

ESSB 5352 - H AMD TO H AMD (H-3031.2/09) **473**

By Representative Dickerson

WITHDRAWN 4/10/2009

1 On page 37, beginning on line 9, strike all of subsection (23) and
2 insert the following:

3
4 "(23)(a) The legislature finds that the city of Seattle has agreed
5 to pay for and ensure the adequate and efficient access for freight
6 and vehicles, and adequate and efficient access to neighborhoods along
7 the state route 99 corridor, as part of their responsibilities in the
8 Alaskan Way viaduct replacement project as recommended by the
9 governor, King County, and city of Seattle in the letter of agreement
10 dated January 13, 2009. The elements of the city's plan include:

11 (i) Performing all work necessary to ensure that the Alaskan Way
12 surface street is an efficient alternative access route for freight
13 and vehicles, including:

14 (A) Operating the four-lane Alaskan Way surface street between
15 Holgate Street via Elliot Avenue and Western Avenue to Denny Way in a
16 manner that optimizes through traffic and freight movement to and
17 through the surface street corridor along the waterfront, including
18 synchronizing traffic lights and traffic control devices and erecting
19 additional traffic lights and traffic control devices if necessary;

20 (B) Synchronizing traffic lights and traffic control devices along
21 state route 99 between Spokane Street and the Aurora Bridge, and
22 erecting additional traffic lights and control devices, if necessary,
23 to prioritize vehicular and freight traffic flow;

24 (C) Providing for reliable and effective access to the port of
25 Seattle and other major destinations south of the port, including
26 implementing measures to facilitate efficient traffic flow along
27

1 Alaskan Way by way of the state route 99 and state route 519
2 interchange; and

3 (D) Providing for reliable and effective access to and from state
4 route 99 and to and from the Mercer Corridor for the Port of Seattle
5 and other residents and businesses in northwest Seattle;

6 (ii) Working with the state department of transportation and,
7 prior to removal of the viaduct, developing a plan that optimizes
8 traffic flow from neighborhoods in northwest Seattle to the deep bored
9 tunnel, including:

10 (A) Providing for the efficient movement of traffic along major
11 arterials, including but not limited to North 46th Street, North 39th
12 Street, Nickerson Street, Dexter Avenue North, Mercer Street, and West
13 Mercer Street; and

14 (B) Providing for traffic light synchronization, and addressing
15 on-street parking, congestion near the Aurora Avenue bridge related to
16 the Queen Anne Drive and 6th Avenue North turnaround, and bridge
17 policies that affect congestion and traffic flow; and

18 (iii) Prior to removal of the viaduct, developing and implementing
19 a plan that maximizes safe and efficient vehicle throughput on Mercer
20 Street, including: optimizing traffic flow on Mercer Street, which
21 includes two-way West Mercer Street improvements, and from Elliott
22 Avenue to state route 99, and providing safe and efficient access to
23 state route 99 and the deep bored tunnel.

24 (b) In order to ensure that the city of Seattle complies with its
25 commitment as described in subsection (a) of this subsection,
26 \$50,000,000 of the transportation partnership account appropriation
27 provided in this section, or as much thereof as is appropriated from
28 this account, whichever is smaller, available for contribution to the
29 south Spokane Street Viaduct component of the Alaskan Way viaduct
30 replacement project, contingent on the city of Seattle complying with
31 this section.

32 (c) All costs related to the work performed by the city of Seattle
33 to provide adequate and efficient access for freight and vehicles
34

1 along the state route 99 corridor, as described in subsection (a) of
2 this subsection, shall be borne by the city.

3 (d) The city of Seattle may comply with this section by entering
4 into an agreement with the department of transportation in which the
5 city agrees to make all improvements identified in subsection (a) of
6 this subsection and to be solely responsible for all costs associated
7 with the listed improvements."

8

EFFECT: Makes a legislative finding that the city of Seattle has agreed to pay for and ensure adequate and efficient access to the state route 99 corridor as part of its responsibilities in the Alaskan Way viaduct replacement projects. Conditions the state's contribution of fifty million dollars of state funding to the south Spokane Street viaduct project on the city's completion of certain city street improvements as part of the replacement project. Provides that all costs related to the specified improvements must be borne by the city. Permits the city to comply with this section by entering into an agreement with the Department of Transportation.

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