

**University of Washington**  
**Faculty Council on University Relations**  
Monday, 16 October 2006  
36 Gerberding Hall

Chair Kathy Gill called the meeting to order at 3:40 p.m.

**Meeting Synopsis:**

1. Class C Resolution: SR 520 Replacement Project
2. Schedule Meetings for Winter Quarter

**1. Class C Resolution: SR 520 Replacement Project**

Gill welcomed members and guests, Aaron Hoard, Deputy Director, Office of Regional Affairs and Jan Arntz-Richards, Environmental Planner, Capital Projects Office.

Gill stated that at the May 22<sup>nd</sup> meeting the Council drafted and approved a resolution on the SR 520 Replacement Project to be presented at the Faculty Senate Meeting of May 25, 2006.

However, because the Council can make recommendations only to Senate Executive Committee and not to the Senate, the resolution was not presented. The main objective of today's meeting is to revisit the Class C Resolution: SR 520 Replacement Project for revision and adoption to reflect any new information since May. The resolution will be considered at the Faculty Senate Meeting of October 26, 2006.

Gill introduced Hoard and Arntz and thanked them for taking time from their busy schedules to bring the Council up to date on the SR520 Replacement Project and the Sound Transit Tunnel/Station Project.

Hoard stated that DEIS came out in the middle of August. He gave a brief history/pre-view of the work that has been done to date, reviewed the University's Guiding Principles for the SR520

Replacement Project and explained in detail the various replacement design options in consideration.

The Council discussed in length new language for the resolution and made revisions to the original resolution approved at the May meeting. It was agreed that a final draft would be e-mailed to all members to review and make any needed revisions. Gill will send final copy of Class C Resolution: SR 520 Replacement Project to Recording Secretary for inclusion in meeting minutes.

Gill asked Council members to talk to their Senators about the resolution prior to the Senate meeting and asked them if at all possible to attend the meeting for moral support and if needed to help answer any questions.

Final Resolution:

Class C Resolution  
SR 520 Bridge Replacement Project

PREAMBLE

The Washington Department of Transportation has recently released a Draft Environmental Impact Statement (DEIS) which outlines several proposals for the future of the Evergreen Point Bridge on SR 520. Public comment on the document concludes on 31 October 2006.

The DEIS outlines three basic proposals: do nothing, rebuild the bridge as an expanded four-lane structure; or rebuild the bridge as an expanded six-lane structure. There are two permutations of the six-lane option. One would result in a radical change in the Pacific-Montlake intersection at Husky Stadium and University Medical Center by putting a major highway and interchange on University property. The interchange includes a 150-foot tall bridge over the Waterfront Activities Center that connects SR 520 to Pacific Avenue; in addition, the plan calls for expanding Montlake Avenue to six lanes up to NE 45<sup>th</sup>.

Departing radically from standard environmental statements, this DEIS contains no details on mitigation requirements or costs for any of the possible bridge construction projects. Thus any cost estimate associated with these proposals grossly underestimates total project costs.

Any alteration of the bridge has ramifications far beyond the communities on either side of Lake

Washington that are home to the physical structure. The Washington Department of Transportation held eight public meetings but held them only in the communities housing the physical structure: Bellevue and Seattle-Montlake. Although any revision of the bridge has direct impacts on the Arboretum, there has been no meeting with the Arboretum Foundation since November 2005. The Washington Department of Transportation held only two public hearings on the DEIS, one in Bellevue and one in Montlake. No public meetings were held at the University of Washington, the entity potentially affected the most by the proposed Pacific Interchange alternative. Therefore, there has been insufficient effort to engage all citizens affected by the proposals.

Whereas, the University of Washington operates with a set of core principles relative to the proposed project:

- To promote a vibrant, healthy and livable academic, business and residential community at the University of Washington and in surrounding neighborhoods;
- To promote carpool, bus, rail, bicycle and pedestrian transportation solutions that improve access to the University and that limit the impact of single occupancy vehicles on campus and surrounding neighborhoods;
- To meet the health care needs of the region and to make an impact on global health, all through the contributions of the professional schools in Health Sciences Center and the affiliated hospitals;
- To preserve and enhance the recreational and educational habitat of the Washington Park Arboretum and UW Botanic Garden;
- To allow for the efficient and effective management of construction projects included in the University's Capital Improvement Program for the Seattle campus; and
- To preserve the ability of the University to meet current and future development needs.

Whereas, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 violates core University principles in the following ways:

- It does not specifically consider impacts on the Burke-Gilman trail or on neighborhoods north of Montlake, such as Ravenna or Laurelhurst, or those south of the Arboretum, such as Madison Park;
- It promotes the use of single occupancy vehicles due to a) an increase in carrying capacity on the new bridge, b) expanded intersections at Montlake and Pacific and c) two new lanes of traffic heading north along Montlake from Pacific to 45th;
  - The promotion of single occupancy vehicles increases the region's carbon footprint, in Direct opposition to Seattle's Kyoto Challenge and King County's leadership in the Chicago Climate Exchange.
- It further divides the Medical Center from other parts of campus and has both short-term and long-term impacts on patient accessibility to health care services;
- It will reduce pedestrian safety on campus as the result of increased traffic, and attendant vehicle emissions will degrade air quality at the University Medical Center and athletic fields;
- It adversely impacts the Arboretum, through increased shading and degradation of educational habitat. Compared with other bridge alternatives, it will permanently remove the most acres of habitat (DEIS 5-28):
  - The 6-lane Pacific Interchange takes 2.34 acres,
  - The 6-lane base plan takes 0.7 acres,
  - The 4-lane plan adds 0.04 acres;

- It adversely impacts the Arboretum through increased traffic. The portion of Lake Washington Boulevard running through the Arboretum was designed to carry 4,000 cars per day. Current traffic volume is 15,000. The Pacific Interchange would funnel 54,000 cars per day through the Arboretum, 13 times the original design specification and almost quadruple current traffic;
- It creates adverse impacts and costs – which cannot be estimated because mitigation plans are not included in the DEIS – on the University’s Capital Improvement Projects, defined by the 2003 Master Plan for the Seattle Campus, the City of Seattle-University of Washington Agreement, and the 2001 Arboretum Master plan; and
- It permanently removes about 18 acres of campus property from any future facilities expansion.

Whereas, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 will adversely impact the University in the following ways:

- It adversely affects the health and vitality of the University by increasing traffic volume 30 percent on the streets in Southeast campus;
  - Specifically, this plan would increase afternoon peak traffic on Montlake between Pacific and NE 45th by approximately 1,000 cars per hour relative to the base six-lane plan and increase it by 1,200 cars per hour relative to the four-lane plan.
  - Specifically, this plan would increase afternoon peak traffic on NE 45th at Montlake by 1,200 cars per hour relative to the base six-lane plan or 1,000 cars per hour relative to the “do nothing” plan.
  - One of the most significant threats of the plan and the resulting increase in traffic is the timely and efficient ability of emergency vehicles to access the UW Medical Center as well as the Children's Hospital and Regional Medical Center.
- Approximately half of the 31.6 acres of new right-of-way required for this option comes from the University of Washington (DEIS, 4-31). Most of this would be in parking areas south of Husky Stadium (E11/12) and along both sides of Montlake Boulevard;
- This taking results in the permanent loss of 500-760 parking spaces in E11 and E12 parking lots as well as a larger taking during construction;

Whereas, the plan provides a minimal benefit for University of Washington faculty, staff and students: approximately 10 percent of the UW population commutes from the Eastside and approximately half of those commute by HOV;

Therefore, be it resolved that the Faculty Senate supports a replacement of the SR 520 bridge that promotes the use of high-occupancy vehicles and transit that enhances transportation modes in our region;

Be it resolved that the Faculty Senate opposes any alteration of SR 520 that fundamentally alters the character of campus and interferes with the ability of the University to carry out its mission;

Be it further resolved that the Faculty Senate has grave concerns about the adoption of the Pacific Street Interchange as Washington Department of Transportation’s preferred option because of its adverse effects on the University and surrounding areas relative to the benefits offered.

Respectfully submitted,  
Kathy E. Gill  
Senior Lecturer  
Department of Communication  
Chair, Faculty Council on University Relations

Gill asked Council members to speak to their Senators about the resolution and if at possible to attend the Senate meeting on October 26<sup>th</sup> for moral support and if needed to help in answering any questions.

### **3. Next Meeting**

Members checked their calendars. Gill will confirm meeting dates for November and December via e-mail.

Meeting adjourned at 4:55 p.m.

Minutes by Tina Aguilar  
Assistant to the Executive Director  
Media Relations and Communications  
Box 351210

**Present:** Faculty Members: Gill (Chair), Hevly, Jackson  
President's Designee: Arkans

**Absent:** Faculty Members: Odegaard Bramhall, Parviz  
Members of Representative Groups: Ashby-Larrabee

**Guests:** Aaron Hoard, Deputy Director, Office of Regional Affairs  
Jane Arntz, Environmental Planner, Capital Projects Office