

**ESSB 5352** - H AMD 513

By Representative Dickerson

WITHDRAWN 4/10/2009

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

3 "(23)(a) The legislature finds that the city of Seattle has agreed  
4 to pay for and ensure the adequate and efficient access for freight  
5 and vehicles, and adequate and efficient access to neighborhoods along  
6 the state route 99 corridor, as part of their responsibilities in the  
7 Alaskan Way viaduct replacement project as recommended by the  
8 governor, King County, and city of Seattle in the letter of agreement  
9 dated January 13, 2009. The legislature further finds that the  
10 state's responsibilities for construction of the deep bore tunnel and  
11 removal of the existing viaduct include funding and providing for the  
12 following elements: the design and construction of the state route 99  
13 south end replacement project, between South Holgate Street and South  
14 King Street; working with the city of Seattle to design the north  
15 portal to the bore tunnel, and construction of the north portals to  
16 the tunnel; construction of the new Alaskan Way surface street; and  
17 design and construction of the state route 519 project. The elements  
18 of the city's plan include:

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

22 (A) Operating the four-lane Alaskan Way surface street between  
23 Holgate Street via Elliot Avenue and Western Avenue to Denny Way in a  
24 manner that optimizes through traffic and freight movement to and  
25 through the surface street corridor along the waterfront, including  
26 synchronizing traffic lights and traffic control devices and erecting  
27 additional traffic lights and traffic control devices if necessary;

1 (B) Managing and operating access to the port of Seattle and other  
2 major destinations south of the port, including along Alaskan Way by  
3 way of the state route 99 and state route 519 interchange, to  
4 facilitate efficient and reliable traffic flow; and

5 (C) Managing and operating reliable and effective access to and  
6 from state route 99 and to and from the Mercer Corridor for the Port  
7 of Seattle and other residents and businesses in northwest Seattle;

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

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

16 (B) Providing for traffic light synchronization; addressing on-  
17 street parking; reducing and managing congestion at the north and  
18 sound ends of the Aurora Avenue bridge, including congestion related  
19 to the Queen Anne Drive and 6th Avenue North turnaround; and bridge  
20 operating policies that affect congestion and traffic flow; and

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

27 (b) In order to ensure that the city of Seattle complies with its  
28 commitment as described in subsection (a) of this subsection,  
29 \$50,000,000 of the transportation partnership account appropriation  
30 provided in this section, or as much thereof as has not been obligated  
31 and is appropriated from this account, whichever is smaller, that is  
32 available for contribution to the south Spokane Street Viaduct  
33 component of the Alaskan Way viaduct replacement project, is  
34 contingent on the city of Seattle complying with this section.

1 (c) All costs related to the work performed by the city of Seattle  
2 to provide adequate and efficient access for freight and vehicles  
3 along the state route 99 corridor, as described in subsection (a) of  
4 this subsection, shall be borne by the city.

5 (d) The city of Seattle may comply with this section, and avoid  
6 the loss of funds provided for the South Spokane Street viaduct,  
7 simply by providing a written commitment to WSDOT confirming its  
8 intent to implement subsection (a) of this subsection and to be solely  
9 responsible for all costs associated with the listed improvements.  
10 Nothing in this subsection prohibits the city of Seattle from  
11 completing the improvements to the South Spokane Street viaduct prior  
12 to beginning work on the access improvements identified in subsection  
13 (a) of this subsection."

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**EFFECT:** Replaces the existing provision that conditions the state's contribution of up to fifty million dollars to the South Spokane Street viaduct project on the city's completion of certain city street improvements with a similar provision. Modifies the existing provision by: adding a legislative finding that certain elements of the replacement project are the state's responsibility, and making various language changes to reflect the state's responsibilities; permitting the city of Seattle to comply with the requirement to make the specified city street improvements by providing a written commitment to the state Department of Transportation confirming its intent to make those improvements, instead of permitting the city to comply by entering into an agreement with the Department of Transportation; and providing that the city may continue to work on the South Spokane Street viaduct project prior to beginning work on the listed street improvements.

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