



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

December 15, 2009

Ordinance 16725

Proposed No. 2009-0536.2

Sponsors Gossett and Phillips

1 AN ORDINANCE establishing the specific routing for
2 Pacific Highway South, Bellevue-Redmond, West Seattle,
3 and Ballard-Uptown RapidRide service improvements for
4 King County.

5 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

6 SECTION 1. Findings: The council makes the following findings:

7 A. The county council adopted Ordinance 15582 to submit to the voters a
8 proposition authorizing an additional sales and use tax of one-tenth of one percent for the
9 operation, maintenance and capital needs of the King County Metro public transportation
10 system.

11 B. The results of the November 7, 2006, election in which the voters of King
12 County authorized the additional sales and use tax were certified on November 28, 2006.

13 C. The county council adopted Ordinance 15670 authorizing the collection of the
14 additional sales and use tax beginning April 1, 2007.

15 D. K.C.C. 4.29.020 directed that proceeds from the sales and use tax be used for
16 the operation, maintenance and capital needs of King County Metro public transportation
17 in the manner described in Attachment A to Ordinance 15582, titled "Improvements
18 Funded by Transit Now."

19 E. The types of services funded by "Transit Now" as set forth in Attachment A to
20 Ordinance 15582 included "RapidRide/Bus Rapid Transit," which will create bus rapid
21 transit ("BRT") with frequent all day service and faster travel times on five key travel
22 corridors. The unique RapidRide branding, frequency, and quality of service were key
23 elements of the service that make the transit system easier to understand.

24 F. The county council adopted Ordinance 15963, which adopted the Strategic
25 Plan for Public Transportation 2007-2016 ("the Strategic Plan"). The plan describes
26 current and impending planning work required to implement RapidRide BRT service and
27 established a timeline for implementation of the service in the five corridors identified in
28 "Transit Now."

29 G. King County Metro conducted public outreach in communities surrounding
30 the first four of five corridors in which RapidRide will operate: Federal Way/Tukwila via
31 Pacific Highway South; Bellevue/Redmond via Crossroads and Overlake, West
32 Seattle/Downtown Seattle via West Seattle Bridge and Ballard/Seattle Center/south
33 downtown stadium area via 15th Avenue NW and W Mercer Street with service or
34 frequent connections to Ballard High School and the Ballard business district. As part of
35 public outreach, King County Metro consulted the cities of Redmond, Bellevue, Seattle,
36 Tukwila, SeaTac, Des Moines and Federal Way regarding station and intermediate stop
37 location and accommodated city priorities consistent with the bus rapid transit concept.

38 H. Attachment A to Ordinance 15582 states that specific routing shall be
39 determined by the county council and be consistent with the corridor descriptions in
40 Ordinance 15582.

41 I. The proposed alignment for each corridor is consistent with the corridor
42 descriptions in Attachment A to Ordinance 15582.

43 SECTION 2. The Pacific Highway South RapidRide, A Line specific routing,
44 substantially as depicted in Attachment A to this ordinance, is hereby approved for
45 implementation. The general locations of station facilities, along with the number of
46 intermediate stops, depicted in Attachment A to this ordinance, are also approved.
47 Before the implementation of RapidRide service, the executive shall notify the council
48 and the affected cities of any substantial changes to the station or intermediate stop
49 locations. The notice to the council shall be filed in the form of a paper original and an
50 electronic copy with the clerk of the council, who shall retain the original and provide an
51 electronic copy to all councilmembers. Following implementation, the transit division
52 shall consult with the affected cities before making any changes to the routing or station
53 or intermediate stop locations.

54 SECTION 3. The Bellevue-Redmond RapidRide, B Line specific routing,
55 substantially as depicted in Attachment B to this ordinance, is hereby approved for
56 implementation subject to the conditions described therein. The general locations of
57 station facilities, along with the number of intermediate stops, depicted in Attachment B
58 to this ordinance, are also approved. Before the implementation of RapidRide service,
59 the executive shall notify the council and the affected cities of any substantial changes to
60 the station or intermediate stop locations. The notice to the council shall be filed in the
61 form of a paper original and an electronic copy with the clerk of the council, who shall
62 retain the original and provide an electronic copy to all councilmembers. Following

63 implementation, the transit division shall consult with the affected cities before making
64 any changes to the routing or station or intermediate stop locations.

65 SECTION 4. The West Seattle RapidRide, C Line, specific routing, substantially
66 as depicted in Attachment C to this ordinance, is hereby approved for implementation.
67 The general locations of station facilities, along with the number of intermediate stops,
68 depicted in Attachment C to this ordinance, are also approved. Before the
69 implementation of RapidRide service, the executive shall notify the council and the city
70 of Seattle of any substantial changes to the station or intermediate stop locations. The
71 notice to the council shall be filed in the form of a paper original and an electronic copy
72 with the clerk of the council, who shall retain the original and provide an electronic copy
73 to all councilmembers. Following implementation, the transit division shall consult with
74 the city of Seattle before making any changes to the routing or station or intermediate
75 stop locations.

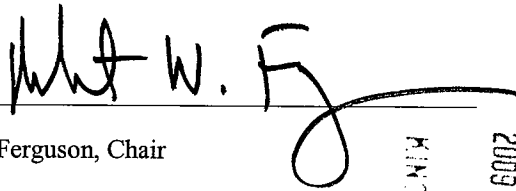
76 SECTION 5. The Ballard-Uptown RapidRide, D Line, specific routing,
77 substantially as depicted in Attachment D to this ordinance, is hereby approved for
78 implementation. The general locations of station facilities, along with the number of
79 intermediate stops, depicted in Attachment D to this ordinance, are also approved.
80 Before the implementation of RapidRide service, the executive shall notify the council
81 and the city of Seattle of any substantial changes to the station or intermediate stop
82 locations. The notice to the council shall be filed in the form of a paper original and an
83 electronic copy with the clerk of the council, who shall retain the original and provide an
84 electronic copy to all councilmembers. Following implementation, the transit division

85 shall consult with the city of Seattle before making any changes to the routing or station
86 or intermediate stop locations.

Ordinance 16725 was introduced on 9/8/2009 and passed by the Metropolitan King County Council on 12/14/2009, by the following vote:

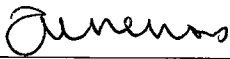
Yes: 7 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague,
Ms. Patterson, Mr. Ferguson and Mr. Dunn
No: 0
Excused: 1 - Ms. Lambert

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



Bob Ferguson, Chair

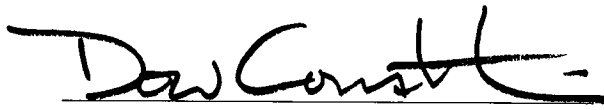
ATTEST:



Anne Noris, Clerk of the Council

RECEIVED
2009 DEC 22 PM 4:10
CLERK
KING COUNTY COUNCIL

APPROVED this 22nd day of December, 2009.



Dow Constantine, County Executive

Attachments: A. Pacific Highway South - A Line, B. Bellevue-Redmond - B Line (Revised 12/08/09),
C. West Seattle - C Line, D. Ballard-Uptown - D Line

Pacific Highway South Corridor Stop Spacing and Station Locations

Stop Spacing

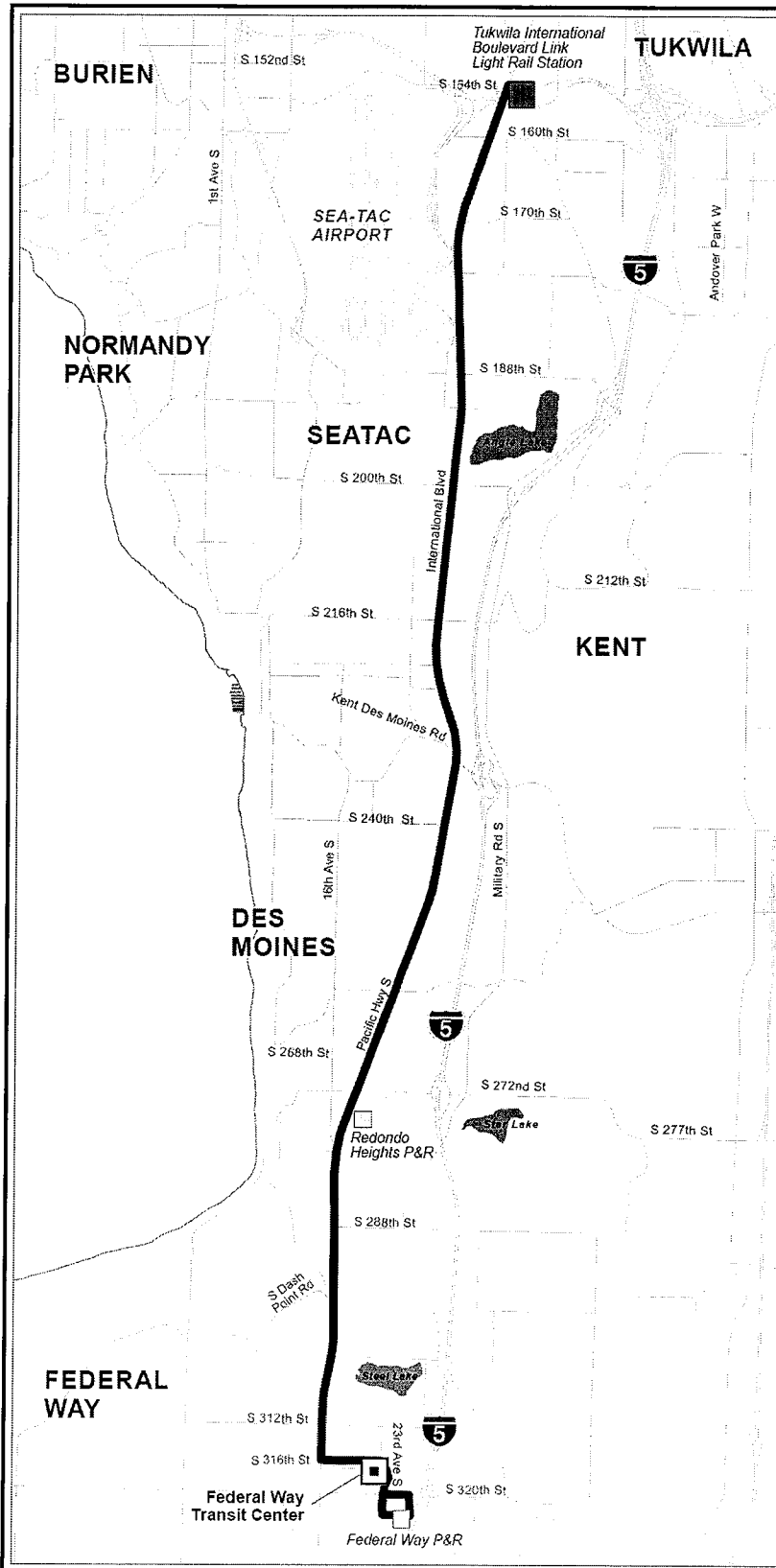
Stops along the Pacific Highway South RapidRide alignment are spaced on average 2,460 feet apart, or approximately one-half of a mile (.47 mile).

Station Locations

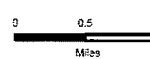
Stations will be located at or near the following 14 locations on the Pacific Highway South RapidRide alignment. These station locations may be changed due to specific design limitations.

- S 154th Street (Tukwila International Boulevard Link Light Rail Station)
- S 176th Street (SeaTac Airport Link Light Rail Station)
- S 182nd Street
- S 188th Street
- S 200th Street
- S 208th Street
- S 216th Street
- Kent-Des Moines Road
- S 240th Street (Highline Community College)
- S 260th Street
- S 272nd Street
- S 288th Street
- S 312th Street
- 23rd Avenue SW and S 316th Street (Federal Way Transit Center)

In addition, the Pacific Highway South RapidRide will serve approximately 13 intermediate locations along the corridor.



PACIFIC HIGHWAY SOUTH *RapidRide*



June 4, 2008

King County

Attachment B: Bellevue-Redmond – B Line**Revised 12/08/09**

CONDITIONS OF APPROVAL: IF the following provisions are not met, the alignment of the B Line between NE 24th Street and NE 31st Street shall be along 156th Avenue NE. Otherwise, routing shall be consistent with the map included herein.

Condition

The City of Redmond will maintain a pair of bus stops on 152nd Avenue NE for the County in the general area near NE 26th Street to serve the Overlake park-and-ride. The City of Redmond has agreed to implement Project 29 (conversion of 152nd Avenue NE from four lanes to three lanes) identified in Ordinance 15756, approved by the King County Council and the City Council. The City of Redmond must finance, design and construct bus bulbs that allow King County Metro to stop in-lane for boardings and alightings on 152nd Avenue NE, and construct a C-Curb or other solid median that prevents other traffic from passing the bus while stopped. These improvements may be phased as noted in Exhibit 1 of the Transit Speed and Reliability Partnership Agreement between King County, City of Bellevue and City of Redmond.

Bellevue-Redmond Corridor Stop Spacing and Station LocationsStop Spacing

Stops along the Bellevue-Redmond RapidRide alignment are spaced on average 2,280 feet apart, somewhat less than half a mile (.43 mile). This includes a segment of Northeast Eighth Street, between the Bellevue Transit Center and Crossroads, where RapidRide will provide the only all-day fixed route service and stops are therefore somewhat closer than the desired one-half mile average stop spacing.

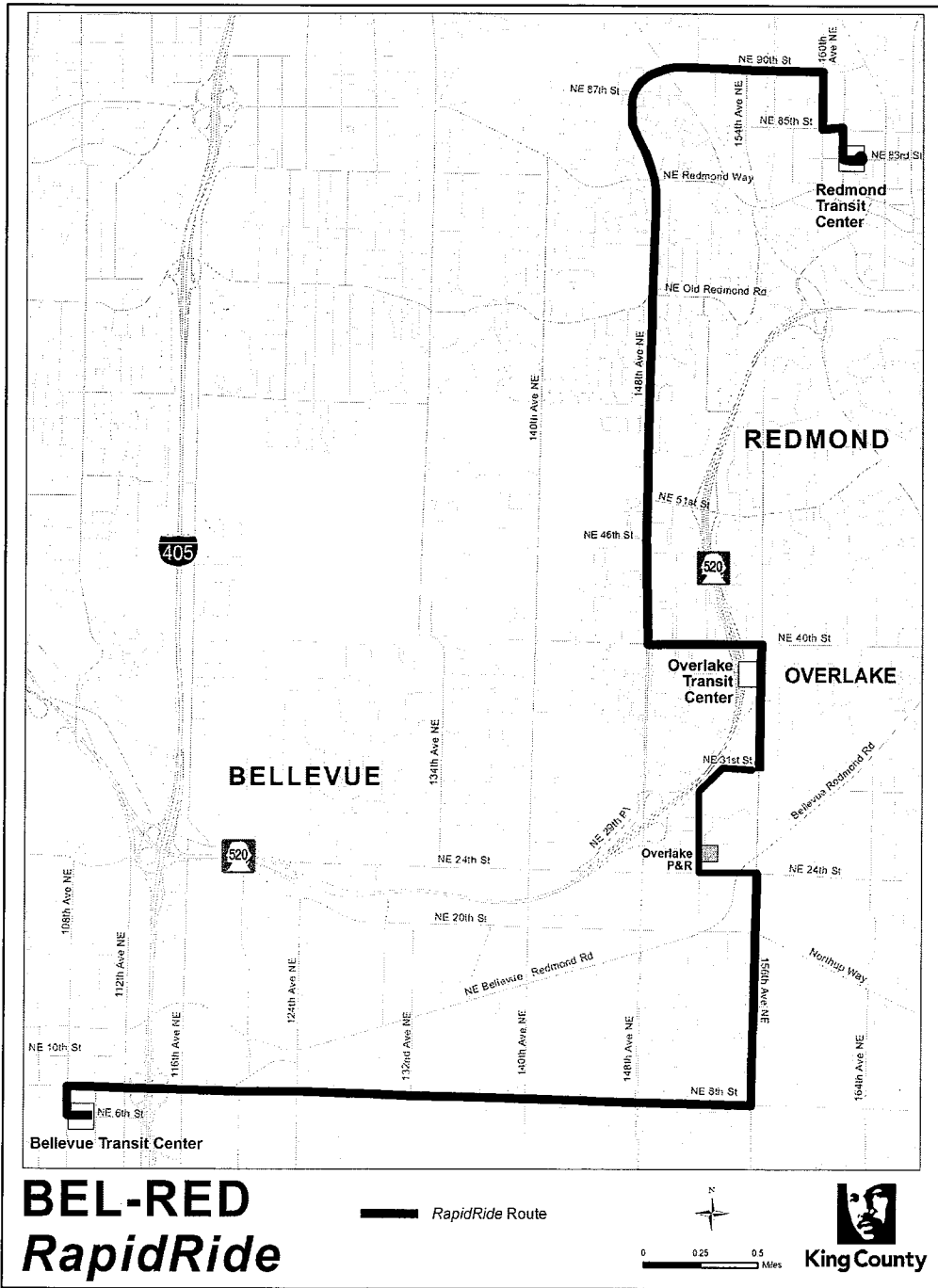
Station Locations

Stations are located at or near the following 13 locations on the Bellevue-Redmond RapidRide alignment. These station locations may be changed due to specific design limitations.

- 108th Avenue NE at NE Sixth Street (Bellevue Transit Center)
- NE Eighth Street at 124th Avenue NE
- NE Eighth Street at 140th Avenue NE
- 156th Avenue NE at NE Tenth Street (Crossroads)
- 156th Avenue NE at NE 16th Place
- 156th Avenue NE at NE 24th Street
- 152nd Avenue NE at NE 26th Street (if conditions are met)
- 156th Avenue NE at NE 40th Street (Overlake Transit Center)
- NE 40th Street at 148th Avenue NE

- 148th Avenue NE at NE 51st Street
- 148th Avenue NE at NE Old Redmond Road
- 148th Avenue NE at NE 87th Street
- NE 83rd Street at 161st Avenue NE (Redmond Transit Center)

In addition, the Bellevue-Redmond RapidRide will serve approximately 11 intermediate locations along the corridor.



West Seattle Corridor Stop Spacing and Station LocationsStop Spacing

Stops along the West Seattle RapidRide alignment, between Southwest Spokane Street and Westwood Village, are spaced on average 2,230 feet apart or somewhat less than one-half mile (0.44 mile).

Although this is somewhat closer than the desired one-half mile average stop spacing for RapidRide, in a significant portion of the West Seattle alignment RapidRide provides the only fixed-route service (between Fauntleroy Way Southwest and the Westwood Village terminus). Consistent with the RapidRide Service Design and Integration Guidelines, stops in this segment are closer to accommodate local service coverage. North of Fauntleroy Avenue Southwest, RapidRide stop spacing averages one-half mile.

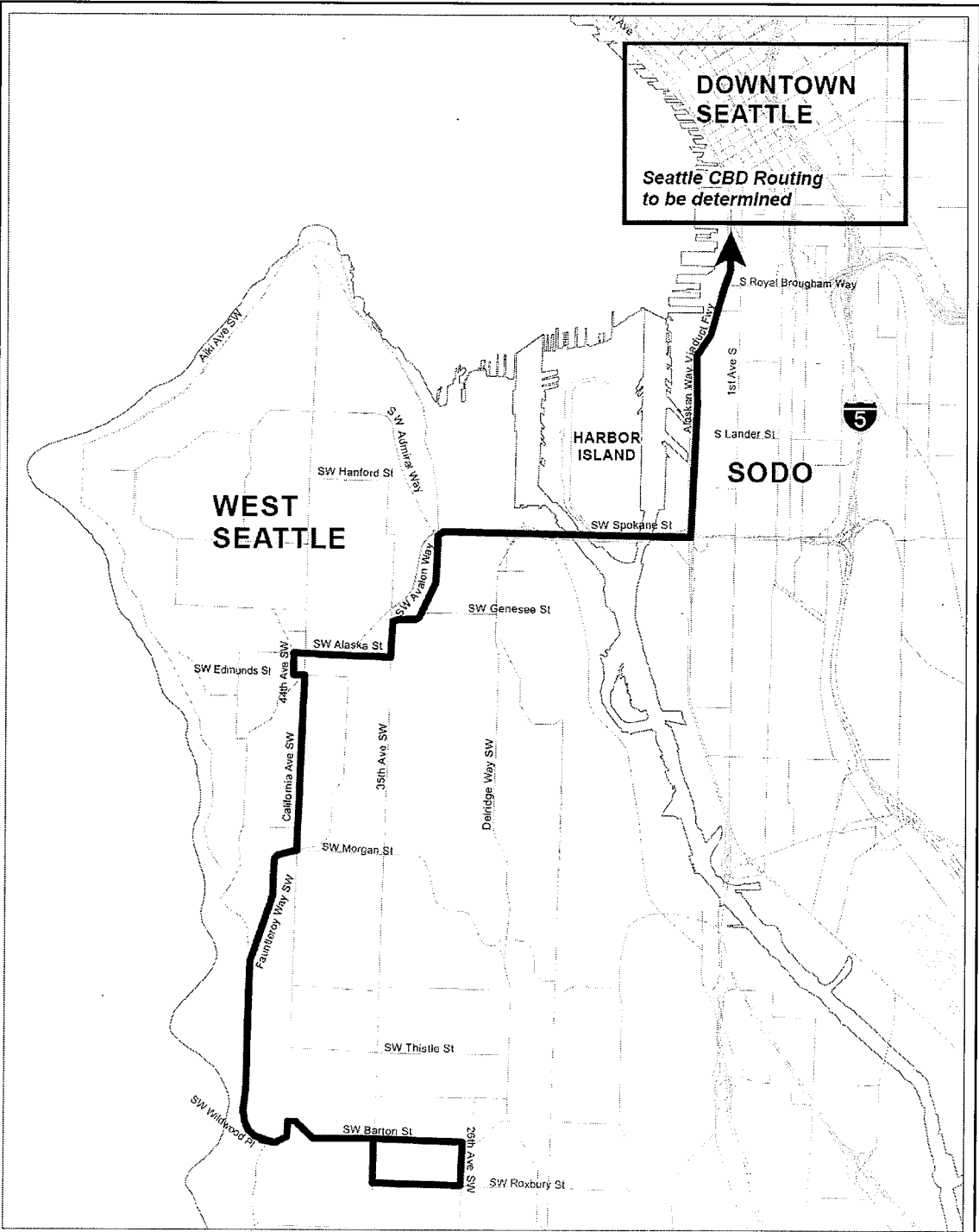
Station Locations

Seven station locations exist on the West Seattle RapidRide alignment, between Southwest Spokane Street (West Seattle Bridge) and the Westwood Village terminus. These station locations may be changed due to specific design limitations.

- SW Avalon Way at SW Yancy Street
- 35th Avenue SW at SW Avalon Way
- SW Alaska Street at California Avenue SW (Alaska Junction)
- California Avenue SW at SW Findlay Street
- California Avenue SW at Fauntleroy Way SW (Morgan Junction)
- Fauntleroy Way SW at SW Barton Street (Fauntleroy Ferry Terminal)
- SW Barton Street at 29th Avenue SW (Westwood Village)

In addition to these stations, RapidRide will serve approximately eight intermediate locations along the corridor.

Seattle downtown routing and station locations are to be determined.



WEST SEATTLE *RapidRide*

0 0.25 0.5
Miles
June 4, 2008



16725

Attachment D: Ballard-Uptown – D Line**Ballard-Uptown Corridor Stop Spacing and Station Locations**Stop Spacing

Stops along the Ballard-Uptown RapidRide alignment are spaced on average 1,786 feet apart, slightly over one-third of a mile (.34 mile). Through the Interbay area and along 15th Avenue NW, RapidRide will provide the only fixed-route service. Consistent with the RapidRide Service Design and Integration Guidelines, stops in this segment are closer to accommodate local service coverage.

Station Locations

North of Denny Way, stations are located at or near the following 10 locations on the Ballard-Uptown RapidRide alignment. These station locations may be changed due to specific design limitations.

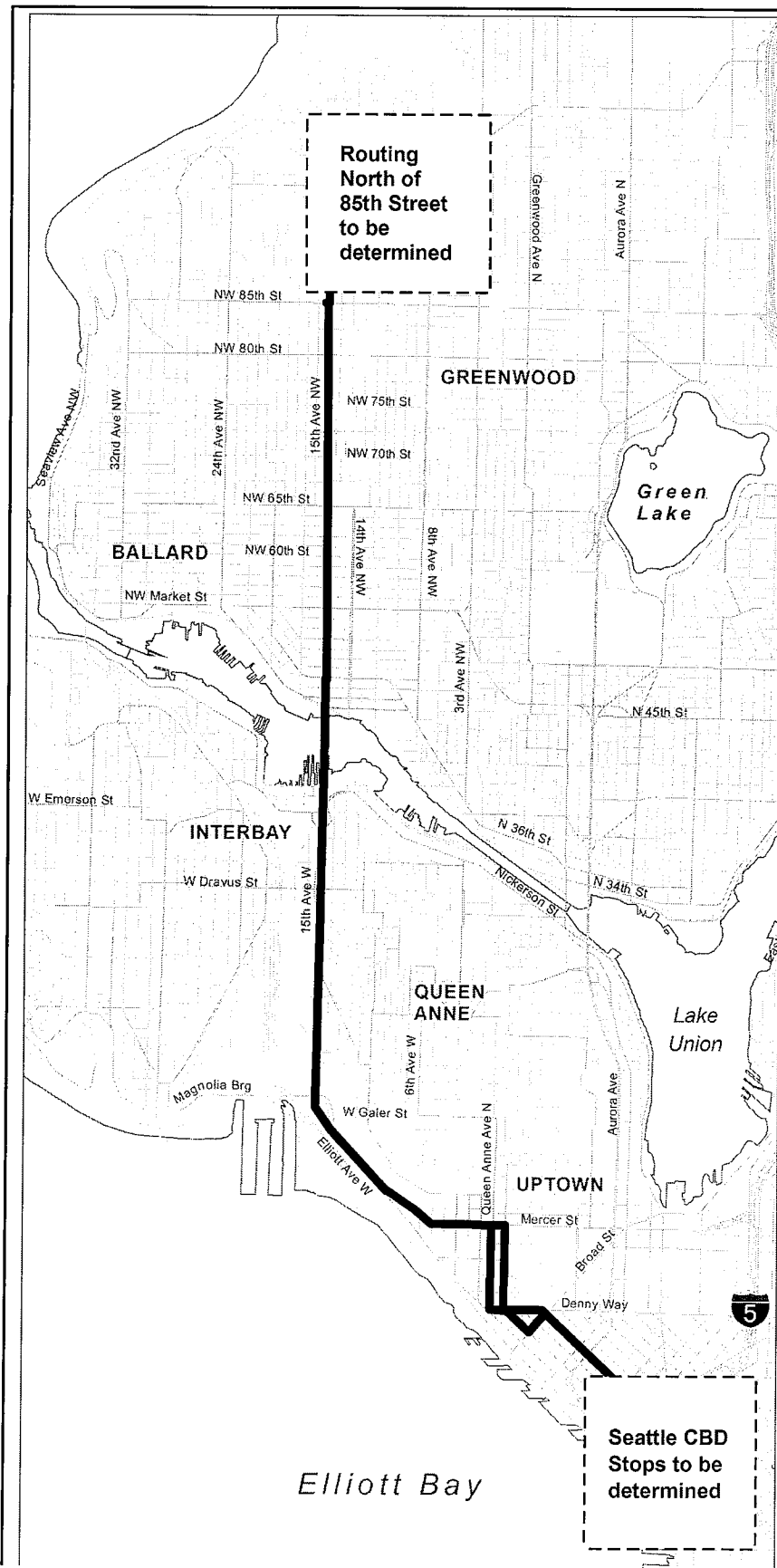
- 15th Avenue NW and NW 85th Street
- 15th Avenue NW and NW 65th Street
- 15th Avenue NW and NW Market Street
- 15th Avenue NW and NW Leary Way
- 15th Avenue W and W Dravus Street
- Elliott Avenue W and W Prospect Street
- Queen Anne Avenue N and Mercer Street
- Queen Anne Avenue N and Denny Way
- 1st Avenue N and Republican Street
- 1st Avenue N and Denny Way

North of NW 85th Street, the Ballard-Uptown RapidRide line may serve three intermediate stops and one additional station at its northern terminus.

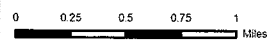
In addition, the Ballard-Uptown RapidRide line will serve approximately 10 intermediate locations elsewhere along the corridor north of Denny Way.

Crown Hill and Seattle downtown routing, stop and station locations are to be determined.

BALLARD/ UPTOWN RapidRide



RapidRide Route



Elliott Bay

Seattle CBD
Stops to be
determined