

RESOLUTION No. 596

A RESOLUTION OF THE CITY OF KIRKLAND SUPPORTING AN INTEGRATED AND DIVERSIFIED HIGHWAY AND MASS TRANSIT SYSTEM.

JOINT POLICY STATEMENT ON RAPID TRANSIT

1. We recognize that the transportation problems facing the Seattle Metropolitan Area are regional in nature and that their solutions require a regional concept.

2. We endorse the plan for an integrated and diversified public transportation facility to serve the Seattle Metropolitan Region which includes both mass public transportation utilities and a complete highway network.

3. We recognize that the implementation and development of public transportation facilities on a regional basis will be best insured by placing the responsibility therefor most directly on the communities within the service area. Accordingly, our support of the metropolitan public transportation facility is conditioned on the premise that the policies of design and operation will be managed by the Metro Council on which all of the communities to be served have direct elected representation, rather than by an appointed commission.

4. We support the regional comprehensive plan which provides for four (4) corridors to tie the core city to the major population and industrial areas of the service region. We recommend, if economically feasible, that all four corridors be constructed simultaneously. If concurrent construction cannot be accomplished, we recommend that priority be given to construction of those corridors which will tie the core city to the most rapidly growing residential ^{or} and industrial communities, using as determinative factors the following:

- (a) The areas having the least effective existing public transportation facilities.
- (b) The corridors offering the greatest economy of construction.
- (c) Areas of greatest potential growth.
- (d) Corridors which will result in the least disruption of existing industrial or residential developments.
- (e) Areas from which the volume of private vehicular traffic most severely affects the core city and highway facilities.

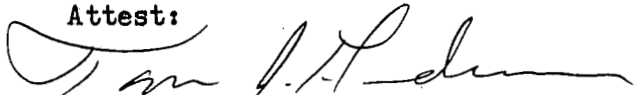
5. We recognize that the development of a total transportation system to anticipate the growth of the region requires the addition of highway facilities concurrently with the development of a mass public transportation facility; therefore we support the continued addition and development of highway facilities to tie the core city to the growing residential and industrial areas of the region, including those facilities within the core city as are necessary for the successful operation of a regional highway network.

Adopted by majority vote of the Kirkland City Council in regular meeting on the 5th day of February, 1968.

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Mayor

Attest:


Director of Administration & Finance
(ex officio City Clerk)