

By Representative Dickerson

**PSHB 1314** - H COMM AMD (TO H-2845.5/09)

By Committee on Transportation

1 On page 36, beginning on line 26, strike all of subsection (23)  
2 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 elements of the city's plan include:

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

13 (A) Operating the four-lane Alaskan Way surface street between  
14 Holgate Street and Elliot Avenue/Western Avenue in a manner that  
15 optimizes through traffic and freight movement to and through the  
16 surface street corridor along the waterfront;

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

21 (C) Providing for reliable and effective access to the port of  
22 Seattle and other major destinations south of the port, including  
23 implementing measures to facilitate efficient traffic flow along  
24 Alaskan Way by way of the state route 99 and state route 519  
25 interchange;

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

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

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

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

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

22 (b) In order to ensure that the city of Seattle complies with its  
23 commitment as described in subsection (a) of this subsection, the  
24 state shall make \$50,000,000 of the transportation partnership  
25 account—state appropriation as provided in the 2009-2011  
26 transportation budget, or as much thereof as is appropriated from this  
27 account, whichever is smaller, available for contribution to the south  
28 Spokane Street Viaduct component of the Alaskan Way viaduct  
29 replacement project, contingent on the city of Seattle complying with  
30 this subsection.

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

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

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**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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