



UNIVERSITY OF WASHINGTON

OFFICE OF THE PRESIDENT

Mark A. Emmert, President

December 23, 2008

Governor Christine Gregoire
Joint Transportation Committee

RE: SR 520 Project Impact Plan

Dear Governor Gregoire and Legislative Members of the Joint Transportation Committee:

The University of Washington is a world-class institution that is an essential asset to our community and our state. Granting over 12,000 degrees annually, we have numerous highly rated academic programs, including bioengineering, drama, microbiology, computer science and engineering, medicine, and much more. We win more research funding than any other public university in the nation, more than \$1 billion annually. Our partnerships with business and industry have spawned more than 200 startups out of the intellectual property that has flowed from our laboratories and our research. Additionally, the University is home to one of the top ten hospitals in the nation, serving all patients regardless of where they come from or their socioeconomic background.

The University is also a national leader in environmental stewardship. Through our aggressive Transportation Management Plan more than 75 percent of the campus population commutes to campus in a greener mode than driving alone. Despite a 24 percent growth in employee and student population since 1990, today's University-related peak hour traffic remains below 1990 levels. Furthermore, we have committed to reducing greenhouse gases by signing the Seattle Climate Partnership Agreement. We are a strong partner in managing the internationally renowned Washington Park Arboretum, which offers recreation and educational opportunities for citizens state-wide.

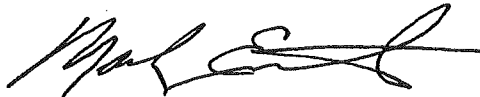
The State's investment in SR 520 is critical to the region's continued prosperity. SR 520 and its connection to the Montlake Boulevard is one of the principal gateways to the campus. But we cannot allow the investment in the SR 520 infrastructure to adversely affect the investment that already exists at the University of Washington. With proper mitigation, we could accept any of the alternatives being considered so long as they:

Governor Christine Gregoire
Joint Transportation Committee
December 23, 2008
Page Two

- Allow the University of Washington to grow in the future by retaining the building capacity of our property south of Husky Stadium.
- Fund the needed transit service and facility enhancements that result from removal of the Montlake Flyer Stop.
- Maintain the campus parking supply by replacing parking lost due to construction or permanent facilities.
- Do not degrade traffic operations through the Montlake Boulevard corridor.
- Protect the University's assets, including UW Medical Center, Husky Stadium, Washington Park Arboretum, and Waterfront Activities Center.

Attached are the University's comments on the SR 520 Project Impact Plan. These reflect specific elements that we believe need to be included in the various plan options in order to mitigate the project impacts to the University. Any final plan must commit to fully funding mitigation of University concerns. Otherwise, a project meant to solve transportation problems in the region may permanently damage one of the state's greatest assets.

Sincerely yours,



Mark Emmert
President

Enclosures

UNIVERSITY OF WASHINGTON COMMENTS ON THE
SR 520 PROJECT IMPACT PLANS

The University of Washington has been an active participant in the SR 520 Mediation process and has considered the questions posed to all 34 members of the SR 520 Mediation Panel.

- A. Which west side interchange Option do you prefer and why?
- B. Are there changes that could be made to the other Options that would make them more acceptable?

The University has no position regarding a west side interchange option. Any of them could work if properly mitigated to address the UW's concerns. There is no question however that Option A has the least impact on University of Washington property. The other two options (K & L) would require extensive mitigation to retain the UW's building capacity and parking in the area south of Husky Stadium. Our mitigation requirements are outlined in these five pages. The final page presents a matrix of our requirements for all three options.

OPTION A REQUIREMENTS:

- **Retain the SR 520 ramps to Lake Washington Boulevard.** WSDOT's analysis shows that eliminating these ramps would increase congestion at the SR 520/Montlake Boulevard Interchange, but would not substantially reduce traffic through the Arboretum.
- **Implement traffic calming through the Arboretum.** The project should provide design treatments in the Arboretum to slow traffic and enhance mobility for non-vehicular modes.
- **Construct the auxiliary westbound lane on SR 520 between the Montlake Boulevard On-ramp and the Roanoke Street/I-5 Off-ramp.** WSDOT's analysis shows that this auxiliary lane would dramatically improve traffic operations of Option A through the Montlake corridor. The lane would require very little additional pavement width on the Portage Bay Viaduct since much of the width would be required for the ramp transitions at each end. The operational benefits of this slight widening warrant including the auxiliary lane in Option A.
- **Construct the second Montlake Bridge.** The second bridge allows transit lanes to be provided across the Ship Canal, which would improve transit reliability to the UW.

OPTION K AND L REQUIREMENTS

- **Retain future building opportunities.** Construction of the new tunnel/depressed roadway south of Husky Stadium must maintain the UW's potential development capacity of that area, which is the largest remaining building area on campus near the Medical Center. Options to maintain development capacity could include relief of development regulations such as increasing the height, reducing set backs and other options. It must also include allowances for future development over and under the tunnel/depressed roadway, and increased cost of building over this tunnel.

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- **Depress and lid the Montlake Blvd/Pacific Street intersection to accommodate unencumbered, at-grade pedestrian crossings.** Creating a four-leg intersection at the Montlake Boulevard/Pacific Street intersection (the new tunnel connection would be the new east leg) requires that pedestrian crossings be grade-separated. This provides the needed capacity at the intersection and improves pedestrian safety. Unlike other lids in the plan, this lid is required for the system to function and cannot be eliminated as a cost-trimming measure.
- **Replace parking displaced by construction.** Parking that is temporarily eliminated during the multi-year construction period must be replaced prior to construction. There are about 1,600 parking spaces in the stadium area parking lots. Replacement parking could be accomplished with a new parking structure somewhere south of the stadium or elsewhere on the southeast portion of the campus, such as an underground parking facility beneath Rainier Vista, near the Medical Center, or along side the stadium in a tiered garage as initially shown in the stadium renovation drawings completed by HOK Architects.
- **Do not degrade operations on Montlake Boulevard between Pacific Street and Wahkiakum Lane.** The Pacific Street Extension will become the higher-volume route across the Ship Canal. The design should provide a dual-left-turn lane from southbound Montlake Boulevard to eastbound Pacific Street to optimize the capacity and reduce potential queues for this route. This may be accomplished without (or with limited) widening of Montlake Boulevard. Operations with Option K or L should be no worse than expected for the No Build condition.
- **Provide direct access from Pacific Street Extension.** After construction is complete, any vehicular parking facility located south of the stadium must have access to all directions of the Pacific Street Extension. If parking is located in this area during construction, temporary access, including the ability to unload the garage in a timely manner after events, must be retained.
- **Retain pedestrian access to Husky Stadium from new parking facilities.** Replacement parking facilities must retain pedestrian access during construction.
- **Relocate the Waterfront Activities Center, moorage docks and Climbing Rock.**
- **Indemnify UW for potential structural damage to Husky Stadium and historic Canoe House.** Excavation and dewatering in the vicinity of Husky Stadium has the potential to affect the foundation and structural integrity of the stadium. A plan to monitor and remedy potential settling and damage during construction must be developed in association with the UW.

REQUIREMENTS THAT ARE THE SAME FOR ALL OPTIONS

- **Fund improvements recommended by the High Capacity Transit (HCT) Plan.** All three Westside interchange options propose eliminating the Montlake Flyer Stop to decrease the width of I-5 through the Montlake neighborhood. Replacing the function of the Montlake Flyer stop will require significantly increased bus service hours between the Eastside and the University District, as well as improvements to the Montlake Multimodal Center to handle the increase in passengers and transit layover.
- **Implement the Rainier Vista Concept Plan by lowering Pacific Place at Rainier Vista to improve pedestrian movements and accommodate transit layover.** Elimination of the

Montlake Flyer Stop on SR 520 will increase bus transit trips to the UW from the Eastside. Additional bus layover space may be needed to accommodate added bus transit trips. The UW has proposed a plan to lower Pacific Place between Pacific Street and Montlake Boulevard to provide for grade-separated pedestrian crossings as well as to increase the curb space available for transit layover. This location would also be a logical transit transfer point due to its proximity to the planned Link Light Rail station.

- **Minimize dust and noise impacts on the UW Medical Center during construction.** WSDOT must develop a plan subject to UW Medical Center (UWMC) requirement to minimize dust and noise impacts on the UWMC. This would be similar to the requirements that UWMC imposes on its own construction, and were also imposed on Sound Transit construction.
- **Retain emergency access to the UWMC from Pacific Street.** The existing driveway to the hospital's emergency unit is located off Pacific Street. Access to and from both directions on Pacific Street must be maintained.
- **Signalize driveway at Montlake Boulevard/Wahkiakum Lane.** Increased capacity across the Ship Canal and increased volumes Montlake Boulevard would require that the intersection be signalized.
- **Provide bicycle parking displaced by removal of the Montlake Flyer Stop.** It is expected that removal of the flyer stop will increase bicycle parking in the vicinity of the Sound Transit station.
- **Provide for additional event management staff during construction.** Construction adjacent to Husky Stadium will create confusion for vehicular and pedestrian access. Additional event management and traffic control staff will likely be needed.

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SR 520 Project – Summary of University of Washington Requirements

Mitigation Element	Alternative		
	A	K	L
<i>Features that Must be Included</i>			
Retain SR 520 ramps to Lake Washington Blvd	✓		
Construct 2 nd Montlake Bridge with transit/carpool lanes	✓		
Construct Direct HOV Access Ramps to Montlake Blvd	✓		
Provide two-lane on-ramp with auxiliary lane to westbound SR 520	✓		
Improve transit service and facilities in the vicinity of the Montlake Station	✓	✓	✓
Retain future building opportunities on E-11/E-12 lots		✓	✓
Depress and lid the Montlake Blvd/Pacific Street intersection to accommodate unencumbered, at-grade pedestrian crossings		✓	✓
Replace parking from E-11/E-12 displaced by construction		✓	✓
Provide direct access from Pacific Street Extension to parking replaced in E-11/E-12 lots		✓	✓
Retain pedestrian access to Husky Stadium from new replacement parking facilities in E-11/E-12		✓	✓
Relocate the Waterfront Activities Center, moorage docks and Climbing Rock		✓	
Retain access to Waterfront Activities Center and Climbing Rock			✓
Indemnify UW for potential structural damage to Husky Stadium due to tunnelling and/or trenching		✓	✓
Indemnify UW for potential structural damage to historic Canoe House		✓	
Minimize dust and noise impacts on the UW Medical Center during construction	✓	✓	✓
Retain emergency access to the UWMC from Pacific Street	✓	✓	✓
Do not degrade operations on Montlake Boulevard between Pacific Street and Wahkiakum Lane	✓	✓	✓
Signalize driveway at Montlake Boulevard/Wahkiakum Lane (access to Montlake Parking lot)	✓	✓	✓
Lower Pacific Place at Rainier Vista to improve pedestrian movements and accommodate transit layover	✓	✓	✓
Provide bicycle parking displaced by removal of the Montlake Flyer Stop	✓	✓	✓
Provide for additional event management staff during construction	✓	✓	✓