

Resolution No. 31411

A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of a technical report on the conditions under which the Washington State Department of Transportation should consider building a second bascule bridge over the Montlake Cut, and making recommendations on actions to be taken by the State and the City based on the findings of the report.

Related Legislation File: \_\_\_\_\_

Date Introduced and Referred: <u>Sept. 17, 2012</u>	To: (committee): <u>SR 520</u>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>9.24.12</u>	Date Presented to Mayor: <u>9.26.12</u>
Date Signed by Mayor: <u>10/1/12</u>	Date Returned to City Clerk: <u>10/2/12</u>
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text	

## The City of Seattle – Legislative Department

Resolution sponsored by: Richard Conlin

### Committee Action:

Date	Recommendation	Vote
<u>9.24.12</u>	<u>Adopted as</u>	<u><del>6-0</del></u>
	<u>Amended</u>	<u>7-0</u>
		<u>RC, SB, BH, SC,</u>
		<u>NL, SG, MO</u>

This file is complete and ready for presentation to Full Council. \_\_\_\_\_

### Full Council Action:

Date	Decision	Vote
<u>9.24.12</u>	<u>Adopted</u>	<u>8-0</u>
		<u>excess: TR</u>



**CITY OF SEATTLE**  
**RESOLUTION** 31411

A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of a technical report on the conditions under which the Washington State Department of Transportation should consider building a second bascule bridge over the Montlake Cut, and making recommendations on actions to be taken by the State and the City based on the findings of the report.

WHEREAS, in an April 2010 letter to the Governor of Washington and the Secretary of the State Department of Transportation, the City Council stated its reservations about the potential construction of a second Montlake bascule bridge; asked the State to phase the decision on construction of this bridge and test measures to eliminate the need for the bridge; stated that the Council would consider supporting the construction of this bridge only if the bridge would be used to provide dedicated capacity for high occupancy vehicles, transit, bicyclists and pedestrians; and stated that the Council did not support the creation of additional roadway capacity along Montlake Boulevard for single occupant vehicles and other general purpose traffic; and

WHEREAS, Ordinance 123733, passed in October 2011, authorized execution of a memorandum of understanding (MOU) between the State of Washington and the City of Seattle related to the State Route (SR) 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project, and that MOU was executed; and

WHEREAS, the MOU stated the intent of the State and the City to collaborate in deciding whether and when to build a second Montlake bascule bridge, taking into consideration transit travel time, reliability and passenger delay, levels of service for pedestrians and bicycles, SR 520 mainline operations and other appropriate factors; and

WHEREAS, pursuant to that provision of the MOU the State and the City convened a technical workgroup, also involving King County Metro Transit, to conduct a detailed inquiry into the present and expected future performance of the transportation system in the vicinity of the existing Montlake Bridge related to those considerations and to identify triggers for levels of performance that could be used to analyze the need to build a second bridge; and

WHEREAS, those discussions have yielded a technical report titled Establishment of Triggers, Second Montlake Bridge Workgroup that set thresholds for levels of performance in pedestrian and bicycle mobility, transit speed and reliability and SR 520 mainline operations that would trigger consideration of the construction of a second bridge; and

NOW, THEREFORE,

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

Section 1. The main findings of the technical report titled Establishment of Triggers, Second Montlake Bridge Workgroup are these:

A. Current levels of service for bicyclists and pedestrians over the existing Montlake Bridge approach, and at times exceed, thresholds defined as adequate by current City policy and triggers for action identified in the technical report. In the future, the poor conditions are likely to increase. This indicates that action within the next five years is appropriate to address the capacity limitation for pedestrian and bicycles on the current bridge.

B. Current transit operating conditions in the 2.5 mile corridor containing the Montlake Bridge either approach or fail to meet the City's standards for transit travel time and reliability adopted in the Seattle Transit Master Plan. However, the bridge is only one potential source of delay in the corridor and is not the sole factor in creating transit delay or increasing transit time. The report also indicates that future conditions, such as the implementation of light rail transit in the SR 520 corridor, could affect how people travel, indicating the need for continued monitoring of travel conditions into the future.

C. Mainline operations on SR 520 are affected by the Montlake Bridge only when the bridge opens for marine traffic and queues form on SR 520 off-ramps. Since the bridge does not open during peak hours, it does not affect mainline operations during those times. Because a second bridge would open for marine traffic simultaneously, it would improve these conditions only marginally.

Section 2. Based on a review of the technical report the City requests and recommends the following actions:

A. Notwithstanding the importance of generally improving levels of transportation performance for bicyclists and pedestrians in the city, the improvements in these made by a

1 second Montlake bridge are unlikely to yield benefits that justify the cost and environmental  
2 impact of a bridge. The development of the City's Bicycle Master Plan, currently in process, is  
3 the appropriate forum for developing more cost-effective options to improve service for  
4 bicyclists and pedestrians over the Montlake Cut. The City requests that the Seattle Department  
5 of Transportation (SDOT) working with the Seattle Bicycle Advisory Board develop options for  
6 consideration in the Bicycle Master Plan and develop and implement improved methods of  
7 monitoring transportation performance for bicyclists and pedestrians in the vicinity of the  
8 Montlake Bridge so that the Bicycle Master Plan will be well informed.

9 B. Consistent with the City's Transit Master Plan, improving transit reliability and travel  
10 time in the 2.5 mile corridor including the Montlake Bridge is a high priority. It appears that a  
11 second Montlake Bridge by itself would have little impact in addressing current adverse transit  
12 operating conditions in the corridor, but that other potential transit projects in the corridor (such  
13 as queue jumps and dedicated bus lanes) may improve conditions and be more cost effective than  
14 constructing a second Montlake Bridge. The City requests that SDOT work with King County  
15 Metro and WSDOT to identify and implement other improvements in the corridor and monitor  
16 the effects of these improvements. The City recommends that the State consider funding these  
17 transit improvements in the corridor as soon as is practical.

18 C. It is likely that the benefits of any improvements in mainline SR 520 operations from a  
19 second Montlake bridge would be small in comparison to the cost and impact of a second bridge.  
20 In addition, many other changes related to SR 520, including roadway infrastructure  
21 improvements, reconstruction of the Montlake interchange, tolling on SR 520, the  
22 implementation of Sound Transit Link projects and improved cross-lake transit service, are likely  
23 to impact traffic volume and flow in the Montlake area, making the benefits of a second bridge to  
24 mainline SR 520 operations uncertain. The City requests that SDOT cooperate with the State in  
25 monitoring the effect of bridge openings on mainline SR 520 operations and determining  
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1 whether these bridge openings meet the trigger defined in the technical report once these other  
2 changes have been made.

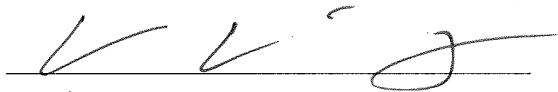
3 D. Taking current bicycle, pedestrian, and transit performance and mainline SR520  
4 operations into account, it is likely that a second Montlake bascule bridge would not deliver  
5 benefits (particularly to pedestrian, bicycle, and bus transit mobility) that justify its cost and  
6 impact. It is also likely that equal or greater improvements in performance for bicyclists,  
7 pedestrians and transit customers could be otherwise delivered at lower cost. Accordingly, the  
8 City's recommendation to WSDOT and the State Legislature is that a second Montlake bascule  
9 bridge not be constructed within the foreseeable future. WSDOT and SDOT should continue to  
10 monitor the triggers identified and recommended in the technical report titled Establishment of  
11 Triggers, Second Montlake Bridge workgroup, to ascertain if a second bridge would be  
12 warranted at some future date based on changes in conditions including, but not limited to,  
13 consideration of light rail transit in the SR 520 corridor. If changed conditions suggest that  
14 constructing a second Montlake Bridge should be considered, then a joint-decision making  
15 process between the City and the State should be established that includes community and  
16 neighborhood outreach and input.

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20 Adopted by the City Council the 24 day of September, 2012, and  
21 signed by me in open session in authentication of its adoption this 24 day  
22 of September, 2012.

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24 President \_\_\_\_\_ of the City Council

1 THE MAYOR CONCURRING:

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4 Michael McGinn, Mayor

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6 Filed by me this 2<sup>nd</sup> day of October, 2012.

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9 Monica Martinez Simmons, City Clerk

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11 (Seal)

### **FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Legislative	Peter Harris / 684-8368	n.a.

#### **Legislation Title:**

A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of a technical report on the conditions under which the Washington State Department of Transportation should consider building a second bascule bridge over the Montlake Cut, and making recommendations on actions to be taken by the State and the City based on the findings of the report.

#### **Summary of the Legislation:**

This resolution summarizes the main findings of a technical report on the establishment of triggers for considering a second bridge over the Montlake Cut and states the Council's view on the implications of these findings. It asks the Seattle Department of Transportation to work with the Washington State Department of Transportation (WSDOT) to monitor transportation performance for pedestrians, bicyclists and transit, and for mainline State Route 520 operations. It recommends to WSDOT and the State Legislature that a second bridge not be constructed within the foreseeable future.

#### **Background:**

This resolution follows a long series of regional discussions about the overall State Route 520 bridge replacement project and its associated improvements in the vicinity of the Montlake Bridge. In 2010 the Council stated its reservations about the potential construction of a second bridge and asked the State to phase this decision. Ordinance 123733 authorized a memorandum of understanding between the City and the State called for a joint decision making process on the second bridge, and the City and the State accordingly convened a working group to study the present and expected future performance of the transportation system in the vicinity of the bridge and to identify triggers for analyzing the need to build a second bridge. The working group produced the report that is the subject of this resolution.

Please check one of the following:

  **x**   **This legislation does not have any financial implications.**

Notes: Elements related to monitoring, additional scope for the Seattle Bicycle Master Plan and identification of transit improvements will potentially require new funding in the future.



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WHEREAS, in an April 2010 letter to the Governor of Washington and the Secretary of the State Department of Transportation, the City Council stated its reservations about the potential construction of a second Montlake bascule bridge; asked the State to phase the decision on construction of this bridge and test measures to eliminate the need for the bridge; stated that the Council would consider supporting the construction of this bridge only if the bridge would be used to provide dedicated capacity for high occupancy vehicles, transit, bicyclists and pedestrians; and stated that the Council did not support the creation of additional roadway capacity along Montlake Boulevard for single occupant vehicles and other general purpose traffic; and

WHEREAS, Ordinance 123733, passed in October 2011, authorized execution of a memorandum of understanding (MOU) between the State of Washington and the City of Seattle related to the State Route (SR) 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project, and that MOU was executed; and

WHEREAS, the MOU stated the intent of the State and the City to collaborate in deciding whether and when to build a second Montlake bascule bridge, taking into consideration transit travel time, reliability and passenger delay, levels of service for pedestrians and bicycles, SR 520 mainline operations and other appropriate factors; and

WHEREAS, pursuant to that provision of the MOU the State and the City convened a technical workgroup, also involving King County Metro Transit, to conduct a detailed inquiry into the present and expected future performance of the transportation system in the vicinity of the existing Montlake Bridge related to those considerations and to identify triggers for levels of performance that could be used to analyze the need to build a second bridge; and

WHEREAS, those discussions have yielded a technical report titled Establishment of Triggers, Second Montlake Bridge Workgroup that set thresholds for levels of performance in pedestrian and bicycle mobility, transit speed and reliability and SR 520 mainline operations that would trigger consideration of the construction of a second bridge; and





WHEREAS, the Federal Highway Administration, the Washington State Department of Transportation, King County Metro, Sound Transit, and the University of Washington have reviewed the technical report and concur with the findings;

NOW, THEREFORE,

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

Section 1. The main findings of the technical report titled Establishment of Triggers, Second Montlake Bridge Workgroup are these:

A. Current levels of service for bicyclists and pedestrians over the existing Montlake Bridge approach, and at times exceed, thresholds defined as adequate by current City policy and triggers for action identified in the technical report. In the future, the poor conditions are likely to increase. This indicates that action within the next five years is appropriate to address the capacity limitation for pedestrian and bicycles on the current bridge.

B. Current transit operating conditions in the 2.5 mile corridor containing the Montlake Bridge either approach or fail to meet the City's standards for transit travel time and reliability adopted in the Seattle Transit Master Plan. However, the bridge is only one potential source of delay in the corridor and is not the primary factor in creating transit delay or increasing transit time. It appears that a second Montlake Bridge would have little impact in addressing current adverse transit operating conditions in the corridor, but that other potential transit projects in the corridor (such as queue jumps and dedicated bus lanes) may improve conditions. The report also indicates that future conditions, such as the implementation of light rail transit in the SR 520 corridor, could affect how people travel, indicating the need for continued monitoring of travel conditions into the future.

C. Mainline operations on SR 520 are affected by the Montlake Bridge only when the bridge opens for marine traffic and queues form on SR 520 off-ramps. Since the bridge does not open during peak hours, it does not affect mainline operations during those times. Because a



1 second bridge would open for marine traffic simultaneously, it would improve these conditions  
2 only marginally.

3 Section 2. Based on a review of the technical report the City requests and recommends  
4 the following actions:

5 A. Notwithstanding the importance of generally improving levels of transportation  
6 performance for bicyclists and pedestrians in the city, the improvements in these made by a  
7 second Montlake bridge are unlikely to yield benefits that justify the cost and environmental  
8 impact of a bridge that would be used primarily by autos and other vehicles. The development of  
9 the City's Bicycle Master Plan, currently in process, is the appropriate forum for developing  
10 more cost-effective options to improve service for bicyclists and pedestrians over the Montlake  
11 Cut. The City requests that the Seattle Department of Transportation (SDOT) working with the  
12 Seattle Bicycle Advisory Board develop options for consideration in the Bicycle Master Plan and  
13 develop and implement improved methods of monitoring transportation performance for  
14 bicyclists and pedestrians in the vicinity of the Montlake Bridge so that the Bicycle Master Plan  
15 will be well informed.

16 B. Consistent with the City's Transit Master Plan, improving transit reliability and travel  
17 time in the 2.5 mile corridor including the Montlake Bridge is a high priority. The technical  
18 report, however, does not suggest that a second Montlake bridge would significantly improve  
19 conditions for transit or be a cost-effective means of making such improvements. The City  
20 requests that SDOT work with King County Metro and WSDOT to identify and implement other  
21 improvements in the corridor and monitor the effects of these improvements. The City  
22 recommends that the State consider funding these transit improvements in the corridor as soon as  
23 is practical.

24 C. It is likely that the benefits of any improvements in mainline SR 520 operations from a  
25 second Montlake bridge would be small in comparison to the cost and impact of a second bridge.



1 In addition, many other changes related to SR 520, including roadway infrastructure  
2 improvements, reconstruction of the Montlake interchange, tolling on SR 520, the  
3 implementation of Sound Transit Link projects and improved cross-lake transit service, are likely  
4 to impact traffic volume and flow in the Montlake area, making the benefits of a second bridge to  
5 mainline SR 520 operations uncertain. The City requests that SDOT cooperate with the State in  
6 monitoring the effect of bridge openings on mainline SR 520 operations and determining  
7 whether these bridge openings meet the trigger defined in the technical report once these other  
8 changes have been made.

9 D. Taking current bicycle, pedestrian, and transit performance and mainline SR520  
10 operations into account, it is likely that a second Montlake bascule bridge would not deliver  
11 benefits (particularly to pedestrian, bicycle, and bus transit mobility) that justify its cost and  
12 impact. It is also likely that equal or greater improvements in performance for bicyclists,  
13 pedestrians and transit customers could be otherwise delivered at lower cost. Accordingly, the  
14 City's recommendation to WSDOT and the State Legislature is that a second Montlake bascule  
15 bridge not be constructed within the foreseeable future. WSDOT and SDOT should continue to  
16 monitor the triggers identified and recommended in the technical report titled Establishment of  
17 Triggers, Second Montlake Bridge workgroup, to ascertain if a second bridge would be  
18 warranted at some future date based on changes in conditions including, but not limited to,  
19 consideration of light rail transit in the SR 520 corridor. If changed conditions suggest that  
20 constructing a second Montlake Bridge should be considered, then a joint-decision making  
21 process between the City and the State should be established that includes opportunities for  
22 community and neighborhood outreach and input.



1 Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2012, and  
2 signed by me in open session in authentication of its adoption this \_\_\_\_ day  
3 of \_\_\_\_\_, 2012.

4 \_\_\_\_\_  
5 President \_\_\_\_\_ of the City Council

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7 THE MAYOR CONCURRING:

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9 \_\_\_\_\_  
10 Michael McGinn, Mayor

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12 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2012.

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14 \_\_\_\_\_  
15 Monica Martinez Simmons, City Clerk

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17 (Seal)



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STATE OF WASHINGTON – KING COUNTY

--SS.

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289251  
CITY OF SEATTLE, CLERKS OFFICE

No. TITLE ONLY

**Affidavit of Publication**

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12<sup>th</sup> day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:31384,31410-11

was published on

10/11/12

The amount of the fee charged for the foregoing publication is the sum of \$48.83 which amount has been paid in full.



Affidavit of Publication

  
\_\_\_\_\_  
Subscribed and sworn to before me on  
10/11/2012 

\_\_\_\_\_  
Notary public for the State of Washington,  
residing in Seattle



## State of Washington, King County

### City of Seattle

The full text of the following legislation, passed by the City Council on September 24, 2012, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>. Contact: Office of the City Clerk at (206) 684-8344.

#### RESOLUTION NO. 31384

A RESOLUTION approving the composition of the Major Institution Citizens Advisory Committee for Swedish Medical Center's Cherry Hill Campus.

#### RESOLUTION NO. 31410

A RESOLUTION appointing two members to the Seattle-King County Taxicab Advisory Commission to advise and make recommendations on taxicab regulations to the City of Seattle and King County.

#### RESOLUTION NO. 31411

A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement and High Occupancy Vehicle Project; recognizing the completion of a technical report on the conditions under which the Washington State Department of Transportation should consider building a second bascule bridge over the Montlake Cut, and making recommendations on actions to be taken by the State and the City based on the findings of the report.

Date of publication in the Seattle Daily Journal of Commerce, October 11, 2012.

10/11(289251)