Welcome | RapidRide J Line Open House

Self-Guided Project Overview
6 – 6:30 PM

Curious about the RapidRide J Line and what it will look like in your neighborhood?

Explore the boards around the room and detailed roll-plots on the tables.

A formal presentation will start at 6:30 PM
RapidRide J Line (previously RapidRide Roosevelt)

Open House and Question & Answer Session
Today’s agenda

- **6 – 6:30 PM** | Self-guided project overview
- **6:30 – 7 PM** | Welcome and project overview
- **7 – 8 PM** | Question and answer

Please hold your questions till the question and answer period.

*Note:* This presentation will be emailed to attendees and posted to the project website.
1. Welcome and introductions
RapidRide J Line partners

Seattle Department of Transportation

King County METRO

Seattle Neighborhoods

Seattle Office of Economic Development
Goals of today’s meeting

1. Review the project’s history, current plans and next steps

2. Review how community feedback has been incorporated and show which elements we still need your feedback on

3. Provide an opportunity to answer questions you have about the project
2 Project overview
Why RapidRide J Line?

- **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.

- 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.
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
RapidRide J Line Project

- 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

- Upgraded pavement on Eastlake Ave E and 11th/12th Ave NE

- Lowered carbon emissions by adding new electric trolley wire and providing better options to driving alone
King County Metro RapidRide key features

Convenient and easy to use
- Service that starts early and runs late, every day
- Buses come at least every 10 minutes during busiest hours
- All-door boarding
- Riders with mobility aids can secure themselves easily

Safe and smart
- Stations have real-time arrival signs
- Transit signal priority synchronizes traffic lights with buses
- Shelters are well lit, and all buses have security cameras

Move more, stop less
- Stop optimization helps speed up your ride
- Street and traffic improvements make it easier to get to/from the bus
**RapidRide stations**

26 new RapidRide stations: 13 in each direction from 3rd Ave in downtown Seattle to NE 65th St in Roosevelt

- Real-time arrival information
- All-door boarding
- Benches
- Pedestrian-level lighting
- 12-ft shelter canopy
- Signature signposts and route information maps

All stations meet Americans with Disabilities Act requirements

*Stop optimization increases transit reliability and connections.*
Improves transit travel times, reliability, and capacity

RapidRide J Line service is so frequent you don’t need a schedule with:

- 24/7 service and more buses at night and on weekends
- Buses every 7.5 minutes during morning (7–9 AM) and afternoon (5–6 PM) peak periods and every 10 minutes midday
- Reduces total transit travel time by 17 minutes in 2024
- Increases capacity by up to 14% by 2040

Daily ridership is expected to more than double by 2024 with 21,600 riders per day.

In 2024, travel time from Roosevelt to Downtown by car will increase by less than 2 minutes compared to if the project weren't built, from 31 minutes to 33 minutes. This represents less than a 5% change in travel time.
Connecting neighborhoods, transit, and bicycle facilities

- Quick and direct transfers to **Link light rail** at the U-District and Roosevelt Stations
- Improved connection to the **Seattle Streetcar** on Fairview Ave E
- Connections to key downtown destinations and **transit services** like Link and other RapidRide lines
- Connections to:
  - Multi-use bicycle and pedestrian paths like the Burke-Gilman Trail and the Westlake Cycle Track
  - Bicycle lanes like on Roosevelt Way NE, NE 65th St and 9th Ave
Project History & Key Decisions

2014-2016 Community transportation needs and high capacity transit alternatives evaluated

2014 Bicycle Master Plan recommends protected bicycle lanes on Fairview Ave N, Eastlake Ave E and 11th/12th Avenues NE

2016 Bus Rapid Transit selected over Rapid Streetcar

2016 RapidRide Roosevelt project prioritized in the City of Seattle’s 2016 Updated Transit Master Plan and partially funded by the voter-approved, Levy to Move Seattle

2017 Locally Preferred Alternative (the current design) is approved by Seattle City Council and updates project scope to end in Roosevelt

2017 National Environmental Policy Act (NEPA) Environmental Assessment started

2018 Community-requested evaluation of 9 bicycle routes determined the protected bike lanes on Eastlake Ave E are the option that best meet evaluation criteria

2018 Full paving of Eastlake Ave E confirmed and included in project

2019/20 Submit draft Environmental Assessment (EA) to Federal Transit Administration (FTA)
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

*Please see the RapidRide J Line community feedback boards and handout*
Ongoing Community Input

**Decisions Made**

- Upgrade service to RapidRide
- Add protected bike lanes on:
  - Eastlake Ave E
  - Fairview Ave N
  - 11th/12th Ave NE
- Route and cross sections (i.e. street lanes)
- Maintaining the median and two-way left-turn lane on Eastlake Ave E
- Full paving on Eastlake Ave E and paving on 11th/12th Ave NE

**Seeking Community Input On...**

- Potential location modifications for:
  - RapidRide stations
  - Load zones and accessible parking relocation
  - New shared parking options
  - New bicycle parking and amenities
  - Bus layover locations
- Transportation options and access strategies
  - Potential revisions to RPZ 8
  - Additional options for employees, residents, and customers to access J Line communities
- Urban landscaping
3 Eastlake, South Lake Union, and Downtown Details
Downtown and South Lake Union

Upgraded RapidRide stations and optimized locations north of Olive Way

Uses existing 3rd Ave transit corridor and stations

RapidRide stations and pedestrian access coordinated with existing Link light rail stations
Downtown

Typical Section

Virginia St between Boren Ave and 3rd Ave facing north

Stewart St between Boren Ave and 3rd Ave facing north
South Lake Union

Typical Section

Fairview Ave N between Yale Ave N and Valley St facing northeast

Fairview Ave N between Valley St and Denny Way facing north
Eastlake

- Upgraded RapidRide stations and optimized locations north of Olive Way
- Improved and durable roadway conditions by repaving Eastlake Ave E with concrete
- Protected bike lanes from Fairview Ave N through the University Bridge
Eastlake

Typical Section

Eastlake Ave E between Fuhrman Ave E and Fairview Ave N facing north

Fairview Ave N between Eastlake Ave E and Yale Ave N facing northeast
Bicycle facilities

Eastlake Bicycle Facility Evaluation

- 39 bicycle collisions on Eastlake Ave E from 2012-2017
- SDOT evaluated 9 routes
- Completed fall 2018

Protected bike lane on Eastlake Ave E

- All options impact parking

*Pink indicates a street segment included in the area study*
Summary of bicycle facility analysis

One-way protected bike lane on Eastlake Ave E best meets the evaluation criteria and provides the highest-quality bicycle facility in Eastlake because:

- Fewest potential conflicts at intersections and driveways
- Most straightforward and intuitive route
  - Other routes require several turns off Eastlake Ave E so people riding bikes may be confused or choose to continue on Eastlake, slowing transit
- Access to all eight RapidRide stops and TOPS K-8 school
- Doesn’t require removal of the planted median on Eastlake Ave E
Parking impacts of RapidRide J Line

Curbspace impacts on Eastlake Ave E (up to):

- 324 parking spaces removed
- Relocating:
  - 18 truck and general loading zones
  - 4 passenger loading zones
- Conducted three parking studies at community’s request
  - Parking is highly utilized, especially midday
  - Most people (74%) park on Eastlake Ave E for ≤ 4 hours
Proposed parking and access strategies
Curbspace and access strategies

SDOT has worked with the community to understand access needs to neighborhoods in the project area, with a special focus on the Eastlake neighborhood.

- **Strategy 1:** Loading zone relocation, other curbspace updates
- **Strategy 2:** Access to transportation options
- **Strategy 3:** Shared parking facilities
- **Strategy 4:** Restricted Parking Zone (RPZ) 8 updates
5  Next steps
Next steps

- **Collaborate with community members and businesses** 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. Followed by a State Environmental Policy Act (SEPA) environmental update.
Environmental Assessment

A draft Environmental Assessment will be shared for review and 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 incorporated into the project to-date
- Provide a public comment opportunity to be included as part of the project record
Questions?
Keep in Touch

Have Questions or Ideas?

▪ Participate online by 11/8 at https://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/RapidRideRoosevelt

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Alternatives Considered

Both Rapid Streetcar and Bus Rapid Transit offer enhanced features to improve transit frequency, reliability, speed, and capacity.

**Bus Rapid Transit**

**Rapid Streetcar**

**Bus Rapid Transit was selected because it offers:**

- Greater frequency, reliability, and flexibility
- Fewer impacts on other modes of transportation
- Simpler construction and less expensive capital and operating expenses
Potential Bus Layover Locations

Layover areas are where buses park while transitioning service in a different direction and provide a break for drivers.

We need 3 to 4 layover locations. We’re considering three to four among the 12 below potential north-end layover locations under consideration are on the following streets:

- 12th Ave NE
- Roosevelt Way NE
- NE 67th St
Expanding Zero Emission Infrastructure

RapidRide J Line buses will be zero emission because they will be powered by an overhead contact system.

- Add new poles and wire **north** of the University Bridge
- Use current poles and wires **south** of the University Bridge
- Poles will be installed approximately every 100 feet in the sidewalk or consolidated with existing traffic signals or lighting poles
- Add a traction power substation at one of four locations
  - Potential opportunity for landscaping or other treatments to help blend into neighborhood fabric
3  Roosevelt and University District Details
**U District and Roosevelt**

- Upgraded RapidRide stations and optimized locations
- RapidRide stations and pedestrian access coordinated with new Link light rail stations
- Protected bike lane on 11th/12th Ave NE from University Bridge to NE 67th St
- New asphalt paving on 11th/12th Ave NE
- New overhead contact system and traction power substation to lower carbon emissions
U District and Roosevelt

Typical Section

11th Ave NE between NE 43rd St and NE Ravenna Blvd facing north and 12th Ave NE between NE Ravenna Blvd and NE 67th St facing north

11th Ave NE between NE 43rd St and NE 41st St facing north
Parking impacts of RapidRide J Line

Curbspace impacts on 11th/12th (up to):

- 241 parking spaces removed
- 7 truck and general loading zones relocated
- 5 passenger loading zones relocated