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Online Comment by User: ehs3

Submitted on: 10/31/2006 9:54:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98105

Comment:

The following Resolution was passed on November 29, 2005 by the Student Senate of the University of Washington. Resolutions reflect standing student opinion of the students of the University of Washington.

Associated Students of the University of Washington
Student Senate
Session 12

A Resolution in Opposition to an Arboretum Onramp

WHEREAS expansion plans for State Route 520 between Interstate 5 and Interstate 405 are currently being formulated, and;

WHEREAS an alternative has been proposed to the Washington State Department of Transportation involving construction of a four-lane onramp, that originates at the intersection of Montlake Boulevard and Pacific Boulevard, crosses the parking lot that is immediately south of Husky Stadium, enters Lake Washington near the Canoe House traveling roughly East by South-East; crosses a large island of the Arboretum, and intersects State Route 520 in the heart of the Arboretum, and;

WHEREAS the students of the University of Washington support new roadways in Washington that are developed in an environmentally, socially and economically responsible manner, and;

WHEREAS the arboretum is currently a unique green space frequently enjoyed by University of Washington students and the public alike, and;

WHEREAS the natural environment of the arboretum would be negatively impacted by the noise, pollution, and human presence generated by an arboretum onramp, and;

WHEREAS over a hundred parking spaces would be displaced that service the University of Washington Medical Center, Husky Stadium, and south campus community, and;

WHEREAS the world class Husky crew team would be negatively impacted by an arboretum onramp, and;

WHEREAS to accommodate boat traffic the onramp would be up to 120 feet high, and;

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Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

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WHEREAS a 120 foot high onramp would obstruct views of Mount Rainier, Husky Stadium, and generally detract from the tranquility of Lake Washington, and;

WHEREAS the Canoe House and Waterfront Activities Center have provided students the opportunity to explore the shoreline of the University of Washington campus for many years, and;

WHEREAS the Arboretum onramp would direct additional traffic to campus, requiring an expansion of Montlake Boulevard and negatively impact the collegiate environment.

BE IT RESOLVED BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON:

THAT the students of the University of Washington strongly oppose the Arboretum onramp alternative.

History of Legislation

11/1/2005: Submitted for consideration

11/03/2005: Referred to the Off-Campus Affairs Committee

11/15/2005: Reported Favorably by the Off-Campus Affairs Committee

11/17/2005: Placed on First Reading

11/29/2005: Placed on Second Reading

11/29/2005: Passed by the Senate

Resolved by the Associated Students of the University of Washington

Legislation ID:

R-12-6

Date Submitted:

11/1/2005

Sponsor:

Will Rasmussen, Student Regent

Cosponsor(s):

Lee Dunbar, ASUW President

Ben Golden, Office of Governmental Relations Director

Laura Knudsen - Earth Club Co-President

Christine Chan - Earth Club Co-President

Ali Kimbrel - Earth Club Treasurer

Rachel Goldberger - Earth Club Secretary

Erin Mieko Masuda - Earth Club Senator

Erinn Unger - Earth Week Committee Head

Maurine Pasi - Earth Club Webmaster

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Roberta Chien - Earth Club member
Stephanie Adler - Earth Club member
Josh Grim - Earth Club member
Brianna Graham - Earth Club member
Hannah Dewey - Earth Club member
Kate Selting - Earth Club member

Comment Category: Pacific Street Interchange

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Comment:

The following Resolution is currently being considered within Student Senate at the University of Washington. When the Resolution is ultimately voted upon, the decision will be forwarded to the Department of Transportation. However, it is worth noting that the Pacific Interchange is a topic of much debate within Student Senate.

The proposed Resolution follows:

Associated Students of the University of Washington
Student Senate
Session 13

A Resolution In Opposition to the Pacific Street Interchange as Proposed by the Washington Department of Transportation Draft Environmental Impact Statement

WHEREAS, Student Senate passed R-12-6: A Resolution in Opposition to an Arboretum Onramp on November 29, 2005; and,

WHEREAS, 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; and,

WHEREAS, public comment on the document concludes on 31 October 2006; and,

WHEREAS, the Faculty Senate of the University of Washington approved the Class C Resolution Regarding SR 520 Bridge Replacement Project on October 26, 2006, as presented by Kathy E. Gill (Chair of the Faculty Council on University Relations); and,

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;

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- 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; and,

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;
 - o 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):
 - o The 6-lane Pacific Interchange takes 2.34 acres,
 - o The 6-lane base plan takes 0.7 acres,

o The 4-lane plan adds 0.04 acres;

- It adversely impacts the Arboretum through increased traffic; and
- 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; and,

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;

o 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.

o 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.

o 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; and,

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 BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON:

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THAT, the Student Senate and Faculty Senate support a replacement of the SR 520 bridge that promotes the use of high-occupancy vehicles and transit that enhances transportation modes in our region; and,

THAT, the Student Senate and Faculty Senate oppose 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; and,

THAT, that the Student Senate and Faculty Senate have 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; and,

THAT, upon passage within the Student Senate, this resolution will be forwarded to the Washington Department of Transportation; and,

THAT, the Student Senate commends the Faculty Senate for approving Class C Resolution Regarding SR 520 Bridge Replacement Project, as well as the Faculty Council on University Relations for researching the issue in detail and submitting recommendations to the Faculty Senate.

History of Legislation

10/28/2006: Submitted for consideration

Legislation ID:
R-13-5

Date Submitted:
10/28/2006

Sponsor:
Erin Shields, Director of Faculty, Administration and Academic Affairs

Cosponsor(s):
Cullen White, ASUW President
Sam E Al-Khoury, Director of Community Relations

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Comment:

The following Resolution was passed on May10, 2006 within the Graduate and Professional Student Senate of the University of Washington. Resolutions passed by the Graduate and Professional Student Senate reflect standing opinion of all graduate and professional students at the University of Washington.

Title: A Resolution Regarding the SR520 Bridge Replacement and HOV Project
Sponsor: GPSS SR520 Ad-hoc Committee; Kimberly Friese, Chair

Resolution Number: 051006-01

WHEREAS the students of the University of Washington support transit and transportation options that are environmentally, socially and economically responsible, and,

WHEREAS the primary goals in the University neighborhood when replacing the 520 bridge should be:

- i) improving intermodal transportation and transit connectivity (bicycle, bus, light-rail, pedestrian and automobile), and
- ii) improving traffic flow on Montlake Boulevard and around the Pacific Street - Montlake Boulevard intersection, and,

WHEREAS the Pacific Interchange Option presents a significant impact to the University campus with respect to parking, its proximity to Husky Stadium, loss of green space, visual obstruction, and a construction presence for many years, and,

WHEREAS the University seeks to balance its own interest to protect land occupied by the University with larger interests that impact our surrounding community, therefore;

BE IT RESOLVED BY THE GRADUATE AND PROFESSIONAL STUDENT SENATE OF THE UNIVERSITY OF WASHINGTON:

THAT the "A RESOLUTION IN OPPOSITION TO AN ARBORETUM ONRAMP" (passed by GPSS November 9, 2005) is withdrawn, and

THAT the graduate and professional students of the University of Washington support the Pacific Interchange Option contingent on:

- i) the draft environmental impact statement (to be publicly released late May - early June 2006) showing both primary goals are only achieved by the Pacific Interchange Option and are not accomplished by the 6-Lane Alternative; and
- ii) sufficient mitigation and compensation for the visual, noise, air quality, parking and aesthetic impacts to the University campus being assured before construction begins and sustained through process completion.

Passed by the GPSS on May 10, 2006