

*Original*

RESOLUTION NO. 674

A RESOLUTION disapproving the parallel Second Lake Washington Bridge location proposed by DeLeuw, Cather & Company in its report of July 16, 1956, and stating the reasons therefor.

WHEREAS, Preliminary investigation has indicated that a second crossing of Lake Washington is physically feasible to construct at any one of several locations, and it is indicated that engineering problems of a greater magnitude would be encountered at a parallel bridge location than at any of the other proposed locations; and

WHEREAS, the report of DeLeuw, Cather & Company concedes that a northerly crossing of Lake Washington will be required at some future date at a point compatible with the navigational and recreational uses of the Lake; and

WHEREAS, the residents of the City of Bellevue and its neighboring communities on the Eastside of Lake Washington can be more conveniently served by a northerly crossing of the Lake; and

WHEREAS, the history of the existing bridge has indicated that the presence of such a bridge will foster a desirable and rational pattern of residential growth within its service area; and

WHEREAS, the DeLeuw, Cather & Company report has failed to fully consider the dynamic growth potential of the Eastside of Lake Washington when served by a properly located bridge; and

WHEREAS, the DeLeuw, Cather & Company report has failed to fully consider the impact of a parallel bridge location on the arterial highway system of the Eastside cities and towns; and

WHEREAS, the conclusion set forth in the DeLeuw, Cather & Company report violates fundamental principles of community planning in that it splits communities into unnatural and undesirable segments and places therein incompatible structures and roadways unrelated to the internal requirements of the City of Bellevue and its neighboring communities; and

WHEREAS, the DeLeuw, Cather & Company report has failed to consider the problem of routing the Eastside traffic bound to the central business area of Seattle in that it proposes to place the entire traffic

load from the Eastside onto the North bound lanes of the proposed Seattle freeway at a point South of the central business district and East of the center line of said freeway thus creating a situation of extreme congestion at the point of entry on said freeway, and in addition, placing said Eastside traffic in direct competition with West bound Seattle traffic at the overpasses of said freeway at the central business district, therefore, rendering that section of the freeway obsolete prior to completion of the entire project; and

WHEREAS, the proposal of DeLew, Cather & Company is based upon incomplete comparisons of projected traffic flow in that it fails to compare the proposed route with other routes on a toll free basis or on an equal toll basis; and

WHEREAS, the proposal of DeLew, Cather & Company appears to be of doubtful legality in that it places a toll on persons using the existing toll free route; and

WHEREAS, said proposal fails to fully evaluate the state-wide impact of the choice of locations in that it gives no consideration to induced traffic Seattle bound from Eastern Washington areas using the Stevens Pass approach, and gives no consideration to the competitive aspects of Columbia Basin traffic having a choice of routes between a toll free Columbia River highway and a toll paying U.S. 10 facility; and

WHEREAS, said proposal gives no consideration to the civil defense requirements of multiple evacuation routes from the City of Seattle, now, therefore,

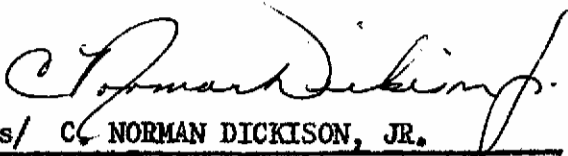
THE CITY COUNCIL OF THE CITY OF BELLEVUE DO RESOLVE AS FOLLOWS:

Section 1. That in order to avoid unreasonable delay in the construction of the Second Lake Washington Bridge, and to assure economical use of the monies already expended in engineering on said project, the City Council disapproves the proposal of DeLew, Cather & Company that the Second Lake Washington Bridge be constructed parallel to the existing bridge as a toll facility.

Section 2. That the City Council disapproves, in particular, the connection referred to in the DeLew, Cather & Company as Northeast to the City of Bellevue.

Section 3. That the City Council concurs with the decisions of the Toll Bridge Authority made on three previous occasions to construct the Second Lake Washington Bridge at other than a parallel location.

PASSED by the City Council at a special meeting on the 23rd day of July, 1956.

  
/s/ C. NORMAN DICKISON, JR.  
C. Norman Dickison, Jr.  
Mayor

Attest:  
*Jean A. Scholer, City Clerk*