

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Sound Transit Project Update and Response to 30% Design		
<b>DEPARTMENT:</b>	Planning & Community Development City Manager's Office		
<b>PRESENTED BY:</b>	Juniper Nammi, Interim ST Project Manager John Norris, Assistant City Manager		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

Sound Transit has advanced the design of the Lynnwood Link Light Rail Extension (LLE) project to 30% design and hosted the first public open house event for this light rail project through Shoreline on November 16, 2016. This was the first of three such open house events required for the public design review process adopted by Council on August 31, 2016. Comments and ideas provided early in design development have the best chance of being incorporated into the project. Today Council has the opportunity to provide formal direction to Sound Transit through a design comment letter with concerns and/or support for the design to date.

Sound Transit staff will be present at tonight's meeting to provide a presentation on the 30% design for the Shoreline stations of the Lynnwood Link Extension prior to discussion on a potential comment letter.

**RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with tonight's decision.

**RECOMMENDATION**

Staff recommends that Council provide direction for edits and approve the attached draft 30% Open House comment letter (Attachment A) for staff to finalize and transmit to Sound Transit staff. Council may also want to add suggestions for station names to the letter.

Approved By:            City Manager **DT**    City Attorney **MK**

## **INTRODUCTION**

The first of three public open house events for the Lynnwood Link Extension was held by Sound Transit (ST) in Shoreline on November 16, 2016. This open house presented the 30% design of the stations and light rail alignment through Shoreline. Council has the opportunity to provide formal direction to Sound Transit through a design comment letter with concerns and/or support for the design to date consistent with the adopted light rail public review process.

## **BACKGROUND**

The City of Shoreline has been actively engaged in Sound Transit's planning, environmental, review, public outreach, and now design of the Lynnwood Link Extension project in Shoreline since 2010. Council adopted an "Open House-based" public design review process for light rail facilities in Shoreline on August 31, 2016. This process includes:

- Shoreline Design Process Kick-off Open House (held January 27, 2016)
- 30% Design Open House (ST held November 16, 2016)
- 60% Design Open House (ST plans for early 2017)
- 90% Design Open House (ST plans for late 2017)

Following each of the Sound Transit Open Houses, City staff is directed to review comments and provide a recap of the Open House and recommended response letter to the Council for their review and approval. This is the first opportunity for Council to provide formal direction to Sound Transit through this process.

Guiding Principles for Light Rail Facility Design (Attachment B) were adopted by Council on February 29, 2016. Developed out of the January 27 public design kick-off event, these Guiding Principles consist of eight categories, with a number of bullets under each category. The eight categories are as follows:

1. Multi-modal;
2. Neighborhood Character;
3. Sustainability;
4. Public Safety;
5. Mobility;
6. Public Amenities;
7. Transit-Oriented Development; and
8. Public Art.

Council amended the Shoreline Municipal Code requirements for light rail transit system and facilities on March 21, 2016, and July 11, 2016, to include specific requirements for reviewing and approval of light rail through the quasi-judicial Special Use Permit (SUP) process. The SUP criteria for light rail specifically require that the proposed light rail project is generally consistent with the City's adopted guiding principles for light rail system/facilities. Sound Transit is planning to submit their SUP application in early 2017 for review by the City.

Sound Transit has advanced the design of the Lynnwood Link Light Rail Extension project to 30% design and hosted the first public open house event for the Lynnwood

Link Extension through Shoreline on November 16, 2016. Public input for station names was solicited by Sound Transit as part of the 30% design review process.

## **DISCUSSION**

### **Project Update**

Sound Transit will present the 30% design for the Shoreline stations to Council this evening. This is an adapted version of the presentation that was made at the Open House event on November 16.

A number of notable changes since the last project update from Sound Transit on August 3, 2015, are included in the 30% design of the LLE project:

- City staff are actively participating in over the shoulder and milestone design review for the project and have provided technical comments on the current station designs;
- The 145<sup>th</sup> Station moved north of the northbound Interstate-5 onramp to better accommodate the bus transit area;
- Stations, garages and bus transit areas have been situated;
- Basic design of buildings and locations of support infrastructure is progressing;
- Public restrooms are being included in design;
- Design and engineering of road cross sections and stormwater systems are moving beyond preliminary engineering;
- Value engineering for the project may result in preservation of the existing 195<sup>th</sup> non-motorized bridge crossing over I-5; and
- Artists Buster Simpson from Seattle and Mary Lucking from Arizona were selected for the 145<sup>th</sup> and 185<sup>th</sup> stations respectively.

Sound Transit continues to advance the project design and plans to deliver the 60% design submittal to the City in February or March of 2017. They also plan to submit for the required Special Use Permit from the City in January or February 2017. Early construction work is on track to start in 2018.

### **30% Open House Summary**

Sound Transit hosted the 30% Open House for the Lynnwood Link Extension in Shoreline and Seattle (included the Seattle portion from Northgate north) in the City Hall Council Chambers and Lobby on Wednesday, November 16, 2016, from 6pm to 8pm. The event was well attended and Council Chambers were standing room only for the presentation. City staff has not received attendance number for the event, but estimates well over 100 attendees.

Outreach leading up to the event included a postcard mailing to all residents and businesses within ¼ mile of the project alignment, website announcements, email list notices, and a direct letter mailing notifying residents within 500 feet of the project that the Open House is also the neighborhood meeting for their required Special Use Permit (SUP). Sound Transit has also hosted an online open house at [lynnwoodlink.participate.online](http://lynnwoodlink.participate.online) between November 15 and November 30.

City staff was in attendance on November 15, as well as one City Council member and a few Planning Commissioners. The tone of public comment was generally positive. A few property owners are still uncertain about whether or not their property will need to be acquired by ST for the project as aspects such as stormwater design are still under development and acquisition has not been finalized. Comments ranged from concern over adequacy of parking at the stations and cut through traffic to requests for noise mitigation and adequate areas for taxis or similar ride services. Public support for pedestrian improvements was a common theme including support for projects the City is researching feasibility of such as a trail along the rail or a non-motorized bridge over Interstate 5 near the 145<sup>th</sup> St. station. Some comments were still aimed at moving stations or concern over the proximity of the future 130<sup>th</sup> Street station in Seattle. Staff also heard support for distinctive themes for the architecture and art at each station, but no specific ideas for what the theme(s) should be. Attached is a spreadsheet of comments (Attachment C) documented from the open house by City staff. Some of these comments are out of context because they were communicated as sticky notes on maps so the placement was part of the comment.

### **Design Review Comments**

Consistent with the City's adopted public design review process, City staff has reviewed the current station designs with respect to the adopted Guiding Principles for Light Rail Facility Design (Attachment B) and has drafted a comment letter (Attachment A) for Council to consider conveying to Sound Transit. The comments are generally organized by guiding principles. Technical review comments have been conveyed separately by staff to Sound Transit as part of the over-the-shoulder design process agreed to in the project Staffing Agreement with Sound Transit.

Overall the project is moving in the right direction and Sound Transit has been responsive to staff comments during over-the-shoulder reviews. There are still a number of areas where design is not complete enough to determine whether the project will be consistent with the guiding principles or not, including: Neighborhood Character, Sustainability, Public Amenities and Public Art. The draft comment letter articulates staff concern for adequacy of the multi-modal access designed into the project so far. Staff and Sound Transit are currently actively working towards agreement on additional multi-modal access improvements and Council will have an opportunity to help identify City priorities for these improvements early next year. Design is progressing for mobility, public safety, and public art and staff likes the direction these elements of the project are headed in.

Based on the presentation from Sound Transit this evening, direct observations of the November 16 open house or online open house for 30% design, staff asks that Council provide edits or additions to the draft comment letter so that it can be finalized and conveyed to Sound Transit.

### **Station Naming**

The 30% design stage is when Sound Transit solicits input on station names and the final decision is made by the ST board sometime prior to start of construction. Station names suggested by the public as the Open House include:

145<sup>th</sup> Street -  
South Shoreline  
Thornton Creek  
Twin Ponds  
Ridgecrest  
Jackson Park  
Shoreline Ridgecrest

185<sup>th</sup> Street -  
Shoreline North  
Ballinger Station  
North City  
Shoreline Center

Sound Transit's adopted naming policy is included as Attachment D for reference. Criteria for station names can be found on page 2, in section 2 of the policy. Council may want to add name suggestions or support for names from the list above to the draft letter to Sound Transit. The City's Economic Development Manager, Dan Eernisse, recommends that both stations have Shoreline in the station name.

### **COUNCIL GOAL(S) ADDRESSED**

This project addresses Council Goal 3: Prepare for two Shoreline light rail stations by working with Sound Transit to design and evaluate the light rail stations.

### **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with tonight's decision.

### **RECOMMENDATION**

Staff recommends that Council provide direction for edits and approve the attached 30% Open House comment letter (Attachment A) for staff to finalize and transmit to Sound Transit staff. Council may want to add suggestions for station names to the letter.

### **ATTACHMENTS**

Attachment A: *DRAFT* Council 30% Open House Comment Letter  
Attachment B: Guiding Principles for Light Rail Facility Design (Adopted Feb. 2016)  
Attachment C: Comments from 30% Open House Compiled by the City  
Attachment D: Sound Transit Naming Policy (Resolution 2012-02)



**SHORELINE  
CITY COUNCIL**

Chris Roberts  
Mayor

Shari Winstead  
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

December X, 2016

Ahmad Fazel  
Executive Director, DECM  
Sound Transit  
401 S Jackson Street  
Seattle, WA 98104-2826

RE: City of Shoreline 30% Open House Comments

Dear Mr. Fazel:

The City of Shoreline would like to take this opportunity to convey to Sound Transit our initial comments in response to the recent 30% Open House for the Shoreline station areas. We appreciate the amount of work that has gone into siting the project, and the opportunity for the public to provide input at this early stage in the process while the station areas are just beginning to take shape. While our comment is necessarily limited as a result of the information that has been provided to the City to date, we understand that the project is only at 30% design and that additional information is coming every week. As sound Transit moves towards 60% design, we look forward to receiving and reviewing more detailed designs in the near future so that we can better assess and provide more specific comments and feedback regarding how Sound Transit can best incorporate the Council's Guiding Principles for Light Rail Facility Design (Guiding Principles – as adopted February 2016) and application of the City codes to the project.

Our preliminary 30% design comments, therefore, primarily focus on consistency with the Multi-modal Access, Neighborhood Character, Sustainability, Public Safety, Mobility, Public Amenities, Transit Oriented Development, and Public Art provisions in the Guiding Principles.

With respect to providing multi-modal access for trains, buses, bikes, and pedestrians, it is necessary for light rail to be inviting and convenient to the broadest spectrum of the surrounding neighborhoods and the broader Shoreline community. Inclusion of the bus transit areas, multi-use paths connecting the stations to surrounding neighborhoods,



and the 500-stall parking garages at both stations all must contribute to making the stations full-service transit hubs. One of the necessary steps in realizing that goal is for Sound Transit to include the following multi-modal access opportunities:

- Accommodation of the City's potential non-motorized trail along the light rail alignment and connection to and through both the 145<sup>th</sup> and the 185<sup>th</sup> station areas;
- Integration of a potential non-motorized bridge across Interstate-5 at 147<sup>th</sup>/148<sup>th</sup> Street;
- Connection of the 145<sup>th</sup> station area to 145<sup>th</sup> Street through multi-use pathways and landscaping design now that the station area has shifted north;
- Connection to and integration with the areas surrounding the 145<sup>th</sup> and 185<sup>th</sup> stations that incorporate the City's vision for Transit Oriented Development in the two recently adopted subareas;
- Additionally, the project design is not yet advanced enough to review way-finding, signs, or other amenities that will encourage transit use.

City staff has explained that the Multi-modal Access Assessment Report and mitigation plan required for the Special Use Permit process should identify access that will contribute to true multi-modal connectivity between the stations and the surrounding neighborhoods. The City looks forward to reviewing that information and providing guidance to Sound Transit on how to best meet the City's vision and priorities for improvements to multi-modal access surrounding the stations once the final report and draft mitigation plan is available.

Compatibility with neighborhood character is also an essential component of the Guiding Principles. This compatibility not only assures vibrant place-making, but also helps achieve other goals and policies adopted by the City Council in the two subarea plans that are centered around the light rail stations. The 30% design does not adequately address this guiding principle. The City expects that Sound Transit will incorporate or further enhance certain aspects of the stations through its design progression to address compatibility, such as:

- Public gathering places, such as plazas, that could be used for a variety of functions that integrate with the surrounding neighborhood;
- Excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatment, and complementary lighting;
- Common design elements between both Shoreline stations that uniquely identify these stations as Shoreline;
- Further development of the landscaping design to reflect Shoreline's commitment to green space and sustainability, such as incorporation of stormwater management into the landscaping and/or landscaping that requires little to no long term irrigation; and
- Use of areas under or near the guideway for pedestrian and bike trail connections between the stations and to the neighborhoods would also enhance neighborhood character and connection with the surrounding community.



The City is committed to environmental sustainability and has been working over the past decade to foster sustainable practices both in City business and the community at large. In keeping with that commitment, the design and construction of the facilities should also be as sustainable as possible. While the 30% design is not advanced enough to determine consistency with the sustainability guiding principle, the City expects to see sustainable and climate friendly practices incorporated into the design, such as:

- Energy efficient building design and incorporation of solar power generation;
- Incorporation of green building practices to the extent practicable;
- Use of low impact development techniques for stormwater management to the maximum extent feasible as required by the adopted Stormwater Manual;
- Restoration of impacted critical areas and associated buffers as well as providing interpretation for the public of the functions and values of the critical areas restored;
- Use of native plants in landscaping and tree replacement; and
- Increased preservation of significant trees within station areas and along the guideway alignment.

The City understands that Crime Prevention through Environmental Design (CPTED) is actively being integrated through the station and garage design process. The City will continue to review the design as it develops to assure that the station areas incorporate CPTED and looks forward to seeing further development of the plan for security cameras (monitored), emergency call-boxes, and other necessary design elements, such as lighting, to ensure safe, welcoming station areas for people of all ages at all times.

Truly accessible station areas require accommodations for people of all ages and abilities. The 30% design indicates that Sound Transit is working towards providing accommodations for people with mobility challenges. The provision of ADA parking spaces in the drop-off loop of the 185<sup>th</sup> station meets the requirement for provision of these spaces on the same side of Interstate-5 as the station. As the design moves forward, the City would like more detail on the walking paths, sidewalks, curb ramps and other mobility improvements, and how those will integrate into the surrounding streets, sidewalks, and neighborhood. We also expect to see more planned amenities that will support mobility for vision and hearing impaired customers.

Public amenities are also important to creating a sense of community and activating spaces in and around the station areas. The City expects to see many of the following amenities as the designs progress:

- Distinctive bridge design to create an iconic look where feasible;
- Covered bicycle storage;
- Covered and uncovered seating that is tied into the urban design of the stations;
- Icon-based signage for way-finding;
- Flexible spaces for gathering and entertainment, including the potential for leasable spaces; and



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- Weather protection elements for stations, bus transit areas, and the pedestrian connection between the 185<sup>th</sup> Station and Garage across Interstate-5.

The City also expects mitigation incorporated into the project for the impacts to public amenities such as parks, roads, and utilities.

The City looks forward to seeing what artists Mary Lucking and Buster Simpson envision for public art elements for the station areas. Mr. Simpson's incorporation of stormwater in his art and Ms. Lucking's experience designing art for bridges seem like excellent choices for Shoreline's stations. The City also appreciates that public restrooms are being incorporated into the design of both stations.

As noted in the above comments, future transit oriented development (TOD) is part of the vision for the area around the two stations and will be important to creating future use of the light rail services. Property areas already identified for future TOD is a positive aspect of the 185<sup>th</sup> Station area. The City expects other surplus areas along the alignment within the recently adopted station areas will lend themselves to additional TOD opportunities. Sound Transit should also consider and demonstrate how the station areas will integrate with and connect to TOD areas adjacent to the stations as they develop.

Thank you for your consideration of our comments. The City appreciates the collaborative approach Sound Transit is taking on this project and the active involvement of City staff in the design process. We look forward to seeing 60% design of the Lynnwood Link Extension through Shoreline. Should you have questions regarding the City's comments, please do not hesitate to contact our Project Manager, Juniper Nammi, at 206-801-2525 or [jnammi@shorelinewa.gov](mailto:jnammi@shorelinewa.gov).

Sincerely,

Chris Roberts  
Mayor

cc: Shoreline City Council  
Rod Kempkes, ST Executive Project Director  
Michelle Ginder, ST Project Development Manager  
Joel Theodore, ST Corridor Design Manager, Civil  
John Evans, ST Project Manager  
Jon Jordan, ST Design Manager  
Debbie Tarry, City Manager  
John Norris, Assistant City Manager  
Scott MacColl, Intergovernmental Relations  
Program Manager  
Margaret King, City Attorney

Randy Witt, Public Works Director  
Rachael Markle, Planning and Community  
Development Director  
Tricia Juhnke, City Engineer  
Nora Delay-Peng, Senior Transportation Planner  
Kendra Dedinsky, Traffic Engineer  
Kevin Kinsella, Development Review Engineer  
Juniper Nammi, Interim Project Manager/Senior  
Planner  
File #202195 – In Progress 60% Review

**Guiding Principles for Light Rail Facility Design**

1. **Multi-modal** – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians through options such as:
  - a. Ensuring that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185<sup>th</sup> and 145<sup>th</sup> Streets;
  - b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145<sup>th</sup> Street station to the west side of I-5;
  - c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs;
  - d. Providing well-marked way-finding in the station areas, including pedestrian pathways;
  - e. Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements; and
  - f. Encouraging transit use through:
    - i. Convenient connections to Bus Rapid Transit and other transportation services;
    - ii. Electronic, dynamic signs with transit data; and
    - iii. Availability of Orca cards for purchase at the stations.
2. **Neighborhood Character** – stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as:
  - a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint;
  - b. Promoting excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatments, and complementary lighting;
  - c. Providing common design elements between both Shoreline stations;
  - d. Providing landscaping that reflects Shoreline’s commitment to green space and sustainability; and
  - e. Consider making use of areas under powerlines or trackways where feasible, including a potential trail connecting both stations (ex. City-managed public open spaces and/or trails).
3. **Sustainability** – all Sound Transit development should consider sustainable and climate friendly practices such as:
  - a. Incorporating energy-efficient and “green building” features, including Low-Impact Development techniques for storm water management;
  - b. Restoring impacted streams, wetlands, and other critical areas and associated buffers;

- c. Providing information about the functions and values of adjacent critical areas through interpretive signage or other means; and
  - d. Preserving significant trees when possible.
- 4. **Public Safety** – the facilities should be safe, welcoming areas for people of all ages at all times through measures such as:
  - a. Limiting locations where vehicles, including buses, may cross dedicated pedestrian routes;
  - b. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities;
  - c. Security cameras (monitored) and emergency call-boxes;
  - d. Station designs that are as open as possible with maximum use of transparent panels; and
  - e. Lighting that enhances safety, but is non-intrusive for neighbors.
- 5. **Mobility** – stations should provide accommodations for people of all ages and abilities including:
  - a. Providing accommodations for people with mobility challenges;
  - b. Access to allow easy mobility for those with strollers and/or luggage;
  - c. Providing disabled parking and drop-off zones; and
  - d. Constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps (non-slip).
- 6. **Public Amenities** – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community by such means as:
  - a. Using bridge design to create an iconic look where feasible;
  - b. Installing bicycle storage with covered racks and lockers;
  - c. Installing garbage and recycling receptacles;
  - d. Providing seating (covered and uncovered);
  - e. Using icon-based signage;
  - f. Creating flexible spaces for gathering and entertainment, including the potential for leasable spaces;
  - g. Including weather protection elements; and
  - h. Consider providing restrooms.
- 7. **Transit Oriented Development** – promote TOD through facility siting and design that is supportive of future development opportunities.
- 8. **Public Art** – integrate elements of art wherever possible by:
  - a. Utilizing local artists when feasible; and
  - b. Enhancing facades and public spaces with art.

General Comments	Freeway Ramps	Future Improvements	Street Traffic , Pedestrians and Bikes	Bus Stops	Street Planning	Stations 145th	Stations 185th	Parking	Station Names
How long will it take from 145th station to Capitol Hill Station?	Will there be improvements to NB 5 off-ramp weave at 5th Ave?	Provide access point for future footpath/bike trail under tracks	How to stop passenger drop off on 5th on west side of street, impeding traffic (south bound)	Bus stop on 145th/5th, for the exerciser who wants to cut the Coop.	148 one way east bound only blocks short cuts from 145th	Need direct pathways for peds between 5th Ave NE and platform. Don't force peds around the bus loop/layover area!	Need parking on east side to serve North City/LFP	Need more parking! 500 cars is not enough capacity w/increased growth	South Shoreline
347 from 205 to Northgate is 45 min. Give me a break. Speed it up	Consider diverging diamond or ramp improvements to manage conflict of freeway/link traffic	Provisions for future ped bridge to Twin Ponds?	Second the concern that there will be lots of street side drop off		Traffic will take 5th to/from Hw 104 unless you mitigate it	Consider moving bus layover off site to reduce pavement requirements. Far too much pavement and not enough open space for neighborhood!	Shift station south 100 feet to "span under" 185th, that way 1/2 of the walkways wouldn't need to cross the arterial (the way it's planned in Mountlake Terrace)	Don't forget motorcycles in your parking plans	Thornton Creek Station
347 Bus Route is a milk run 5-10 min wait would work	Will you meter on ramp to I-5 from 145th?	Need 130th overpass reconstruction to account for more vehicular, ped, & bike traffic for future station	Convergence of bus kiss & ride, park & ride traffic will likely result in noticeable driveway friction and congestion, especially during critical peak commute periods!		The Hw 104/5th intersection needs to be addressed - people will use 5th from the north (they already do)	Bus layovers in the part of the station layout, between kiss & ride and station, seems like it should be a last resort. I would consider off site layover sites or even site enlargement to the north to accommodate increased bus traffic	Covered walkway for 185 overpass?	Motorcycle parking a must!	Shoreline North
How will the volume of traffic be controlled in this area?		Provide adequate facilities for uber/lyft drop-off	Ped access east of I-5 atrocious. Poor lighting		Sidewalk on 5th?  I agree at least on one side	Need more direct pedestrian pathways through the station area. Do not push peds to the periphery or create circuitous routing around the bus loop/layover area!	Drivers will use 185th to drop off and pick up link passengers rather than use the turnaround. Move that point onto 185th		Ballinger Station
Noise reduction please!!!		Consider pocket (3rd) track for trains truncated at Northgate	Include non-motorized pathway along guide way (or under) to move bikes/peds off 5th Avenue between stations at 145th & 185th		Stop light on 205th & 5th?	Need direct pedestrian access from all pathways in to station. From kiss & ride, from north ped/bike entrance, and parking garage - should be straight shots for safety and for a pedestrian friendly feel	Gentleman who lives near Shoreline Library is concerned about pedestrian safety in acrea; suggests circles or other controls on side streets; also concerned about volume of traffic near North City School affecting school attendees		North City
East side, north of 195th unstable due to tree clearance		Is a tail track planned anywhere? One really helps if trains need to be reversed	Ensure adequate lighting for ped access		Traffic lights and also 205th	Needed: overpass reconstruct to account for more traffic to station & ped & bike traffic at 145th	Shoreline needs to protect turn signal improvements for N 185 St @ Meridian		Twin Ponds
This pond (Peverly? Pond) no longer exists, filled by development		130th station is too close to 145th. Keep transit as an efficient option	Pedestrian & bike bridge over I-5 will expand walk shed to station		Need to enhance ped s/walks , signals at N 145th	Need ped overpass over I-5 to 145th station	Please enhance ped facilities (planter sidewalks) along N 185 St, traffic calm along N 185 St		Ridgecrest
		Any trail opportunities under track way along this corridor?	Bike & ped bridge over I5 Yes!!! Ditto!!!		Very concerned about traffic volumes on 5th north of 185th. Significant issues with traffic from s/b I-5 exiting to 244th & then trying to turn left at 5th Ave NE		Please add sound wall @ N 200th		Jackson Park
			We need pedestrian & bicycle bridge to cross I-5		5th will be used as a shortcut - either plan for it, or plan to prevent it but don't ignore it				Shoreline Center
			Dropping off and picking up people is going to happen on the street because the added time and turns is horrible		N145 St @ 5 Ave NE Pls protect all signal turn phases				Shoreline Ridgecrest
			Concerned about traffic impact on 145th		Light @ 205th & 5th Ave NE				
			Please develop plan for east/west bike routes to stations						



**RESOLUTION NO. R2012-02**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority establishing a policy for naming Sound Transit facilities, including stations, maintenance bases, portals and other facilities and a naming structure for Link system lines and extensions.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit uses facility and station names for wayfinding, facility signage, schedules and trip-planner information for ST Express, Sounder and Link; and

WHEREAS the Sound Transit Board recognizes the value of a systemwide, comprehensive and consistent approach for selecting the permanent names of facilities, and a naming structure for Link lines and extensions; and

WHEREAS, past naming efforts have been based on working protocols and procedures and this resolution provides direction to update and formalize those working protocols and procedures; and

WHEREAS, establishing a permanent station or public facility name includes three distinct phases; an internal process to identify and evaluate potential names based on the criteria, a process to receive public input and Board adoption.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

**Section 1. Naming Process**

Public input will be received on potential names during the standard 30 percent facility design review process. Communication with the public and stakeholders will be included in regular project communications and will identify the Board as the final authority in determining a permanent facility name. Additionally, stakeholders, jurisdictional partners, and transit agencies will be notified of the process and how to provide input. Permanent names will be considered by the Board at Gate 5 of Sound Transit's Phase Gate process.

**Section 2. Facility Naming Criteria**

Sound Transit facilities will be named based on established criteria. Names will:

- Reflect the nature of the environment: neighborhoods, street names, landmarks, plus geographical locations
- Be brief and easy to read and remember
- Comply with federal Americans with Disabilities Act (ADA) guidelines and requirements and be limited to 30 characters
- Avoid commercial references because they may change, prove confusing to the public and be costly to change
- Avoid similar names or words in existing facility names

**Section 3. Link System Naming Structure**

Link lines and stations will be named using a comprehensive approach that represents a system. The line name, "Central Link", will be gradually phased out and the entire system will be referred to as "Link." Each line will have an "end-of-the-line" destination name and an associated color, which is ADA compliant.

Section 4 . Early planning names

Names for Sound Transit facilities in early planning phases through final design should be determined by either proximity to streets, transit centers or permanent public institutions, and should not be commercial in nature. The Link system naming structure may also be applied to projects that are undergoing Alternative Analysis.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 23, 2012.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator