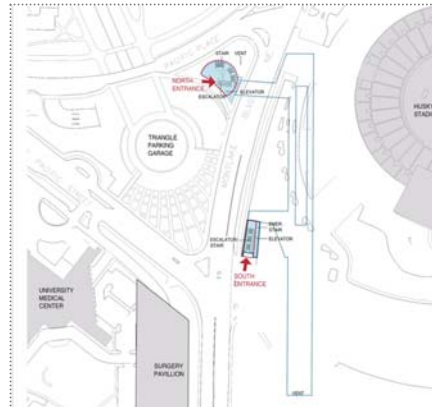
The permanent loss of land available for future development poses operational and capital planning challenges.

- Dense residential communities or water surround the University of Washington's Seattle campus and restricts the amount of land available for future growth
- Campus development is further limited by:
 - Master Plan for the Seattle Campus (2003)
 - City of Seattle – University of Washington Agreement
 - Arboretum 2001 Master Plan
- The placement of the Arboretum bridge and expansion of the Pacific Street intersection will have unintended consequences on future development by the University in the Southeast quadrant of campus

The cumulative effects of University planned capital projects, Sound Transit station development, and an expanded interchange at Pacific Street have not been adequately assessed.

- The University has a Capital Improvement Program of over \$1 billion planned for the Seattle campus during 2009-2015
- Sound Transit will begin construction on a light rail station adjacent to Husky Stadium in 2008/2009

- ✓ *The station platform will be located 100 feet underground with two main entrances*
- ✓ *Construction will last 6 years*



Source: Sound Transit website

- The University of Washington Medical Center and Intercollegiate Athletics have plans to expand their facilities during construction of SR 520. ICA plans will require the same footprint as the Pacific Street Interchange proposal
- The combination of these projects will put additional pressure on traffic flows in surrounding neighborhoods

In summary, the University of Washington is committed to improving transportation options for the academic, business and residential communities on campus and in surrounding neighborhoods. To achieve these goals, the University will:

- Continue to meet with WSDOT to identify issues associated with various replacement options paying special attention to the Pacific Interchange Option
 - The third meeting between UW and WSDOT is scheduled for May 24th
 - WSDOT plans on selecting a preferred design alternative by mid-2007
- Continue to work with community groups to assess various proposals
- Continue to work with the City of Seattle's SR 520 Advisory Committee as City officials assess the various proposals
- Use the five guiding principles as a framework to determine whether a SR 520 replacement proposal is acceptable to the University of Washington.