

CITY OF SEATTLE
RESOLUTION _____

A RESOLUTION relating to the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of the Seattle Community Design Process and recommending actions by the City of Seattle and State of Washington based on results of this process.

WHEREAS, Ordinance 123733, passed in October 2011, authorized execution of a Memorandum of Understanding (MOU) between the Washington State Department of Transportation (State) and the City of Seattle (City) regarding State and City roles, responsibilities and future actions in the State Route 520 Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project (Project); and

WHEREAS, Section 2.3.5 of the MOU stated that the State and City intended to coordinate with City neighborhoods, King County Metro, Sound Transit, the University of Washington, the Seattle Bicycle Advisory Board, the Seattle Pedestrian Advisory Board and the Seattle Design Commission in a Seattle Community Design Process (Process) for community amenity and lid design features within the Project limits; and

WHEREAS, the State organized and led the Process as intended by the MOU, consistently with the Preferred Alternative and baseline design features and environmental footprint of the Project as approved by the Federal Highway Administration's Record of Decision; and

WHEREAS, in September 2012 the State issued a draft report on the results of the Process and solicited public comments on the report, in October 2012 issued a report on the public comments received, and in December 2012 issued the Final Report on the Process; and

WHEREAS, in October and November 2012, the State briefed the City Council on the Process and these reports, and the Council itself received public comments on the Process and on the design recommendations resulting from it; and

WHEREAS, Section 1.1.5 of the MOU calls for the City to maintain a meaningful role throughout the Project design process, Section 2.1.15 says the State will consult with the Seattle Design Commission, Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory Board, and City neighborhood groups on design and construction of the Project as necessary or requested by the Parties, and Sections 2.3.3, 2.3.4 and 2.3.5 say the State and the City will continue to consult with community members on a variety of aspects of the Project design; NOW, THEREFORE

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE
MAYOR CONCURRING, THAT:**

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2 Section 1. The City recognizes that the Seattle Community Design Process (Process)
3 intended by Section 2.3.5 of the Memorandum of Understanding (MOU) between the
4 Washington State Department of Transportation (State) and the City authorized by Ordinance
5 123733 is complete and fulfills the intent of that section of the MOU.

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7 Section 2. The City endorses the general vision expressed in the December 2012 Final
8 Report on the Process (Report) and concurs with the following specific recommendations from
9 the Report, as they are described in the Report:

10 A. Roanoke Area

11 (1) A 30-foot wide landscaped bicycle and pedestrian shared use path should be
12 constructed across Interstate 5.

13 (2) The intersection of 10th Avenue East and Delmar Drive East should have a “T”
14 design.

15 (3) The lid at 10th Avenue East and Delmar Drive East should be blended into the hillside
16 on the south side and should include bicycle and pedestrian paths.

17 (4) There should be an accessible pedestrian connection between Delmar Drive East and
18 Boyer Avenue East.

19 B. Portage Bay Bridge

20 (1) In order to reduce the time required to construct the Portage Bay Bridge, the west end
21 of the bridge should be shifted to the north from the position described in the Preferred
22 Alternative in the Final Environmental Impact Statement on the Project.

23 C. Montlake Area

24 (1) In the Canal Reserve area, the westbound off-ramps under 24th Avenue East should be
25 lowered and the shared-use path should be shifted to the south.

26 (2) East Lake Washington Boulevard should be designed so that neighbors are buffered
27 from traffic, the appearance of the roadway is improved, and the size of the planted buffer
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1 between the roadway and homes on the south side is increased in order to integrate the roadway
2 with the Arboretum.

3 (3) At the stormwater facility, a wetland facility should be constructed that is integrated
4 with East Montlake Park and the shoreline.

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6 Section 3. The City and State should continue to develop and evaluate options with
7 respect to the following issues and recommendations in the Final Report:

8 A. Roanoke Area

9 (1) The Bagley Viewpoint should be expanded if possible, and should include significant
10 green space and provide unobstructed views. The City and State should continue to review the
11 adequacy of on-street parking along Delmar Drive East to meet demand for use of the viewpoint
12 and the lid at Delmar Drive East and 10th Avenue East.

13 B. Portage Bay Bridge

14 (1) The City supports the concept of providing a bicycle and pedestrian path on the
15 Portage Bay Bridge. The City nonetheless continues to support a bridge design that minimizes
16 the width of the bridge and its overall visual and environmental impacts. Further, the utility of a
17 bicycle and pedestrian path on the bridge depends on the quality of the connections at the ends of
18 the bridge to the network for bicycle and pedestrian travel. Thus the City requests that the State
19 develop options for a path on the bridge with these goals in mind and cooperate with the City in
20 developing options for related improvements to the network.

21 (2) The City requests that the State continue to refine and analyze the two options for
22 bridge type, namely, box girder and cable stay. This should include reviewing and if necessary
23 updating the engineering assumptions for each type, continuing to evaluate options to minimize
24 the width and overall visual impact of each, developing options for including a bicycle and
25 pedestrian path in each, and refining cost estimates for each accordingly. The City requests that
26 the State discuss these options with and consider the views of the Seattle Design Commission in
27 this analysis.

1 C. Montlake Area

2 (1) The City and State should reexamine and consider a wider range of options for the
3 Montlake Lid. This analysis should consider how the lid can best support connections for
4 pedestrians, bicyclists and transit users, including uninterrupted connections across the lid and
5 westbound SR 520 off-ramps. It should consider how the lid can best reduce the impacts of
6 roadway sound and make good visual connections among the neighborhoods. It should consider
7 how alternative lid designs can best support active and passive uses of the lid itself, and should
8 define the requirements for managing the space on the lid to support and ensure positive uses. It
9 should estimate the costs of these options. The City and State should solicit the advice of the
10 Seattle Design Commission on these options.

11 (2) The City and State should refine the designs of the Bill Dawson Trail and East
12 Portage Bay Underbridge Area to make these connections direct, safe and comfortable.

13 D. Bicycle, pedestrian and multimodal connections generally

14 (1) The City and State should continue to pursue improvements in bicycle and pedestrian
15 connections in the entire area covered by the Process and Report, including Montlake Boulevard.
16 This includes improving the functionality, safety and attractiveness of bicycle and pedestrian
17 facilities by creating clear and seamless routes and making good connections to transit and
18 existing and planned trails and neighborhoods surrounding the area.

19 (2) The City and State should collaborate with King County Metro, Sound Transit and the
20 University of Washington to refine multimodal connections to and within the State Route 520
21 corridor. These refinements should be consistent with existing and prospective plans for transit
22 and for bicycle and pedestrian routes, and should consider access, mobility and safety, with the
23 overall goals of eliminating gaps in the system and maintaining and enhancing existing networks
24 in the city.

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26 Section 4. The City requests that the State construct the West Approach Bridge following
27 the design recommendations in the Report and those of the Seattle Design Commission. This
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1 includes a simple, clean structural design with a regional bicycle and pedestrian path. Consistent
2 with the Report, the bridge should be constructed on the assumption that access to East Montlake
3 Park from 24th Avenue East will be limited to bicycles and pedestrians.

4 The City also requests that the State develop an interim design for the connection
5 between the West Approach Bridge and the Montlake Area, including all transportation
6 connections and connections among open spaces in the Area. The interim design would have
7 several purposes. One is to ensure that these connections work as well as possible in the interim
8 period between the construction of the bridge and the funding, design and construction of the
9 other transportation improvements and related amenities in the Area. Another is to ensure that
10 the choices necessarily made in the construction of the bridge do not unduly constrain the
11 options for the other transportation improvements and amenities in the area, including but not
12 limited to the Montlake Lid. A third is to ensure that the impacts of the bridge and the Project as
13 a whole on the neighborhood and the community are adequately mitigated in the interim period.
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15 Section 5. The City intends to implement two general recommendations of the Seattle
16 Design Commission for the subsequent design processes in the Project area. These are that the
17 City assign a “Champion” as a single coordinating voice for the Project across all City
18 departments and that the Commission itself have ongoing involvement in these designs.
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1 Section 6. The City urges the State Legislature to provide sufficient funding to the State
2 Department of Transportation for its share of the work described in Sections 1-4 of this
3 Resolution. This includes funding the development of additional information that is necessary
4 and sufficient for these design decisions, and funding the development of any required design
5 refinements when construction funding is available.

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7 Adopted by the City Council the ____ day of _____, 2013, and
8 signed by me in open session in authentication of its adoption this _____ day
9 of _____, 2013.

10 _____
11 President _____ of the City Council

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13 THE MAYOR CONCURRING:

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15 _____
16 Michael McGinn, Mayor

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18 Filed by me this ____ day of _____, 2013.

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20 _____
21 Monica Martinez Simmons, City Clerk

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23 (Seal)