



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

November 23, 2009

Motion 13095

Proposed No. 2009-0610.2

Sponsors Hague, Gossett and Lambert

1 A MOTION expressing King County's support for a
2 preferred design of the State Route 520 bridge replacement
3 and high-occupancy vehicle program.
4

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

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

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

14 WHEREAS, the state and the region have been studying the potential replacement
15 of the State Route 520 bridge for several years and have identified State Route 520 bridge
16 replacement and high-occupancy vehicle ("HOV") program options to replace the
17 existing floating bridge, enhance safety and provide transit and roadway improvements

18 throughout the corridor, with a total cost capped at four billion six hundred fifty million
19 dollars, and

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

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

26 WHEREAS, five westside design options are currently under consideration by the
27 legislative workgroup, and

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

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

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

40 WHEREAS, all of the westside design options include the removal of the
41 Montlake freeway bus station, which will adversely affect capacity through the corridor
42 unless an estimated three to five million dollars annually is provided to offset this loss,
43 and

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

47 WHEREAS, the cost estimate for westside design option A with suboptions most
48 closely aligns with the total program cost identified by the state in comparison to all the
49 other design options, and

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

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

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

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

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

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

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

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

69 4. An eastside bus station designed to accommodate buses passing each other;
70 and

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

74 B. King County supports the A+ Hybrid option because of its compliance with

75

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76 cost and transit connectivity requirements, and ability to improve overall mobility in the
77 region.

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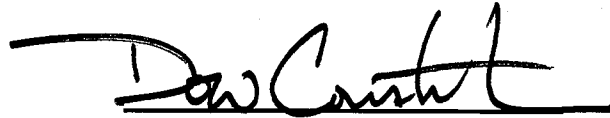
Motion 13095 was introduced on 11/9/2009 and passed as amended by the Metropolitan King County Council on 11/23/2009, by the following vote:

Yes: 9 - Mr. Constantine, Mr. Ferguson, Ms. Hague, Ms. Lambert, Mr. von Reichbauer, Mr. Gossett, Mr. Phillips, Ms. Patterson and Mr. Dunn

No: 0

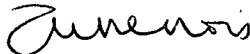
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



Dow Constantine, Chair

ATTEST:



Anne Noris, Clerk of the Council

Attachments None