



Roosevelt Line



RapidRide J Line

SDOT and King County Metro are designing the RapidRide J Line (formerly RapidRide Roosevelt) because:

- **More people and more jobs are moving** to Belltown, South Lake Union, Eastlake, University District, and Roosevelt, while the way people move through the City is changing. **Existing bus service cannot support this growth.** Improving transit travel time, reliability, and capacity increases transit ridership, which allows more people to travel to and within these neighborhoods.
- **Transportation is a leading contributor to greenhouse gas emissions in Seattle**, and reducing those emissions is a key goal as Seattle works to address climate change. Growing transit ridership and reducing driving alone are critical to meeting Seattle's climate change goals. In fact, between 2010 and 2018, the city's drive-alone rate in the center city dropped from 35% to 25%, while bicycle and pedestrian volumes have grown approximately 60% during that same period.
- We need to address the **safety of all users in the corridor**. Between 2012 and 2017, there were 39 reported collisions involving people riding bicycles along Eastlake Ave E, most of which resulted in injury. While people walking and biking make up approximately 6% of all crashes in Seattle, they represent a much larger percentage of serious (47%) and fatal (39%) crashes.

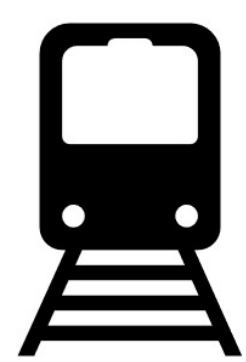
Thank you for joining us to learn more about the project and share your feedback about:

- Neighborhood connections and accessibility
- RapidRide bus station locations
- Bicycle parking and amenities
- Options for parking and access
- How you can be involved in the next steps of the project

RapidRide J Line project goals



Provide transit service to support housing and employment growth
By 2035 there will be 22,000 new residents and 91,000 new employees in the project neighborhoods



Provide neighborhood connections to future Link light rail stations
There's currently no direct connection between the neighborhoods



Improve transit travel time and reliability throughout the corridor
30% of trips are late during peak hours



Reduce overcrowding of existing bus capacity
32% of daily trips and 63% of peak trips are overcrowded



Improve pedestrian and bicycle safety and connections to transit
From 2012-2017 there were 39 bicycle collisions on Eastlake Ave E. From 2010-2018 bicycle and pedestrian volumes have grown approximately 60%



Reduce greenhouse gas emissions
RapidRide J Line will help promote use of alternative modes of transportation to driving alone



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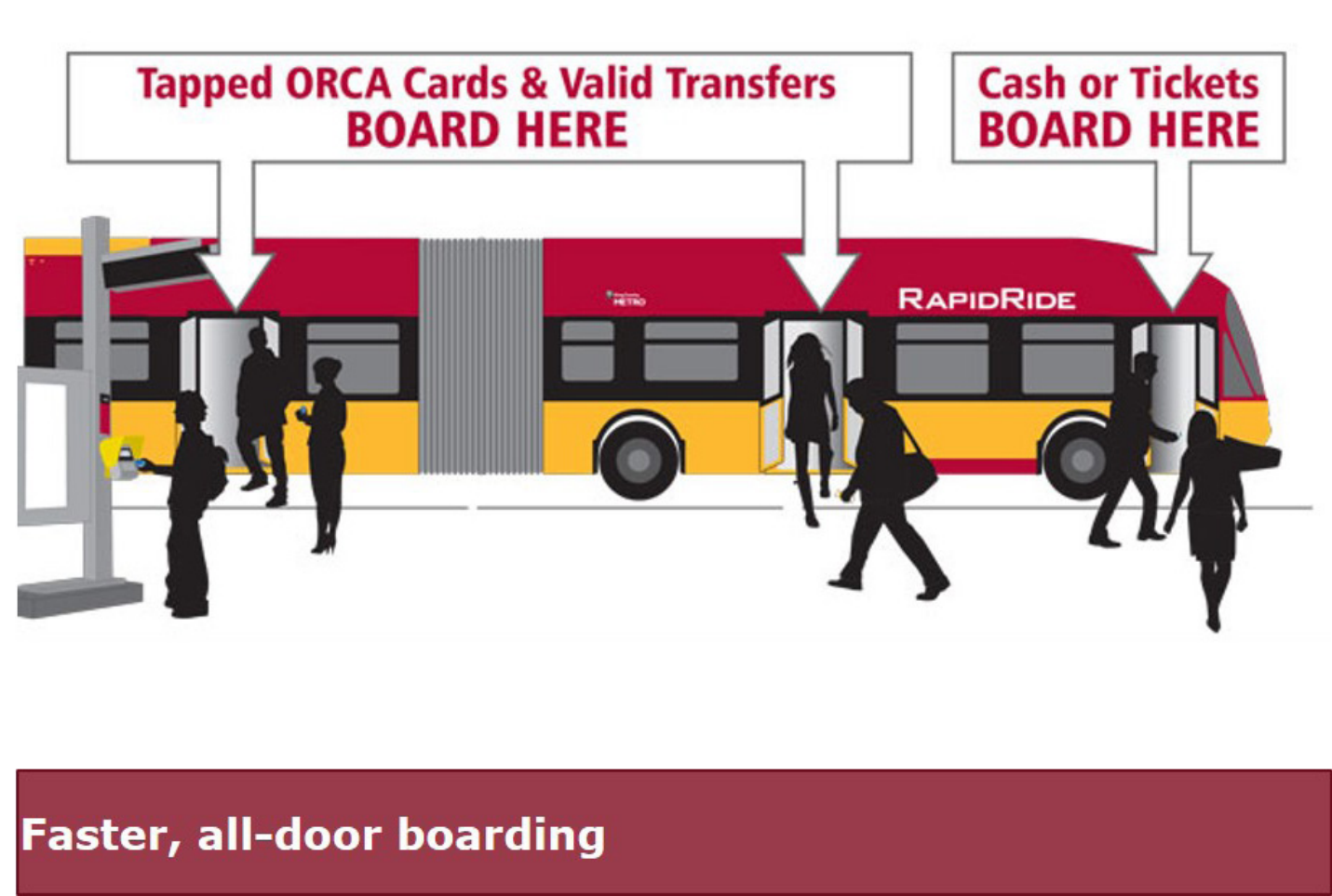
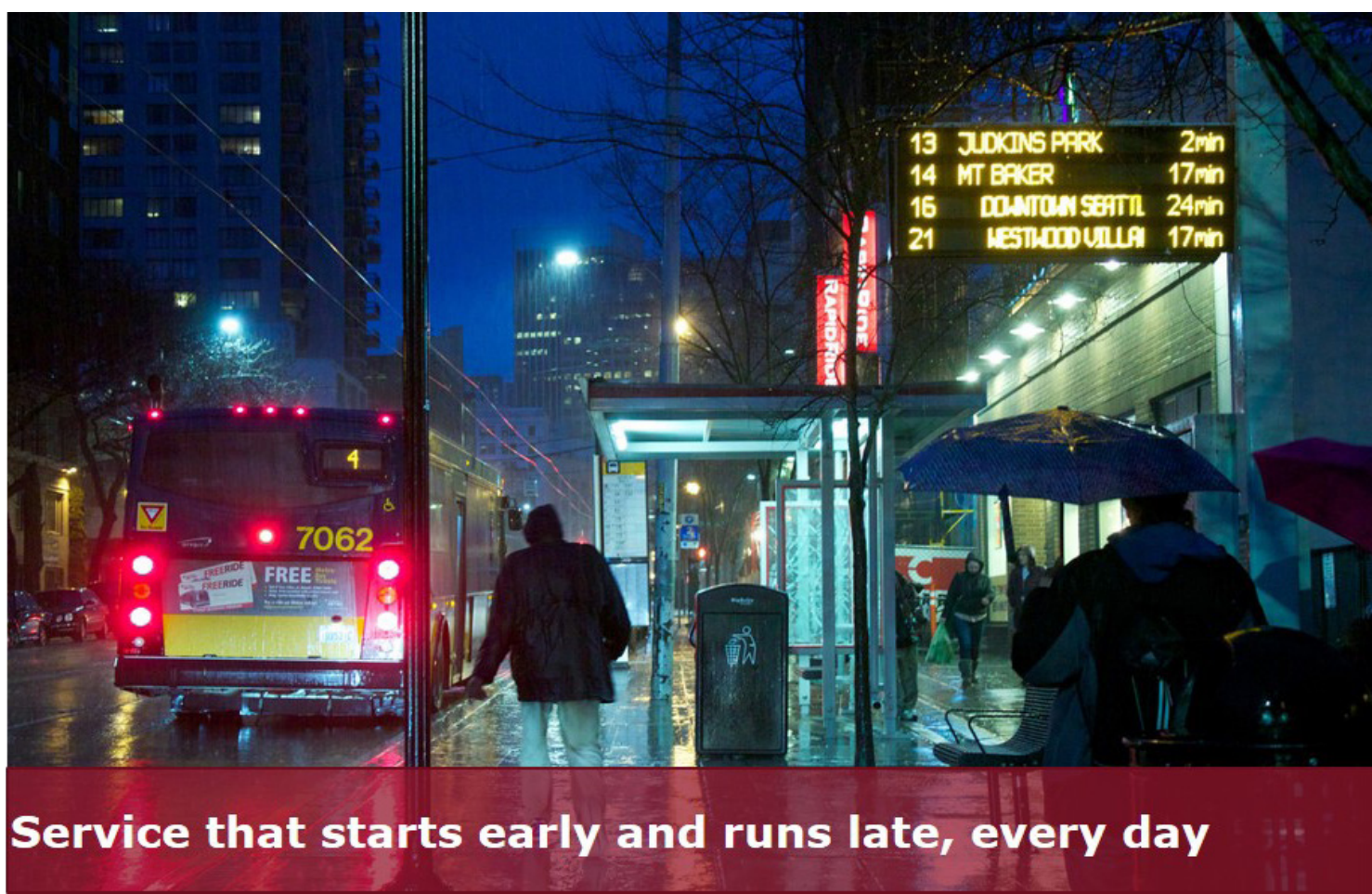
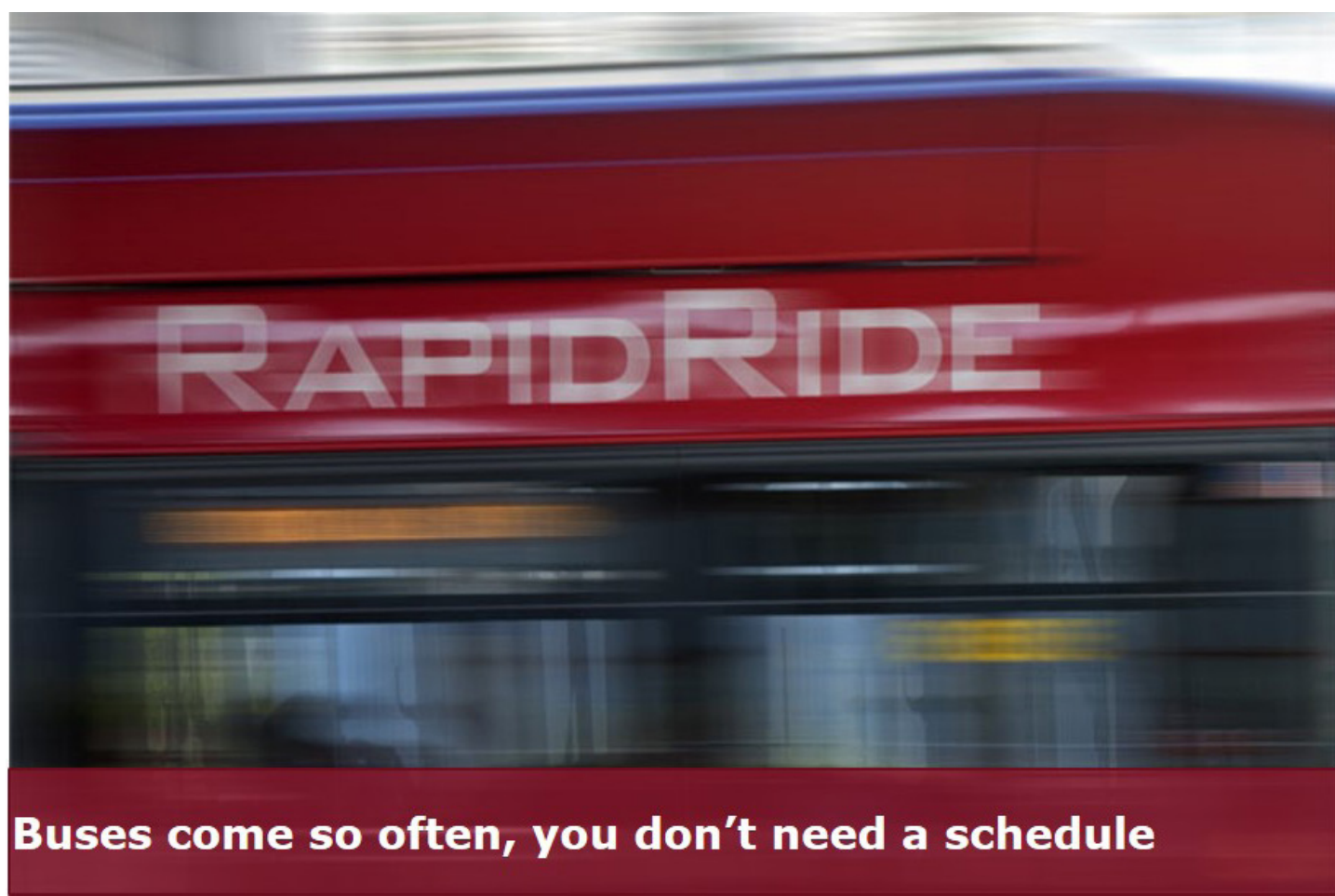


About the project

RapidRide J Line will provide upgraded transit service for the Downtown, South Lake Union, Eastlake, University District and Roosevelt communities, and is currently planned to launch in 2024.

RapidRide J Line service will keep people moving with key improvements, such as:

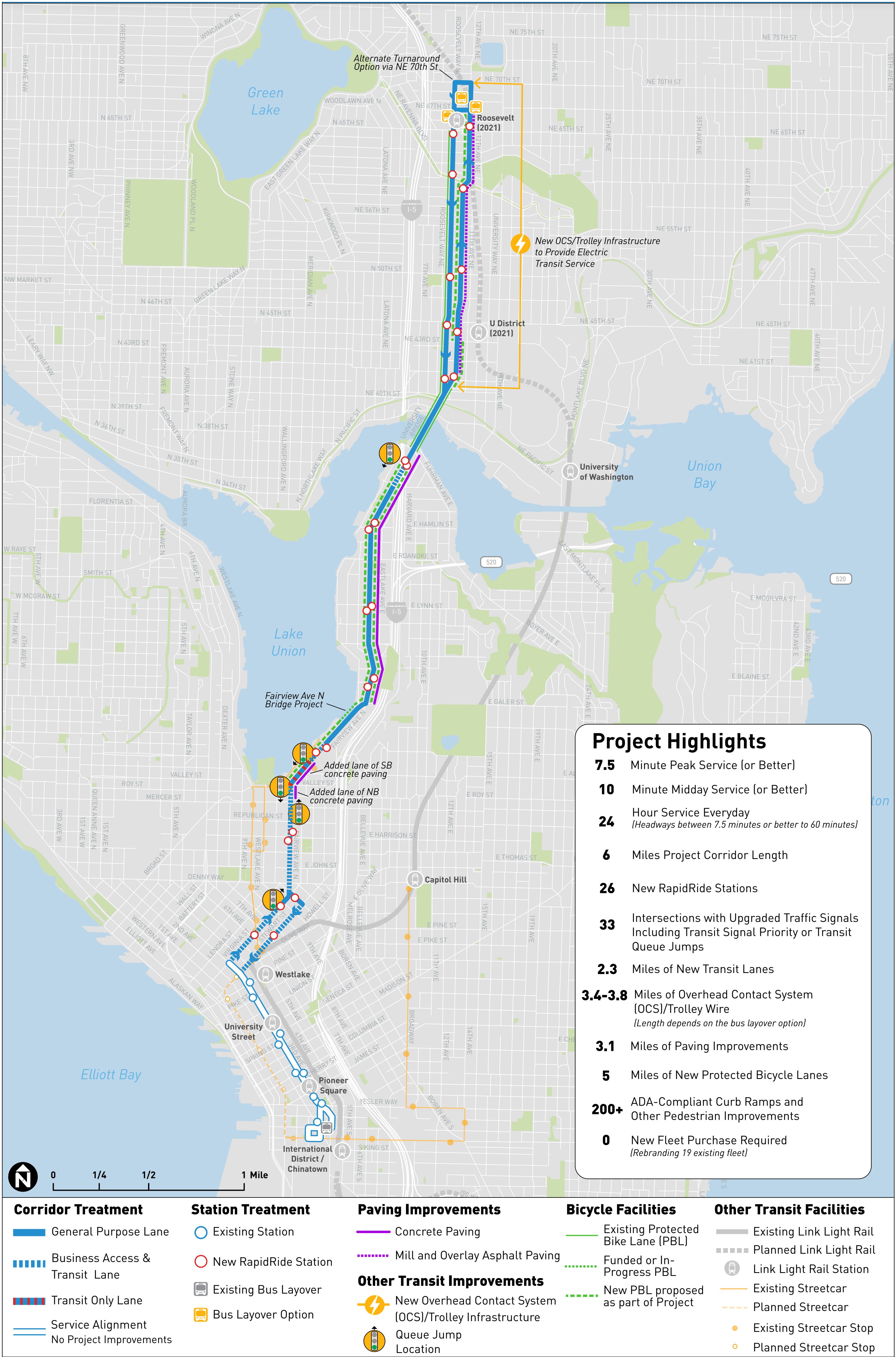
- Improved transit stations and connections to regional transit service like new Link light rail stations, additional RapidRide Lines, and the Seattle Streetcar
- Improved and faster transit rider experience, with upgraded bus stops that feature improved lighting, real-time arrival information, and all-door boarding
- Enhanced safety and predictability for everyone, with protected bicycle lanes on Fairview Ave E, Eastlake Ave E, and 11th/12th Ave NE
- Provide ADA upgrades for improved pedestrian mobility
- Lowered carbon emissions by adding new electric trolley wire and providing better options to driving alone



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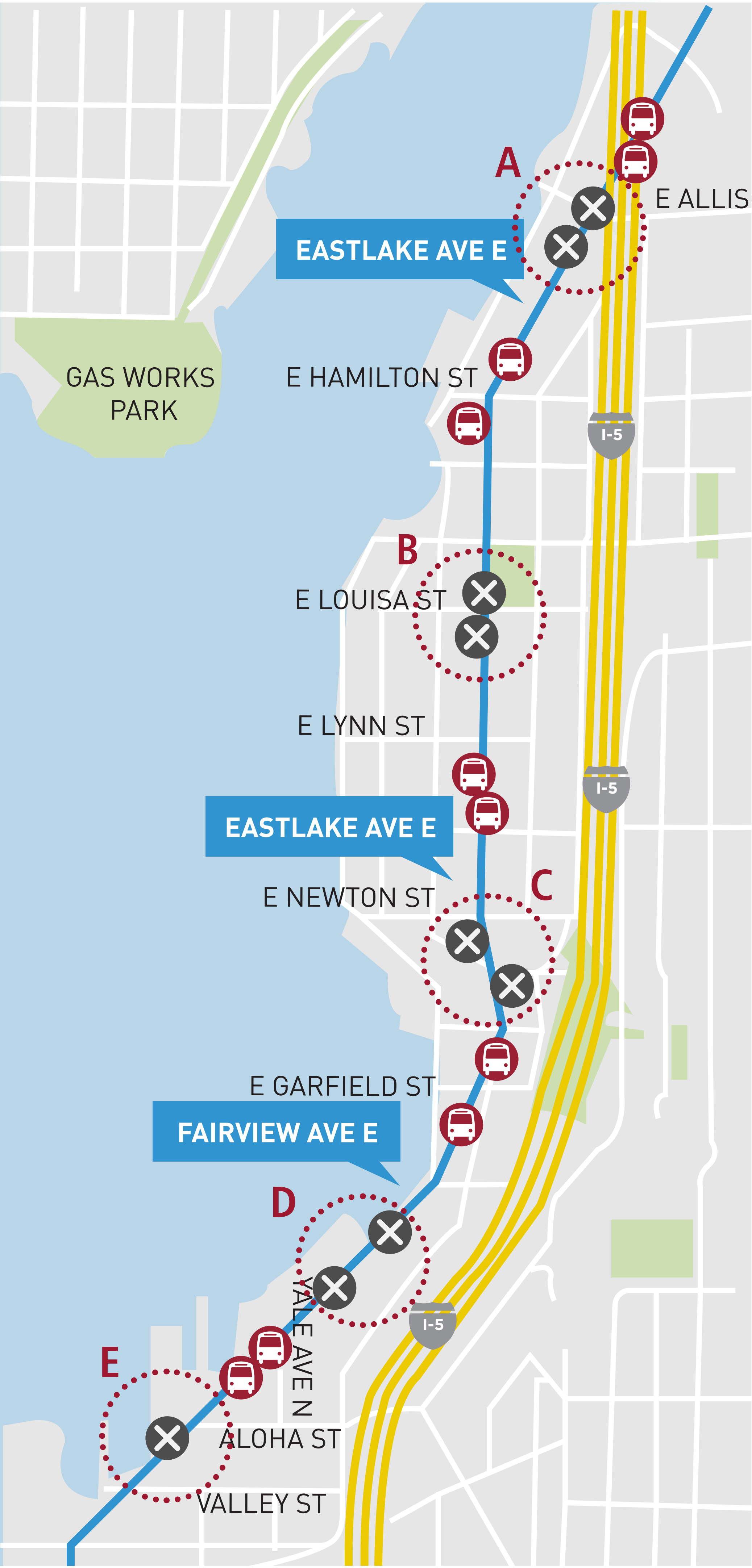
RapidRide J Line project map



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Eastlake



-  PROPOSED RAPIDRIDE J LINE STATIONS*
-  PROPOSED BUS STOP CONSOLIDATIONS
-  BUS LINE
-  HIGHWAY

Other stops in the project area may continue to serve other King County Metro routes.
*Not all existing stops in the project area may be upgraded to RapidRide stations.

Why change bus station locations?

- Improves transit travel time and reliability
- Prioritizes access to dense residential and business centers in each neighborhood
- Improves connections to other bus routes, the Seattle Streetcar, and Link light rail
- Makes it easier to know where to get on and off buses by having northbound and southbound stations
- Reduces impacts to through vehicle traffic

How big is the change?

- On average RapidRide J Line stations are 0.5 miles apart (a 0.1 mile increase from what it is today)
- Most consolidated stops require walking 1 additional block or an extra 2 minutes
- At most, consolidated stops require walking 2 additional blocks or an extra 4 minutes

A Consolidates stops to Harvard Ave E to improve stop spacing and provide better transfers to bus service on E Fuhrman St.

Nearest stop: Harvard Ave E

Trade-off: Walk 1 block (+2 minutes)

B Consolidates stops to E Lynn St to provide a 5 min walk to businesses and residences along Eastlake Ave.

Nearest stop: E Lynn St

Trade-off: Walk 1 block (+4 minutes)

C Consolidates stops to E Garfield St to provide connections to the higher density residential and business area of Eastlake.

Nearest stop: E Garfield St

Trade-off: Walk 2 blocks (+4 minutes)

D Consolidates stop to Yale Ave N to provide connections to the Streetcar Station with a signalized crosswalk and central access to Fairview businesses.

Nearest stop: Yale Ave N

Trade-off: Walk 2 blocks (+4 minutes)

E Consolidates stop to Yale Ave N so RapidRide J Line can use the center transit lane to bypass traffic. Provides connection to the Streetcar Station and a 5 min walk to businesses along Fairview Ave E.

Nearest stop: Yale Ave N

Trade-off: Walk 1 block (+2 minutes)



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Downtown Seattle and South Lake Union



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A Consolidates stop to Harrison St to provide better transfers to bus service on Harrison St. Provides a 5 minute walk to businesses along Fairview Ave E.

Nearest stop: Harrison St

Trade-off: Walk 1 block (+ 2 minutes)

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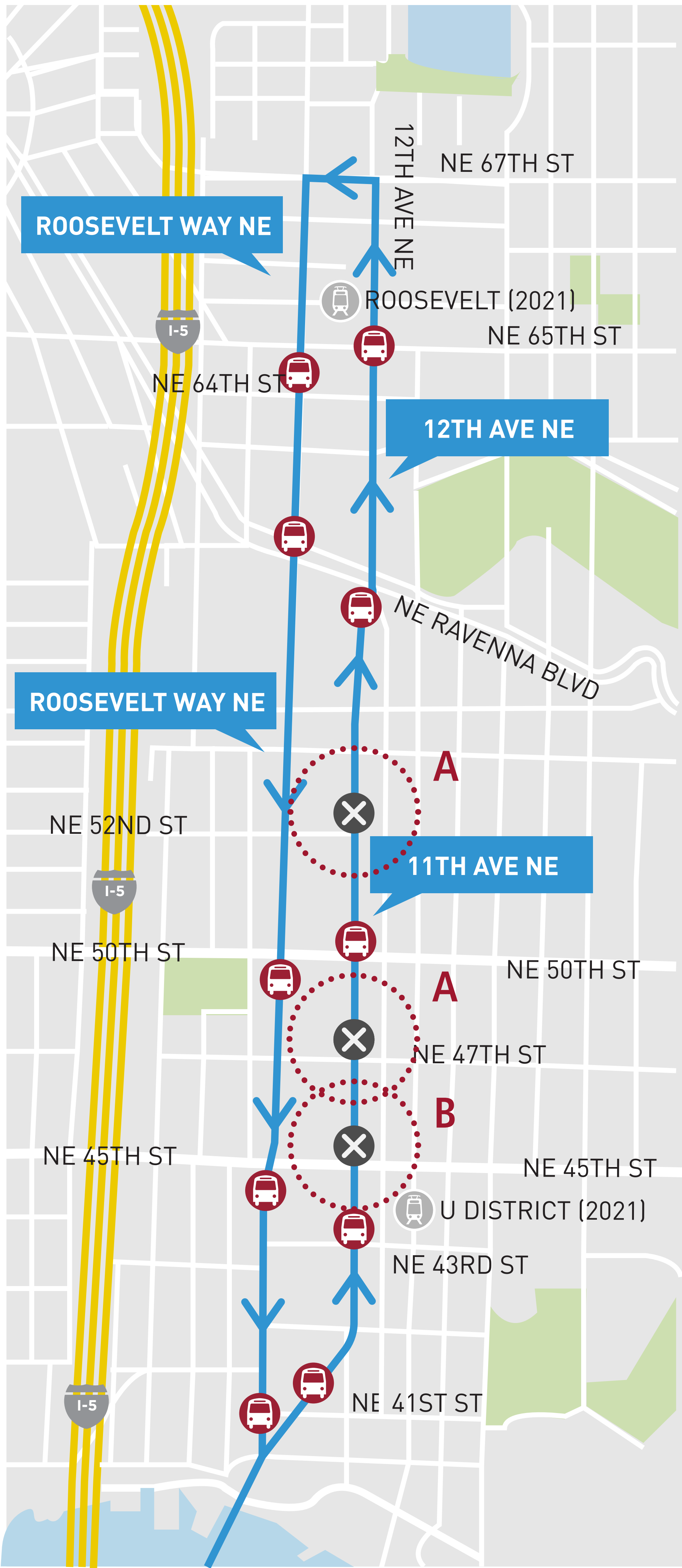
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University District and Roosevelt




 PROPOSED RAPIDRIDE J LINE STATIONS*


 PROPOSED BUS STOP CONSOLIDATIONS


 BUS LINE


 HIGHWAY

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A Consolidates stops to NE 50th St to provide better connections to bus service along NE 50th St.

Nearest stop: NE 50th St

Trade-off: Walk 1 block (+2-3 minutes)

B Consolidates stops to NE 43rd St to improve connection with U District Link Station.

Nearest stop: NE 43rd St

Trade-off: Walk 1 block (+2 minutes)



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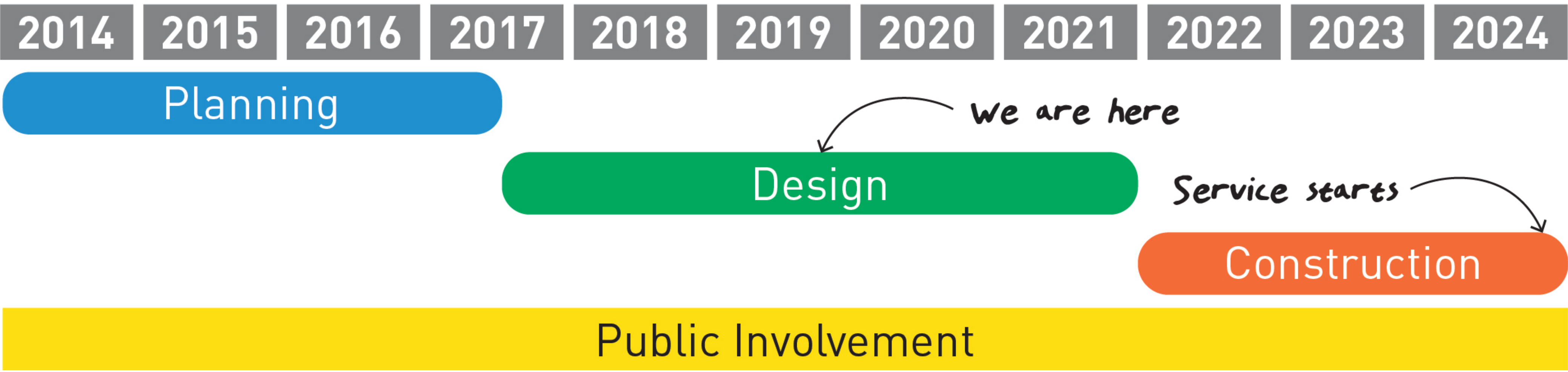


Next steps

We will continue to work with project partner King County Metro to:

- **Collaborate with businesses and community members** to discuss the trade-offs of the project and how to ensure continued access to communities in the project area.
- **Secure funding for the project** in collaboration with the Federal Transit Administration.
- **Publish the draft Environmental Assessment** for review and public comment in late 2019/early 2020. The Environmental Assessment will:
 - Explain the transportation effects of building the RapidRide J Line project
 - Show effects to other key environmental study areas, including noise, historic and archaeological resources, water resources, and parks and recreation
 - Demonstrate how public feedback has been addressed to date
 - Provide a public comment opportunity to be included as part of the project record

This will be followed by a State Environmental Policy Act (SEPA) environmental update in 2020.



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We want to hear from you!

Have questions or ideas?

- Participate online by 11/11 at rapidridejline.participate.online
- Email RapidRide@seattle.gov
- Request a separate 1-on-1 meeting

Want to stay informed?

- Check out the latest project information
- Sign up for email updates
- www.seattle.gov/Transportation/RapidRideJLine

Community engagement to date

From 2015-2019 the project has engaged the public with:

- 32 community meetings and briefings
- Over 850 community members engaged
- Notifications to more than 40,000 neighborhood residents and businesses



Eastlake Resident Workshop, January 2019



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RapidRide J Line community feedback

We’ve met with the Eastlake community several times to review project plans and collect feedback about how to manage the curbspace in the community. Here’s a list of ideas and what we’ve done with the feedback.

Community idea	Potential next steps
Re-consider maintaining the center median and center turn-lane for the entirety of Eastlake Ave E	Several community members said the median and center turn lane were community priorities. They are included in the project and will be reviewed by the Environmental Assessment. We need to hear from you: Are there specific locations and needs for loading, street parking or designated disabled parking spaces?
Reclaim the small lot at the intersection of E Howe St and Eastlake Ave E	That location is a private lot, which the City of Seattle would be unable to purchase.
Explore the feasibility and impacts of either expanding parking to both sides of the street or converting streets to one-way only: <i>Most promising:</i> E Lynn St and Boston <i>Others:</i> Minor Ave E, Franklin, and Harvard	SDOT is reviewing the feasibility of making streets one-way or adding parking on both sides of the street: Considerations: <ul style="list-style-type: none">• Street must be 25 feet wide• Cannot be emergency access or fire routes• Must provide visibility at intersections• Trees cannot be removed to provide space for parking
Build a parking structure under the TOPS middle school playground or in other locations along the corridor	City of Seattle transportation and parking policy do not support building new public garages, particularly SDOT’s efforts to build a sustainable transportation system that promotes alternatives to driving to address the city’s climate change goals.
Build parking or load zones behind Ruby Condos	While that alley currently provides access to private residences, SDOT is reviewing whether existing vegetation could be removed to provide more access to loading.
Designate some alleys as specific business loading zones	SDOT is not able to pursue specific loading zone spaces for businesses because alleys are also required to provide circulation as well as short-term loading.
Add stairs on the east side of Eastlake Ave E to connect to E Shelby St	If parking in this area is underutilized, then SDOT can consider adding stairs to provide access to transit.



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RapidRide J Line community feedback

Community idea	Potential next steps
<p>Community load zone ideas</p> <ul style="list-style-type: none">• Add to the west end of E Shelby St on Eastlake Ave E• Add on E Allison St east of Eastlake Ave E• Add on E Lynn Ave east side of Eastlake Ave E• Designate additional load zone on E Edgar St. as a 30-minute truck load zone• Move the loading zone from to the east side of Eastlake Ave E on E. Alison and potentially use WSDOT’s property to widen the street• Add an accessible 1-hour load zone for services and medical appointments near Eastlake Ave E and E Shelby St.• Provide ADA access at E Martin St	<p>SDOT will look further into these requests to see if they can be implemented during or before the project construction.</p> <p>E Shelby St west of Eastlake Ave E is a City “Street End” and as such designated parking or loading signs cannot be installed.</p> <p>For the ADA access request at E Martin St, SDOT will connect with the street improvement project underway so they can coordinate further with the private developer.</p> <p>We need to hear from you: Do you have other feedback on these proposed loading zone ideas?</p>
<p>Review the Eastlake RPZ zone. Ideas include:</p> <ul style="list-style-type: none">• More RPZ enforcement, particularly at or after 6 pm• Option for 1-day RPZ passes• Add RPZ on Fairview Ave E, north of Lynn• Add time limits on:<ul style="list-style-type: none">◦ Eastlake and Harvard◦ Fairview◦ Eastlake west of Louisa◦ Limit parking to 10 minutes to the west of Eastlake Ave E on the south side of Louisa• Allow flexibility for large events• Extend RPZ 8 as far north as possible (i.e. Fuhrman)• Evaluate rules with RPZ 8 to accommodate businesses and residents	<p>SDOT will look further into these requests once we launch the Restricted Parking Zone 8 update project, which we anticipate starting in 2021.</p> <p>We need to hear from you: Interested in participating? Email rapidride@seattle.gov</p>
<p>Require parking for any new developments in the Eastlake community</p>	<p>The City of Seattle does not require new development to install parking near rapid transit corridors. However, private developers may install parking to attract tenants.</p>
<p>Install bike racks before the project is built</p>	<p>SODT is evaluating if this is possible.</p> <p>We need to hear from you: Are there locations where you’d like to see bike parking? Let us know!</p>
<p>Protect cornerstone artwork throughout the Eastlake community</p>	<p>The project is coordinating with One Percent for the Arts to maintain and potentially add additional art within the neighborhoods.</p> <p>As we get further into design, the project will define the urban design aesthetic and identify existing art to be maintained. Public input on this will be conducted in future outreach events.</p>



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