

6/21/79

MOTION NO. 4327

1
2 A MOTION related to I-90 balanced transpor-
3 tation facilities for energy use choices;
4 requesting the Washington State Department
5 of Transportation's District I Administration,
6 the U.S. Department of Transportation's
7 Federal Highway Administration and the six
8 parties to the I-90 Memo of Understanding to
9 agree to and provide for an effective ten-
10 foot minimum pedestrian and bicycle facility
11 through the I-90 corridor between Seattle and
12 Bellevue.

13 WHEREAS, since the dawn of recorded history mankind has
14 relied on foot, hoof and wheel for the moving of people and goods
15 with the taming of the ox, donkey and other beasts of burden in
16 about 6,000 B.C. and the invention of the wheel in about 2,700
17 B.C., and

18 WHEREAS, it has only been recently in recorded history that
19 mankind has discovered (late 1700's) and widely utilized (late
20 1800's) the combinations of fossil fuels and electricity for
21 electric motors and internal combustion engines for increased
22 speed and convenience in surface transportation, and

23 WHEREAS, the United States with about 6% of the world's
24 population consumes about 35% of its world's yearly energy
25 supply, of which about 50% is wasted in thermal pollution, and

26 WHEREAS, about 95 percent of the energy the world uses comes
27 from fossil fuels--oil, natural gas, coal and nuclear, and

28 WHEREAS, the amount of fossil fuels burned by mankind has
29 nearly doubled every 20 years since 1900, and

30 WHEREAS, petroleum furnishes about 50 percent of the energy
31 used in the United States yearly, of which about 50 percent is
32 used for surface transportation, mainly for autos and trucks
33 whose Second Law of Thermodynamic efficiency is estimated at
about 10%, and

WHEREAS, while the United States population between 1950
and 1970 increased 35%, its energy use doubled, and

WHEREAS, geologists have been predicting since the 1950's

1 that the production of fossil fuels would be short of meeting the
2 ever increasing demands for them, starting in the 1970's, and

3 WHEREAS, in view of the diminishing fossil fuel reserves
4 and the currently inadequate fuel production capabilities to meet
5 the increasing energy demands along with the increasing costs of
6 other natural resources to build and maintain the automotive and
7 trucking industries, in view of the increasing worldwide inflation,
8 the shortfall of investment capital and accompanying historic
9 high U. S. interest rates, it seems only logical to assume that
10 bicycles and pedestrian travel in conjunction with mass transit
11 will increasingly become a much more acceptable transportation
12 modal mix, and

13 WHEREAS, bicycle sales have outrun automobile sales starting
14 in 1971, the first time this has occurred in the 1900's, and
15 estimated 1972 sales of 13.7 million were 65% above 1971 sales,
16 and

17 WHEREAS, the existing floating and East Channel bridges
18 currently provide one way traffic on sidewalks of four foot
19 widths on each of the north and south sides, and

20 WHEREAS, the current 3-2T-3 design reduces these two
21 facilities to one eight foot wide sidewalk on the north side to
22 handle two way traffic for pedestrians, bicyclists, tricycles,
23 baby strollers, roller skaters and skate boarders, and

24 WHEREAS, standards for separated facilities for high volumes
25 of pedestrians and nonmotorized vehicles are set at 10 to 12 feet
26 in King County's Executive proposed "King County Road Standards
27 1979"; in Bellevue's "Comprehensive Nonmotorized Transportation
28 Plan Recommendations", in King County's recommendation to the
29 AASHTO "Guide for Bicycle Routes" revision effort of the
30 American Association of State Highway and Transportation officials,
31 and in Seattle's recommendation that the AASHTO Guidelines be
32 revised based on the latest and best experience gained and re-
33 corded in "Planning and Design Criteria for Bikeways in

1 California" of June 30, 1978, and

2 WHEREAS, the Mt. Baker tunnel is designed to have a 12 foot
3 wide tunnel for pedestrians and bicycles and Mercer Island's
4 link is planned for a 10 foot wide trail in the 3-2T-3 config-
5 uration, and

6 WHEREAS, all the major new King County two-way pedestrian/
7 bicycle facilities are ten feet wide (Burke-Gilman, Lake
8 Sammamish and the Interurban), two of which are already of
9 insufficient capacity during the increasingly frequent heavy use,
10 and

11 WHEREAS, upon completion of improvements in the I-90 link
12 between Bellevue and Seattle anticipated between 1980 and 1990,
13 this facility will probably be the last major improvement in
14 this corridor for at least 50 years (up to the year 2040), and

15 WHEREAS, the second remaining half of the world's liquid
16 petroleum reserves will be most likely depleted in the next 20
17 to 40 years.

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

19 The six parties to the Memorandum of Understanding dated
20 November 9, 1976 on I-90, namely, King County, the Cities of
21 Seattle, Mercer Island and Bellevue, the Washington State Highway
22 Commission (now the Washington State Department of Transportation
23 Commission), and the Municipality of Metropolitan Seattle; as well
24 as the United States Department of Transportation and the
25 Federal Highway Administration and the Washington State Depart-
26 ment of Transportation District 1 Administration agree to and
27 provide for an effective ten foot minimum pedestrian and bicycle
28 facility across the entire I-90 corridor from Bellevue's land
29 mass on the East to Seattle's Mt. Baker tunnel on the West which
30 is already designed for an acceptable twelve foot width.

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BE IT FURTHER MOVED,

The Chairman of the King County Council transmit this policy position to the six parties to the I-90 Memorandum of Understanding mentioned above with a request for their written support of this position.

PASSED this 25th day of June, 1979.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Ruby Chow
Chairman

ATTEST:

Dorothy M. Quinn DEPUTY
Clerk of the Council

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