

51

November 23, 2009 Council Mtg

Pdc

Sponsor: Jane Hague *Jane Hague*
Proposed No.: 2009-0610 *Fanny Hoest*

JH MOVED. PASSED 8-0 PVR Excused

STRIKING

AMENDMENT TO PROPOSED MOTION 2009-0610, VERSION 1

On page 1, beginning on line 5, strike everything through page 4, line 64, and insert:

"WHEREAS, the State Route 520 bridge is a vital transportation corridor between job centers and growing communities around Lake Washington, carrying about one hundred fifty-five thousand people per day, and

WHEREAS, the State Route 520 bridge is heavily congested during morning and afternoon commute times, carrying twice as many vehicles as it was originally planned to, and

WHEREAS, the State Route 520 bridge was built in the early 1960s, without the benefit of modern design and safety standards, and the structure's age and condition make it vulnerable to seismic events or windstorms, and

WHEREAS, the state and the region have been studying the potential replacement of the State Route 520 bridge for several years and have identified State Route 520 bridge replacement and high-occupancy vehicle ("HOV") program options to replace the existing floating bridge, enhance safety and provide transit and roadway improvements throughout the corridor, with a total cost capped at four billion six hundred fifty million dollars, and

18 WHEREAS, the eastside transit and HOV project design components of the State
19 Route 520 bridge replacement and HOV program have been agreed upon and are ready to
20 move forward, and

21 WHEREAS, in 2009 the state Legislature created the State Route 520 Legislative
22 Workgroup to recommend a preferred westside design option to the Legislature by
23 December 2009, and

24 WHEREAS, five westside design options are currently under consideration by the
25 legislative workgroup, and

26 WHEREAS, the impact on transit operations of the westside design options
27 should be highlighted for the legislative workgroup's consideration, and

28 WHEREAS, King County Metro transit service will play a key role in
29 accommodating future growth and demand in the State Route 520 corridor, and this
30 service is crucial to making the new bridge and HOV program work for the communities
31 on both sides of the lake both now and in the future, and

32 WHEREAS, the state Legislature recently provided King County with the
33 authority to levy a property tax that would support expanded transit service in the State
34 Route 520 corridor as envisioned in the federal urban partnership, which will help meet
35 growing demand for transit service in the corridor. The metropolitan King County
36 council, as part of its 2010-2011 biennial transit budget deliberations, has levied this
37 property tax in a tax-neutral manner, and

38 WHEREAS, all of the westside design options include the removal of the
39 Montlake freeway bus station, which will adversely affect capacity through the corridor

40 unless an estimated three to five million dollars annually is provided to offset this loss,
41 and

42 WHEREAS, the King County department of transportation stated its preference,
43 at an October 8, 2009, State Route 520 Legislative workgroup meeting, for option A with
44 specific suboptions as the best means of meeting the transit design needs, and

45 WHEREAS, the cost estimate for westside design option A with sub-options most
46 closely aligns with the total program cost identified by the state in comparison to all the
47 other design options, and

48 WHEREAS, it is in the county's best interests if the legislative workgroup
49 recommends an option that meets the needs of transit now so that the project can move
50 forward on schedule without further delay and allow for a final decision on westside
51 design options by the state Legislature in 2010, and

52 WHEREAS, the SR 520 Legislative Workgroup on November 17 recommended
53 that the A+ Hybrid Option be advanced for review in the supplemental draft
54 environmental impact statement, and

55 WHEREAS, the Eastside Transportation Partnership has expressed support for
56 this proposed motion and the A+ Hybrid Option;

57 NOW, THEREFORE, BE IT MOVED by the Council of King County:

58 A. King County supports a State Route 520 bridge replacement and HOV
59 program design that is most affordable and includes the following transit design
60 components for the westside:

61 1. An eastbound and westbound HOV direct access ramp such as included in the
62 option currently defined as the A+ hybrid;

63 2. Bus layover space, passenger facilities and transit priority in the Montlake
64 triangle and bridge area in the vicinity of Husky Stadium;

65 3. Lake Washington Boulevard ramps to the eastbound State Route 520 and
66 from westbound State Route 520;

67 4. An eastside bus station designed to accommodate buses passing each other;
68 and

69 5. Compensation to King County Metro in the form of an ongoing operating
70 subsidy for the loss of direct service to the University District with the removal of the
71 Montlake Freeway bus station.

72 B. King County supports the A+ Hybrid option because of its compliance with
73 cost and transit connectivity requirements, and ability to improve overall mobility in the
74 region."

75 **EFFECT: Adds language concerning the SR 520 Legislative Workgroup's and**
76 **ETP's endorsement of the A+ Hybrid Option for the Westside segment of the SR**
77 **520 Bridge Replacement and HOV project. Modifies the description of project**
78 **elements for clarification.**