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CITY OF SEATTLE
RESOLUTION 314860

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4 A RESOLUTION concerning recommendations for the Lynnwood Link extension by the Central
5 Puget Sound Regional Transit Agency (SoundTransit) Board; stating that the City of
6 Seattle recommends that the A1 alignment (through Seattle) be designated as the
7 Preferred Alternative; recommending that the 130th St station be carried forward for full
8 analysis in the Final Environmental Impact Statement; and stating that the City of Seattle
9 recommends inclusion of the 130th and 145th Street stations, in Segment A of the
10 Lynnwood Link extension in the Preferred Alternative.

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12 WHEREAS, the City of Seattle strongly supports the construction of the Lynnwood Link
13 extension from the Northgate extension to the planned interim terminus in Lynnwood in
14 order to expand the regional transit system and enhance transit access for Seattle
15 residents; and

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17 WHEREAS, the City of Seattle has worked closely with Sound Transit to coordinate planning of
18 this extension to provide reliable, rapid and efficient transit service; create alternatives to
19 congested roadways; support adopted land use, transportation, and economic
20 development plans; advance high quality regional transit service and implement a
21 financially feasible system that seeks to preserve and promote a healthy environment; and

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23 WHEREAS, the City encourages Sound Transit to continue to work collaboratively with the City
24 and King County Metro to develop a more refined bus feeder system for the possible
25 130th St. Station in the Final Environmental Impact Statement (FEIS); understanding that
26 this station would provide good transit access to denser neighborhoods to the east and
27 west of I-5; and

WHEREAS, Sound Transit consultants have estimated a substantial cost differential between
concurrent and deferred construction of a potential 130th Street station and

WHEREAS, the 130th Street Station would provide Sound Transit and King County Metro a high
quality, efficient bus to rail and rail to bus connection with less traffic congestion than
adjacent stations as well as good bike and pedestrian access;

WHEREAS, the Lynnwood Link Draft Environmental Impact Statement (DEIS) demonstrated
that as a pair both the 130th and 145th Street station provide good ridership with 3,200 and
2,200 average daily riders respectively;

1 NOW, THEREFORE,

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

4 Section 1. The City of Seattle endorses the A1 alignment (through Seattle) as the
5 Preferred Alternative in the FEIS, maintaining city right-of-way access to the Latvian
6 Evangelical Lutheran Church and reconstruction of the 117th Street bridge to accommodate the
7 A1 alignment.
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10 Section 2. The City of Seattle recommends that both the 130th and 145th Street stations be
11 included in the preferred alternative and further studied in subsequent FEIS documentation.
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13 Section 3. The City of Seattle, recommends that Sound Transit should do the following as the
14 project moves forward:

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- 16 a. Work closely with the Seattle Department of Transportation (SDOT) and the
17 Latvian Evangelical Lutheran Church and Center at 11710 3rd Avenue NE to
18 maintain Seattle right-of-way to the facility, as it is a priority to maintain access to
19 this cultural, religious, and education center at the current location;
 - 20 b. Work closely with SDOT in the reconstruction of 1st Avenue NE to retain the trees
21 and green space on the east side of 1st between 113th and 115th Street, which serves
22 as a buffer to the Northgate West Condominiums;
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- 1 c. In the reconstruction of 1st Avenue NE and the 117th Street bridge, provide a 14 foot
2 shared use bike and pedestrian facility on the north side of the bridge and a 8 foot
3 sidewalk on the south side of the bridge connecting into similar facilities on the
4 relocated 1st Avenue NE and ensure these facilities connect to the existing bicycle
5 trail at NE 116th Street;
- 6 d. Continue to work closely with SDOT to coordinate the Lynnwood Link extension
7 with proposed bicycle pedestrian facilities around the 130th and 145th Street stations
8 as these stations provide outstanding opportunities to serve bus, bike and pedestrian
9 access;
- 10 e. Include adjacent sidewalk and bicycle facilities along the construction frontage of
11 5th Avenue NE between 130th and 145th Street to address deficiencies identified in
12 the DEIS; and
- 13 f. Include the 130th Street station as a retained cut, center platform station without single
14 occupancy vehicle parking.
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19 Adopted by the City Council the ____ day of _____, 2013, and
20 signed by me in open session in authentication of its adoption this _____ day
21 of _____, 2013.
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23 _____
24 President _____ of the City Council
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THE MAYOR CONCURRING:

Michael McGinn, Mayor

Filed by me this _____ day of _____, 2013.

Monica Martinez Simmons, City Clerk

(Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
LEG	Ketil Freeman / 48178	NA

Legislation Title:

A RESOLUTION concerning recommendations for the Lynnwood Link extension by the Central Puget Sound Regional Transit Agency (SoundTransit) Board; stating that the City of Seattle recommends that the A1 alignment (through Seattle) be designated as the Preferred Alternative; recommending that the 130th St station be carried forward for full analysis in the Final Environmental Impact Statement; and stating that the City of Seattle recommends inclusion of the 130th and 145th Street stations, in Segment A of the Lynnwood Link extension in the Preferred Alternative.

Summary of the Legislation:

This legislation formalizes a City recommendation by the City to the Central Puget Sound Regional Transit Agency (SoundTransit) on a Draft Environmental Impact Statement for the Lynnwood Link Extension of SoundTransit's light rail system. The recommendation states a preference for inclusion of alignment A1 with stations at 130th and 145th street as an alternative in a Final Environmental Impact Statement and as the preferred alternative for the segment within the City of Seattle.

Background:

SoundTransit is developing an Environmental Impact Statement that discloses impacts associated with alternatives for extending SoundTransit's light rail system north from a station at Northgate to an interim terminus in Lynnwood. A segment of that extension would be located within the City of Seattle's corporate limits.

Please check one of the following:

This legislation does not have any financial implications.

This legislation has financial implications.

(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the "Other Implications" Section. Please delete the instructions provided in parentheses at the end of each title and question.)