

MOTION NO. 1153

1 A MOTION supporting the passage of the
2 City of Seattle's Referendum #1 which
3 authorizes the preparation for and
4 construction of Phase 1 of the West
5 Seattle Freeway, to be on the ballot
6 at a special election on Tuesday,
7 March 26, 1974.

8 WHEREAS, the present Spokane Street travel volume of 90,000
9 people daily is second highest in the state, exceeded only by
10 Interstate 5 through Seattle, and

11 WHEREAS, by 1990, 120,000 people are anticipated to use the
12 Spokane Street corridor daily (P.S.G.C.), and

13 WHEREAS, bridge openings in 1973 equaled 2,347, an average
14 of 195 per month, and train crossings equaled about 3,000, an
15 average of 250 per month, for a total of 5,347 traffic
16 disruptions, causing inconvenience, waste of time, fuel, and
17 human talent, and

18 WHEREAS, by 1990 bridge openings are projected to increase
19 to 6,000 per year, or 500 per month, and train crossings are
20 expected to reach 4,800 crossings a year, or 400 per month, for
21 a total of 10,800 disruptions a year, or 900 a month, and

22 WHEREAS, the dollar cost of automobile transportation is
23 rising and will continue to rise for the foreseeable future due,
24 in major part, to fuel price increases, required environmental
25 protection control and safety equipment, and the increasing
26 congestion from more cars, and

27 WHEREAS, the object of the corridor development is to
28 provide for safe, efficient, uninterrupted movement for transit
29 and auto traffic, and

30 WHEREAS, the existing two bascule bridges are nearly 50
31 years old, cost on the average of \$95,000 per year for mainten-
32 ance (1967 - 71, excluding capital improvements) and operational
33 costs (salaries and overhead) required to operate the bridges
on a 24-hour basis have reached a total of \$145,000 annually --
a total annual average of \$250,000, and

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

WHEREAS, study began in 1967 to determine a solution to the Spokane Street transportation problem and during the design phase from February, 1970, to April, 1972, more than 30 community meetings were held culminating in public hearings before the Seattle City Council which resulted in design changes including the adoption of exclusive transit lanes and the choice of the cable-stayed design, and

WHEREAS, Phase 1, as designed, will cost \$37 million which is available now from Forward Thrust (\$16,729,000), the State's Urban Arterial Trust Account -- a gas tax fund (17,505,000), and two other gas taxes sources, and the City Street Fund and the Arterial City Street Fund (\$2,766,000) -- all requiring no new taxes,

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

The King County Council hereby supports the passage of Referendum #1 of the City of Seattle, to be voted on Tuesday, March 26, 1974, and which authorizes the preparation for and construction of Phase 1 of the West Seattle Freeway.

PASSED this 22nd day of February, 1974

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chairman

ATTEST:

ACTING Clerk of the Council