



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**July 31, 2012**

**Ordinance 17391**

**Proposed No. 2012-0225.2**

**Sponsors Patterson, Ferguson and Phillips**

1           AN ORDINANCE establishing the alignment and station  
2           locations of the Shoreline-Seattle RapidRide (the E Line)  
3           and Burien-SeaTac-Tukwila-Renton RapidRide (the F  
4           Line).

5           STATEMENT OF FACTS:

6           1. Ordinance 15582, adopted by the King County council, submitted to  
7           the voters a proposition authorizing an additional sales and use tax of one-  
8           tenth of one percent for the operation, maintenance and capital needs of  
9           the King County Metro public transportation system in a manner described  
10          in Attachment A to Ordinance 15582, titled Improvements Funded by  
11          Transit Now. The ordinance provided for a bus rapid transit line serving  
12          the cities of Shoreline and Seattle (the E Line), one of five RapidRide bus  
13          rapid transit lines to be implemented as part of the transit network.

14          2. At the November 7, 2006, general election, King County voters  
15          approved Proposition No. 2, Public Transportation System Sales and Use  
16          Tax, authorizing the additional sales and use tax provided for in Ordinance  
17          15582. The King County canvassing board certified the election on  
18          November 28, 2006.

19 3. The King County council adopted Ordinance 15670 on January 8,  
20 2007, authorizing the levy and collection of the additional sales and use  
21 tax beginning on April 1, 2007, and requiring that the proceeds from the  
22 tax be used for the operation, maintenance and capital needs for King  
23 County Metro public transportation in the manner described in Attachment  
24 A to Ordinance 15582, titled Improvements Funded by Transit Now.

25 4. The King County council adopted Ordinance 16717 on November 23,  
26 2009, which established the transit division's 2010/2011 budget and  
27 committed King County to serve the current ridership and close the  
28 funding gap through multiple strategies. One strategy, supported in part  
29 by federal funds, is the implementation of a RapidRide network that serves  
30 all of King County, including an additional RapidRide line serving Burien,  
31 SeaTac, Tukwila and Renton (the F Line).

32 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

33 SECTION 1. The Shoreline-Seattle RapidRide E Line alignment, general station  
34 location and number of intermediate stops, substantially as set forth in Attachment A to  
35 this ordinance, is hereby approved to allow design and construction of RapidRide  
36 infrastructure and facilities design and construction.

37 SECTION 2. The Burien-SeaTac-Tukwila-Renton RapidRide F Line alignment,  
38 general station location and number of intermediate stops, substantially as set forth in  
39 Attachment B to this ordinance, is hereby approved to allow design and construction of  
40 RapidRide infrastructure and facilities design and construction.

41           SECTION 3. Before the implementation of RapidRide service, the executive  
42 shall notify the King County council and the affected cities of any substantial changes to  
43 the station or intermediate stop locations. The notice to the King County council shall be  
44 filed in the form of a paper original and an electronic copy to the clerk of the council,  
45 who shall retain the original and provide an electronic copy to all councilmembers.  
46 Following implementation, the transit division shall consult with the affected cities before  
47 making any changes to the routing or station or intermediate stop locations.

48           SECTION 4. Before the start of RapidRide E and F line service, the executive

49 shall submit a service change ordinance per K.C.C. 28.94.020 that identifies hours of  
50 operation and service levels by period of the day.

51

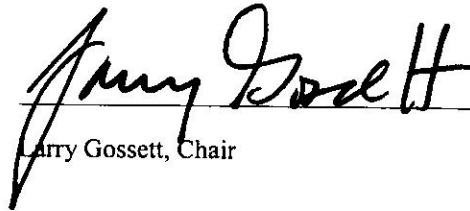
Ordinance 17391 was introduced on 6/25/2012 and passed as amended by the Metropolitan King County Council on 7/30/2012, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Patterson, Ms. Lambert, Mr. Ferguson, Mr. Dunn and Mr. McDermott

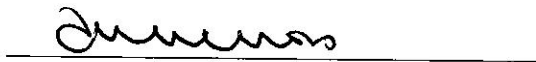
No: 0

Excused: 0

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Larry Gossett, Chair

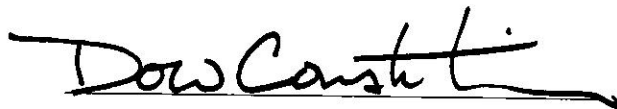
ATTEST:

  
\_\_\_\_\_

Anne Noris, Clerk of the Council

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KING COUNTY COUNCIL  
CLERK

APPROVED this 10 day of AUGUST, 2012.

  
\_\_\_\_\_

Dow Constantine, County Executive

**Attachments:** A. Shoreline-Seattle RapidRide (E Line) dated July 26, 2012, B. Burien-SeaTac-Tukwila-Renton RapidRide (F Line)

## **Attachment A: Shoreline-Seattle RapidRide (E Line)**

The E Line travels twelve-and-a-half miles between the Aurora Village Transit Center in north Shoreline and downtown Seattle. The E Line connects high and medium density residential development with employment, commercial and recreational activities along the corridor and the region's largest urban center—downtown Seattle. Along its path, the E Line connects to a number of frequent bus routes that serve regional and local destinations.

The E Line will replace Metro's Route 358. Between the Aurora Village Transit Center and downtown Seattle, the preferred E Line alignment primarily follows the current Route 358 path. The one exception is southbound between Winona Avenue North and North 63rd Street, where the E Line will stay on Aurora Avenue North rather than operating via Winona Avenue North, Linden Avenue North, North Woodland Place and Aurora Avenue North, as Route 358 currently does. Metro is in discussions with the City of Seattle to convert the far-right of three southbound Aurora Avenue North lanes to a transit lane for a short segment to site a RapidRide stop on Aurora Avenue North in the vicinity of North 66th Street. If Metro is unable to site a southbound RapidRide stop on Aurora Avenue North, the E Line will operate southbound via the current Route 358 routing with southbound stops on Linden Avenue North.

### ***Stop Spacing***

E Line stops are an average of 2,100 feet apart, or about four-tenths of a mile apart, not including stops in downtown Seattle. Stops are spaced closer together along segments where land use suggests higher passenger turnover and less frequently along segments with few transit attractions.

### ***Station Locations***

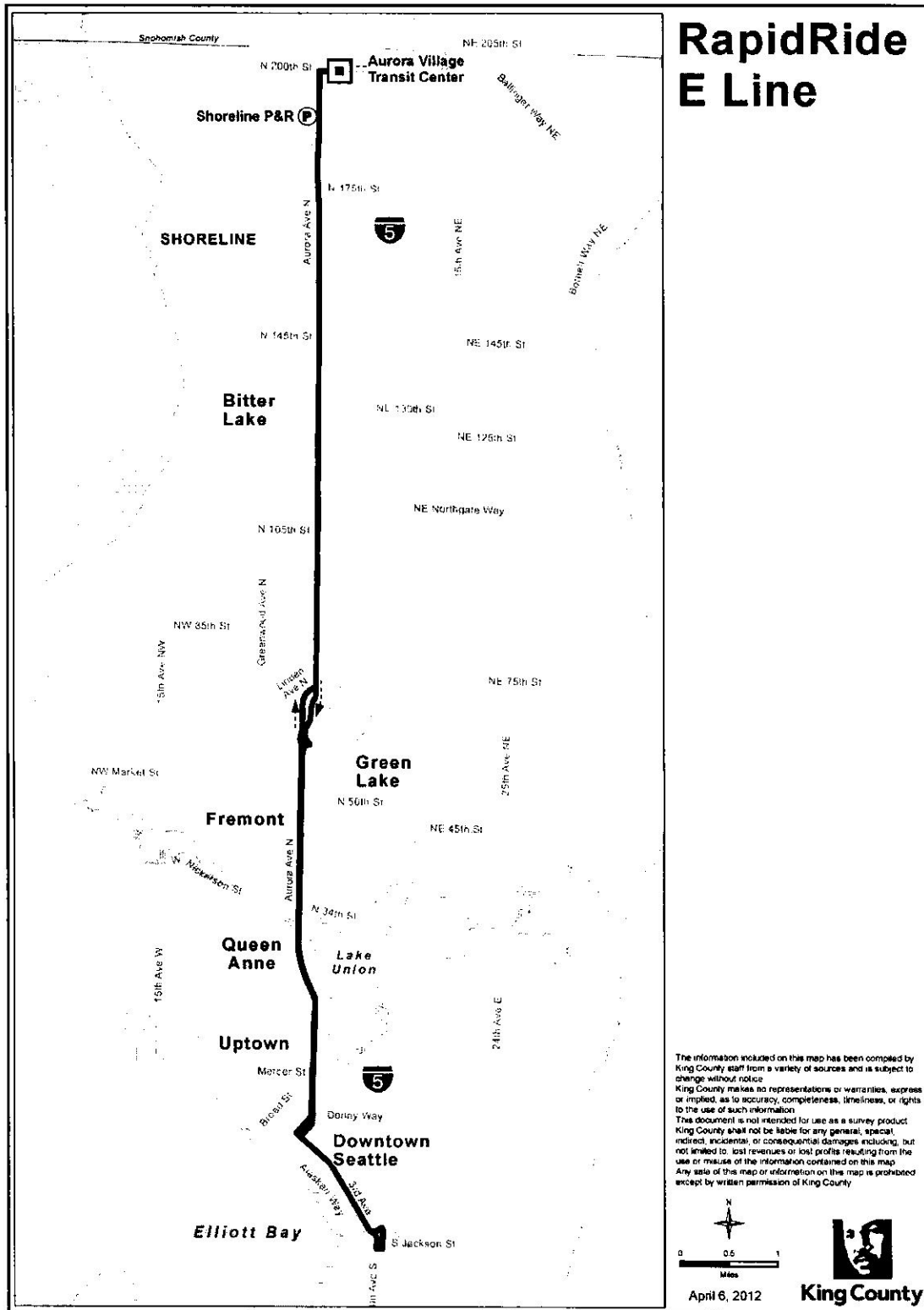
Stations serving both directions of travel will be located at or near the following sixteen intersections along the E Line alignment. Station locations may be altered due to design limitations.

- North 200th Street and Aurora Avenue North (Aurora Village Transit Center)
- North 192nd Street and Aurora Avenue North
- North 185th Street and Aurora Avenue North
- North 175th Street and Aurora Avenue North
- North 160th Street and Aurora Avenue North
- North 145th Street and Aurora Avenue North
- North 135th Street and Aurora Avenue North
- North 130th Street and Aurora Avenue North
- North 105th Street and Aurora Avenue North
- North 100th Street and Aurora Avenue North
- North 90th Street and Aurora Avenue North
- North 85th Street and Aurora Avenue North
- North 66th/Linden/Aurora Avenue North
- North 46th and Aurora Avenue North
- Harrison Street and Aurora Avenue North\*

- Denny Way and Aurora Avenue North

\* The station at Harrison Street and Aurora Avenue North cannot be established until the Washington State Department of Transportation completes construction of the North Portal of the Alaskan Way Viaduct Replacement Project.

In addition to RapidRide stations, about thirteen pairs of intermediate RapidRide stops and one northbound RapidRide stop at North 72nd Street and Linden Avenue North will be sited along the E Line alignment.



## **Attachment B: Burien-SeaTac-Tukwila-Renton RapidRide (F Line)**

The F Line travels ten miles between the Burien and Renton transit centers. Along its path, it serves major employment, commercial and retail centers in Burien, SeaTac, Tukwila and Renton. The F Line connects with Link and Sounder trains, Sound Transit Regional Express, RapidRide A Line and other bus routes that serve regional and local destinations.

The F Line will replace Metro's Route 140. Between the Burien Transit Center and Tukwila Sounder Station, the F Line will follow the current Route 140 routing serving neighborhoods and employment along South 156th Street, the Tukwila International Boulevard Link Station, Southcenter Boulevard, Westfield Mall and the surrounding commercial area. From the Tukwila Sounder Station, the F Line will operate along the Strander Boulevard extension (when completed), Oakesdale Avenue Southwest, Southwest 16th Street, Lind Avenue Southwest, Southwest 7th Street, Rainier Avenue South, and the South 2nd/3rd Street couplet to and from the Renton Transit Center.

### ***Stop Spacing***

F Line stops are an average of 2,250 feet apart, just under one-half mile (0.45 mile). Stops are spaced closer together along segments where the F Line is the only service and less frequently on segments served by other Metro routes.

### ***Station Locations***

Stations serving both directions of travel will be located at or near the following eight intersections. Station locations may be altered due to design limitations.

- Southwest 148th Street at 4th Avenue Southwest (Burien Transit Center)
- South 154th Street at International Boulevard (Tukwila International Boulevard Link Light Rail Station)
- Southcenter Boulevard at 62nd Avenue South
- Andover Park West at Baker Boulevard
- Longacres Way at Nelson Place (Tukwila Sounder Station)
- Rainier Avenue South at Southwest 7th Street
- Logan Avenue South at South 2nd Street (Renton Transit Center)

In addition to RapidRide stations, about eighteen pairs of intermediate RapidRide stops will be sited along the F Line alignment.



### Potential North Renton Extension

At the request of the City of Renton, King County Metro has explored extending the F Line 1.75 miles to "the Landing," a mixed use development in North Renton. This extension would serve additional Boeing Company worksites in North Renton, including the 737 assembly plant. The preferred extension alignment to the Landing is via Logan Avenue and Garden Avenue North to a terminal on North 10th Street between Garden and Park Avenue North. The return routing is via Park Avenue North to Logan Avenue. The North Renton extension would include a single RapidRide station on North 10th Street at Park Avenue North. In addition to the RapidRide station, three intermediate stops would be located along the extension.

The extension to North Renton adds eight to 10 minutes to the F Line's running time and is not budgeted. Additional operating funds or restructure and reinvestment of Metro's Renton-area bus routes are needed to extend the F Line to North Renton.

Until additional resources or service restructure options are identified, the F Line will operate between the Burien and Renton transit centers as originally planned. Metro will design infrastructure and facilities along the North Renton extension and will plan for the construction and implementation of the infrastructure and facilities when additional operating funds become available or service restructure options are identified.

