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7/26/12  
7/30/12 Council Meeting

Sponsor: Larry Phillips

[jr/dh]

Proposed No.: 2012-0225

LP MOVED  
PASSED F-C J. Hague EXCUSED

- 1 **AMENDMENT TO PROPOSED ORDINANCE 2012-0225, VERSION 1**
- 2 Delete Attachment A: Shoreline-Seattle RapidRide (E Line), and replace with
- 3 Attachment A: Shoreline-Seattle RapidRide (E Line) dated July 26, 2012.
- 4 **EFFECT: Revises attachment A to reflect the addition of a northbound RapidRide**
- 5 **stop at N 72nd and Linden Avenue N**

## **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.

