Appendix H
RapidRide Roosevelt Environmental Justice Technical Report

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Seattle Department of Transportation and the Federal Transit Administration

RapidRide Roosevelt Project

ENVIRONMENTAL JUSTICE TECHNICAL REPORT

MAY 2019

Federal Transit Administration

Seattle Department of Transportation

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ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
AMP	Archaeological Monitoring Plan
BAT	business access and transit
BMP	best management practice
BRT	bus rapid transit
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IOPE	inclusive outreach and public engagement
KCM	King County Metro Transit
LEP	limited English proficiency
OCS	overhead contact system
PBL	protected bike lane
SDOT	Seattle Department of Transportation
TCE	temporary construction easement
TOL	transit-only lane
TPSS	traction power substation
USDOT	U.S. Department of Transportation
UW	University of Washington

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1. INTRODUCTION

Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, requires federal agencies to take appropriate steps to identify and address "disproportionately high and adverse impacts" on minority and low-income populations. U.S. Department of Transportation (USDOT) Order to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)) and the 2012 Federal Transit Administration (FTA) circular *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (Circular FTA C4703.1) provide guidance on how to evaluate and address environmental justice impacts to minority and low-income populations. Both require that the assessment of "disproportionate impacts" consider (a) impacts, (b) mitigation, and (c) any offsetting benefits that may also result from the Project.

Environmental Justice Federal Regulations and Guidance

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations
- U.S. Department of Transportation (USDOT) Order 5610.2(a) to Address Environmental Justice in Minority Populations and Low-Income Populations
- USDOT FTA, Circular FTA C 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, August 15, 2012
- Executive Order 13166, Improving Access to Services for Persons with Limited-English Proficiency
- Title VI of the Civil Rights Act of 1964

This technical report evaluates how the operation and construction of the RapidRide Roosevelt Project (Project) being proposed by the Seattle Department of Transportation (SDOT) and receiving funding from the FTA could potentially impact, negatively and positively, minority and/or low-income populations within the study area.

This analysis used the results of the public outreach efforts conducted for the Project, data collection, potential impacts during construction and operation, and mitigation to determine the likelihood that the Project would have disproportionately high and adverse impacts on minority and/or low-income populations. Minority populations in the study area (40.2%) are higher than Seattle (34.7%), with higher concentrations in the University District (54.3%) and Belltown (43.8%) neighborhoods. The low-income population in the study area (23.9%) is almost double that of Seattle (12.5%) with higher concentrations found in the University District (50.3%) and Downtown Seattle (23.6%) neighborhoods.

Impacts during construction are not anticipated to be adverse because impacts would be short-term in nature, would be reduced through implementation of mitigation measures, and would affect all populations to the same degree. Operation would result in impacts associated with the removal of on-street parking and bus stop consolidation. The impacts associated with on-street parking are in the Eastlake neighborhood and would be minimized with mitigation and would not result in adverse impacts on minority and/or low-income populations. Bus stop consolidation would increase walking distances to some stops, but not result in adverse impacts on minority and/or low-income populations because of the benefits, including improved access to transit and improved transit reliability. Based upon the analysis conducted, the Project would

not result in disproportionately high and adverse effects on minority and low-income populations.

1.1 Project Description

The Project would connect Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, University District, and Roosevelt. Compared to the existing conditions, the Project would increase transit speed and reliability through enhanced signal systems and signal timing and roadway improvements. The Project would increase passenger carrying capacity, serving existing high ridership and future population and employment growth. Service is targeted to begin in 2024.

The Project would run from 3rd Ave in Downtown Seattle to NE 65th St in the Roosevelt neighborhood (Figures 1-1 and 1-2). No Project improvements are proposed for the corridor south of the Virginia St and 3rd Ave intersection. The Project would use the existing transit lanes on Stewart St between 9th Ave and 3rd Ave. Buses would travel along portions of S Main St, 2nd Ave S, and S Jackson St to transition from southbound to northbound service.

The Project would connect bicyclists with new transit service and enhance bicycle and pedestrian safety throughout the corridor. The Project would add protected bike lanes along 11th Ave NE and 12 Ave NE and along Eastlake and Fairview Avenues. Pedestrian improvements would be added throughout the corridor.

The Project includes the following elements.

1.1.1 Stations

- 26 new RapidRide stations (13 for each direction of travel) from 3rd Ave in the south to NE 65th St in the north.
- Stations would be consistent with the existing RapidRide station standard, typically 80 feet long including a 12-foot-long shelter/transit canopy (see photo at right); longer stations would be provided where serving multiple routes. Each station would have a real-time arrival information system display, an off-board fare collection/card reader, a bench, pedestrian-level lighting, a trash receptacle, and RapidRide branding elements, including a signature signpost/blade marker, and a route information map.

Typical RapidRide Station

- All stations would meet Americans with Disabilities Act (ADA) requirements.
- The RapidRide Roosevelt line will serve nine existing stations along 3rd Ave in Downtown Seattle south of Stewart St.

Figure 1-1 RapidRide Roosevelt Alignment – North

Figure 1-2 RapidRide Roosevelt Alignment – South

1.1.2 Operations

- RapidRide buses for the Project include buses from the existing King County Metro Transit (KCM) fleet. The existing fleet has a service life until early 2030, when the current fleet would be replaced. All buses would be 60 feet long; articulated with front, middle, and back doors; and ADA-accessible from the front doors with a bridge plate.
- The RapidRide Roosevelt route is expected to operate 24 hours per day. Buses would run at 7.5-minute headways or better during peak periods and at 10-minute headways during midday and until 10 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Service will stop near the Roosevelt Link light rail station at 12th Ave NE and NE 65th St.
- Establishing a network of traffic signals with transit signal priority and queue jumps. The Project would upgrade 29 intersections with transit signal priority and transit queue jumps allowing a leading signal interval would be provided at 5 intersections (Virginia St/Terry Ave, Fairview Ave N/Mercer St, Fairview Ave N/Valley St, Fairview Ave N/Streetcar, and Eastlake Ave E/Harvard Ave E). The enhanced signal system would provide priority to transit.

1.1.3 Roadway Improvements

1.1.3.1 Transit Lanes

- 2.3 miles of new transit-only lanes (TOLs) and business access and transit (BAT) lanes would be located along the corridor in the South Lake Union and Eastlake neighborhoods (Figure 1-2). TOLs would allow buses to operate in dedicated space and travel relatively unimpeded through congested areas. Fairview Ave N would be widened to within the existing right-of-way between Valley St and Yale Ave N to accommodate the TOL in this area. BAT lanes are curb lanes located along a route expressly reserved for buses along with business access and right turns.

1.1.3.2 Paving

- In addition to the concrete paving associated with stations, the Project would include mill and overlay asphalt paving along 11th Ave NE and 12th Ave NE from the University Bridge to NE 67th St (Figure 1-1). Full depth concrete paving is proposed on Eastlake Ave E between Fairview Ave and Harvard Ave E (Figures 1-1 and 1-2). [1]

1.1.4 Overhead Contact System and Traction Power Substation

1.1.4.1 Overhead Contact System

- Electricity for trolley buses is provided by an overhead contact system (OCS) that includes both poles and wires. The OCS consists of a contact wire above the roadway that conveys electric power from the traction power substation (TPSS) to the buses.
- New OCS poles and wire would be added north of the University Bridge, starting at Eastlake Ave E and NE 40th St, and along both 11th Ave NE and 12th Ave NE and Roosevelt Way NE (Figure 1-1). The OCS poles would be located within existing right-of-way (sidewalk) and

[1] Milling and overlay consists of removal of the top 2 inches of asphalt and then overlay with 2 inches of new asphalt. Full depth concrete paving consists of removing and replacing the slab to the bottom of the concrete.

would be spaced typically 100 feet apart. The OCS poles would be designed as consolidated traffic signal and/or lighting poles where possible. OCS poles and wire would extend to the northern bus layover.

1.1.4.2 Traction Power Substation

- One new traction power substation (TPSS; source of electric power) in the northern portion of the Project. Four TPSS sites are being considered (Figure 1-1) all within publicly owned property. The sites include existing SDOT transportation right-of-way at the intersection of NE Ravenna Blvd and 12th Ave NE, the parking lot at Seattle Public Schools Roosevelt High School, the Sound Transit Roosevelt Link station, and Seattle Public Utilities property at the Green Lake Reservoir at NE 75th St and 12th Ave NE. Connection to the TPSS would use OCS poles or existing utility poles depending on option selected.

1.1.4.3 Communications Cabinet

- One existing signals communications cabinet located at the southeast corner of NE 68th St and 15th Ave NE would be replaced with a larger cabinet (current cabinet is not large enough to accommodate the upgraded signals) (Figure 1-1). Fiber optic lines associated with the cabinet would use existing utility poles along NE 65th St and 15th Ave NE.

1.1.5 Bus Layovers

- Bus layover areas where buses park while transitioning to service in a different direction would be provided at the southern and northern ends of the route.
- At the southern end, buses would use an existing layover area on S Main St (Figure 1-2).
- A new bus layover would be constructed at the northern end of the corridor. Three northern layover options are being evaluated (Figure 1-1).
  - **Option 1.** Buses would continue along 12th Ave NE turning on NE 67th St with a layover area provided for up to four buses on NE 67th St between 12th Ave NE and Roosevelt Way NE.
  - **Option 2**. Buses would use NE 67th St to turn around as in Option 1; however, they would park on 12th Ave NE and Roosevelt Way NE. One or two buses would park on the east side of 12th Ave NE between NE 65th St and NE 67th St, and one to two buses would park on the west side of Roosevelt Way NE between NE 67th St and NE 66th St.
  - **Option 3.** Buses would continue to travel north on 12th Ave NE but instead of turning around at NE 67th St, buses would turn around at NE 70th St. Up to four buses would lay over on 12th Ave NE between NE 65th St and NE 68th St.

1.1.6 Nonmotorized (Bicycle and Pedestrian) Improvements

- The Project would include protected bicycle lanes (PBLs) along 11th Ave NE, 12th Ave NE, Eastlake Ave E, and Fairview Ave N.
- The Project would include ADA-compliant curb ramps and ADA-compliant pedestrian push buttons and countdown pedestrian signal heads to control pedestrian traffic at intersections near proposed station locations.

- The Project would include intersection safety improvements for pedestrians accessing the stations, including sidewalk repairs and crosswalk striping.

1.1.7 Stormwater Improvements and Utility Relocations

- The Project would include installation of stormwater detention facilities consisting of detention pipe between 4 and 6 feet in diameter along 11th Ave NE, Eastlake Ave E (two locations), and Fairview Ave N. The Project would also relocate, modify, or protect existing utilities that conflict with Project elements.

1.1.8 Parking and Loading Zones

- The Project would remove up to 699 on-street parking and up to 94 vehicle loading zones along the corridor. Most of the parking and loading zone removals occurs in the Eastlake and University District neighborhoods.

1.1.9 Construction

- Project construction would require up to 24 months to complete and would be phased to minimize construction impacts along the alignment. Construction is planned to be limited to existing right-of-way but may require temporary construction easements (TCEs) on adjacent parcels. Typical activities that would require a TCE include sidewalk improvements or access to a Project site for construction equipment. TCE locations would be identified and finalized during final design.
- Construction would affect on-street parking and require temporary closures of travel lanes. Temporary sidewalk closures with signage noting detour routes would be necessary when constructing around stations and installing utilities or OCS poles.
- Staging area(s) for storage of equipment and materials would generally be within street rights-of-way. If necessary, staging areas outside the right-of-way would be established.

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2. METHODOLOGY

This environmental justice report was prepared using the most recent guidance from FTA/ USDOT and Project-specific demographic data from the U.S. Census Bureau American Community Survey (ACS) 5-year estimates.

2.1 Study Area

The study area for the environmental justice analysis extends approximately 0.25 mile from the Project corridor centerline. This study area was selected after reviewing study areas used for other environmental analysis conducted for the Project, including transportation and noise and vibration, and because most of the environmental impacts and benefits resulting from this Project would occur within 0.25 mile of the Project corridor. In addition, the study area is limited to 0.25 mile because of the natural and built environment elements that act as barriers including Lake Union west of the Project corridor and I-5, which is located east of the Project corridor to the University Bridge and then to the west.

The Project does not include improvements south of Stewart St along 3rd Ave. However, this area is included in the study area because the Project would provide transit connections from neighborhoods in the north to those living or working in this portion of the study area.

2.2 Demographic Analysis

Demographic information on minority and low-income populations in the study area was collected using the most recent ACS 5-year (2013-2018) estimate data (U.S. Census, 2018). Information was collected at the Census Block Group level for those Census Block Groups located within the study area. Where a small portion of a Census Block Group was located in the study area and there are barriers to the study area, such as I-5 and Lake Union, data were not collected because these populations would not be affected by construction and operation. Data from the ACS were also collected for median household income, limited-English-proficiency (LEP) populations, and transit-dependent households because these data can provide additional information on the minority and low-income populations. The ACS 5-year estimate data were used because those data are more recent than the 2010 Census, which is over 9 years old, and because the 2010 Census does not provide information on poverty, income, LEP, or transit-dependent households. Information on minority and low-income populations in the study area was compared to the reference population of Seattle. Due to the proximity of the UW Seattle campus, recent information was collected on the student population with regards to minority and low-income populations.

2.3 Public Outreach

SDOT has engaged in a lengthy public process since 2014 as the Project was defined, alternatives developed, and a Locally Preferred Alternative was developed. Since then, SDOT continues to engage the public as the Project is being designed. During each phase of the Project, SDOT develops public outreach goals and objectives, works with stakeholders, the general public, users of the proposed Project, community groups, and other interested parties.

SDOT conducted stakeholder interviews, attended and participated in community events, and held several open houses.

SDOT developed and implemented an inclusive outreach and public engagement (IOPE) plan using the results of a Race and Social Justice Initiative analysis (Racial Equity Toolkit). These City equity tools are used to evaluate racial and multicultural inequity in the community. The Racial Equity Toolkit lays out a process and a set of questions to guide the evaluation of impacts on minority populations. The IOPE plan uses this information and additional demographic information to look for ways to engage under-represented populations. Based on demographics in the Project corridor, languages identified include Spanish, Chinese, and Arabic for translated information and translators at meetings. Refer to Appendix A, Public Involvement Plan, for the IOPE plan for the RapidRide Roosevelt Project.

2.4 Potential Impacts to Minority and Low-Income Populations

SDOT reviewed the assessments performed for the other environmental elements, including transportation and noise and vibration, to evaluate the impacts during operation and construction, and the proposed mitigation and measures to reduce or avoid impacts. The analysis determined whether the Project would result in impacts for each of the environmental elements, considering proposed mitigation measures. Impacts that would be effectively mitigated would not result in adverse impacts on minority or low-income populations and no further analysis was required. For those elements where impacts would remain after mitigation, the analysis determined whether the impacts would be adverse and if the impacts could result in disproportionately high and adverse effects on minority or low-income populations. Project benefits were also considered when determining disproportionately high and adverse impacts.

3. STUDY AREA DEMOGRAPHICS

The Roosevelt corridor is in an urbanized area and connects the neighborhoods of Downtown Seattle, Belltown, South Lake Union, Eastlake, University District, and Roosevelt. The adjacent uses are a mixture of commercial and residential with higher densities located in the downtown core with several large office buildings and commercial uses, including regional shopping destinations. Within Downtown Seattle, the Project corridor provides access to the Westlake Shopping District, Pike Place Market, the Washington State Convention Center, the Seattle Art Museum, CenturyLink Field, and numerous hotels, restaurants, office towers, and residences. Traveling through South Lake Union, there are a number of new office and mixed-use developments with commercial uses focused on those who live and work in the neighborhood. The neighborhood is also home to Amazon's corporate headquarters as well as several other tech industry employers and many biological science companies, notably the Fred Hutchinson Cancer Research Center. Traveling north through Eastlake and the University District residential development consists of denser multi-family developments typically around four to six stories. Commercial development in these two areas tends to be focused on the neighborhoods, including restaurants, markets, coffee shops, and small-scale businesses. Through the University District the corridor is close to the University of Washington campus, which serves over 45,000 students and employs over 20,000 faculty and staff members. As the University District transitions to Roosevelt, there are single-family homes adjacent to Roosevelt Way NE, 11th Ave NE, and 12th Ave NE with areas of smaller unit multi-family developments along much of the corridor that transitions to commercial in the area around NE 65th St serving the needs of those in the surrounding neighborhood.

Minority and Low-income Persons

Minority persons:

- Black – a person having origins in any of the black racial groups of Africa
- Hispanic or Latino – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Asian-American – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands
- American Indian or Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition
- Native Hawaiian and Other Pacific Islander – people having origins in any of the original peoples of Hawaii, Guam, Samoa, other Pacific Islands

(USDOT Order 5610.2(a) § Appendix 1(c))

Low-income persons:

Persons whose median household income is at or below the Department of Health and Human Services poverty guidelines (DOT Order 5610.2, § Appendix 1(b))

The Project would provide connections to key local and regional transit service and major intermodal facilities. The southern terminus in downtown's Pioneer Square neighborhood is located near the King Street Station Multimodal Transportation Hub with access to Link light rail, Sounder commuter rail, First Hill Streetcar, and Amtrak service at the historic King Street Station. RapidRide Roosevelt will serve the 3rd Avenue Transit Spine in Downtown Seattle, providing transfers to Downtown Seattle Link stations and a large number of local and regional bus routes

as well as other RapidRide lines. The Westlake Transportation Hub at the north end of downtown also includes a connection to the Seattle Center Monorail and South Lake Union Streetcar. Additional Sound Transit Link connections would be provided with RapidRide Roosevelt stations near NE 45th St (access to the University District Station) and the northern terminus at NE 65th St (access to the Roosevelt Station) when the Northgate Link extension opens in 2021. The University District and Roosevelt neighborhoods also offer transfers to numerous other bus routes, including planned RapidRide lines and regional express bus routes.

Table 3-1 provides information on the minority and low-income populations in the study area compared to the reference population of Seattle. The study area has a higher concentration of minority population, with the study area having a higher percentage of Asian populations and lower percentages of Black or African American and Hispanic or Latino populations compared to Seattle. The low-income population percentage is almost double that of Seattle, but the study area has a median household income similar to that of Seattle. Based on 2019 Department of Health and Human Services data, a household of four is considered low-income at $25,750 annual income and an individual living alone at $12,490 (U.S. Department of Health and Human Services, 2019). Figures 3-1 and 3-2 show the distribution of minority populations in the study area by Census Block Group.

Table 3-1 Demographics

	STUDY AREA	SEATTLE
Total Population	55,288	688,245
Minority	40.2%	34.7%
Hispanic or Latino	6.2%	6.5%
Black or African American	5.1%	7.0%
American Indian and Alaska Native	1.1%	0.5%
Asian	21.1%	14.4%
Native Hawaiian or Other Pacific Islander	0.3%	0.4%
Other/Two or More Races[a]	6.5%	6.1%
Limited English Proficiency	8.5%	8.1%
Low-Income	23.9%	12.5%
Median Household Income	$75,642	$79,565
Household with No Vehicle	37.9%	16.8%

[a] "Other/Two or More Races" are those identified as either none of the six categories or as more than one of the six categories.

Source: U.S. Census, 2018.

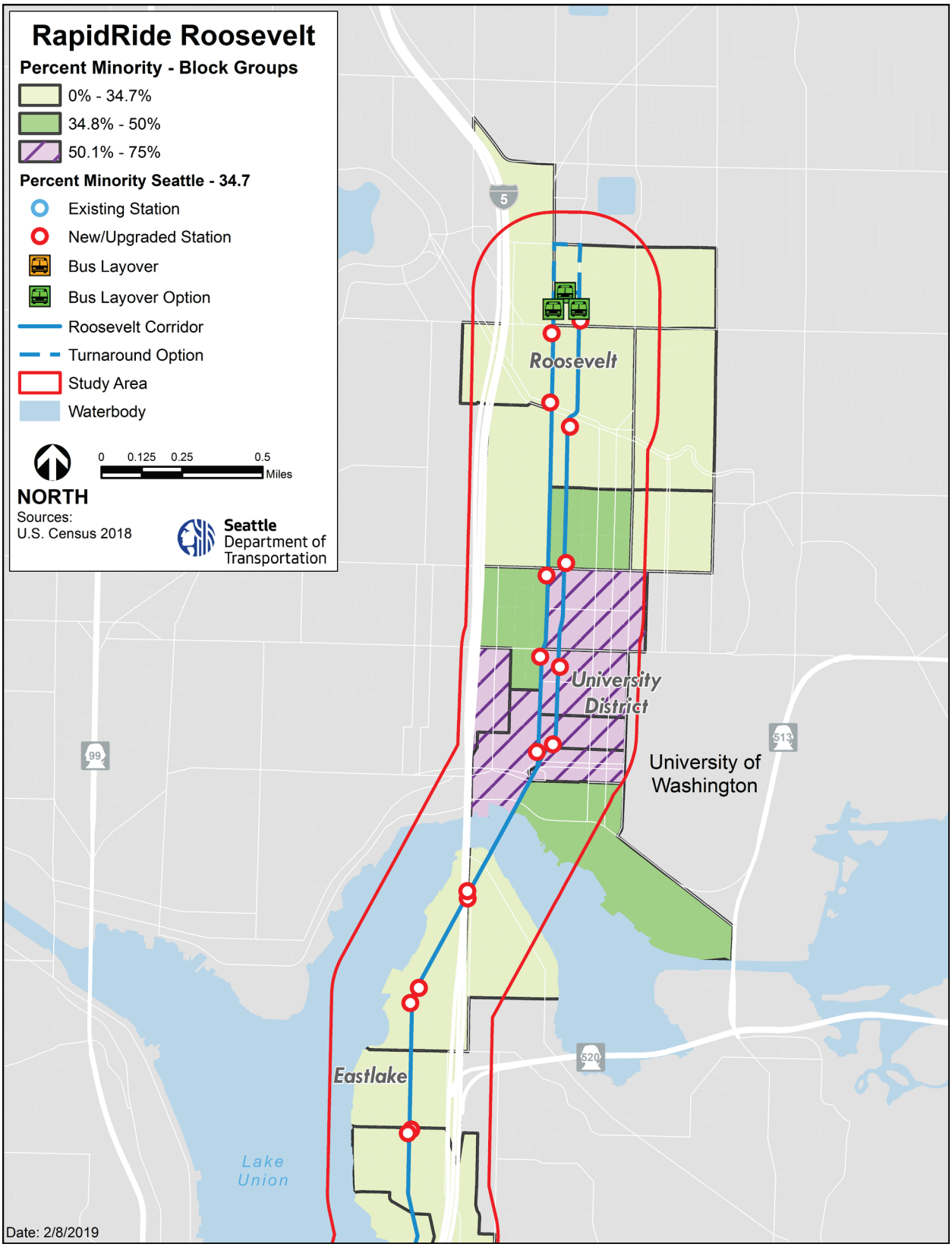

Figure 3-1 Minority Populations in Study Area – North

Figure 3-2 Minority Populations in Study Area – South

A number of social service organizations are located in the study area that could serve minority and low-income populations, including the University District Urban Rest Stop and University District Food Bank in the University District neighborhood, Immanuel Community Services in South Lake Union, and Downtown Emergency Service Center shelters located in South Lake Union and Downtown Seattle. Refer to Appendix B for more information on the social service organizations in the study area. The social service organizations include 24 affordable housing complexes in the study area, with the majority located in the southern portion of the study area. Figures 3-3 and 3-4 provide information on low-income populations in the study area and show the locations of affordable housing.

Households with no vehicle can be considered transit-dependent, which can be an indicator of low-income populations. However, it can also be associated with households and students attending the UW that have decided not to use a personal vehicle and instead use transit, bicycle, walk, or ride share programs. In the study area, almost 38% of households do not own an automobile which is over double that of Seattle. All of the neighborhoods in the study area, except Eastlake, have higher percentages of transit-dependent populations than Seattle as a whole, with the highest percentages in the University District (47.1%) and Downtown Seattle (52.4%) areas. In the Eastlake neighborhood, 9.5% of the population is considered transit-dependent.

Limited English proficiency (LEP) can be an indicator of minority populations and can provide additional information on potential language barriers in the study area that helps make targeted outreach to minority populations more effective. Within the study area, the LEP population is similar to Seattle (8.1%), but within the University District and Downtown Seattle, the LEP population is 13.5% and 9.2% respectively. Of the non-English languages spoken, Asian languages are most common. Refer to Appendix C, Demographic Data, for details on LEP populations.

Limited-English-proficient individuals:

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited-English-proficient. (USDOT, 2002).

Table 3-2 provides information on the Census Block Groups within the six neighborhoods in the study area. Higher concentrations of minority populations are found in the University District and South Lake Union neighborhoods, and higher concentrations of low-income populations are in the University District and Downtown neighborhoods. The minority with the highest percentages in all the neighborhoods is Asian. The Eastlake neighborhood has the lowest minority and low-income population percentages of the six neighborhoods, and percentages in Eastlake are also lower compared to Seattle. Refer to Appendix C, Demographic Data, for information on the minority and low-income populations in the study area by neighborhood.

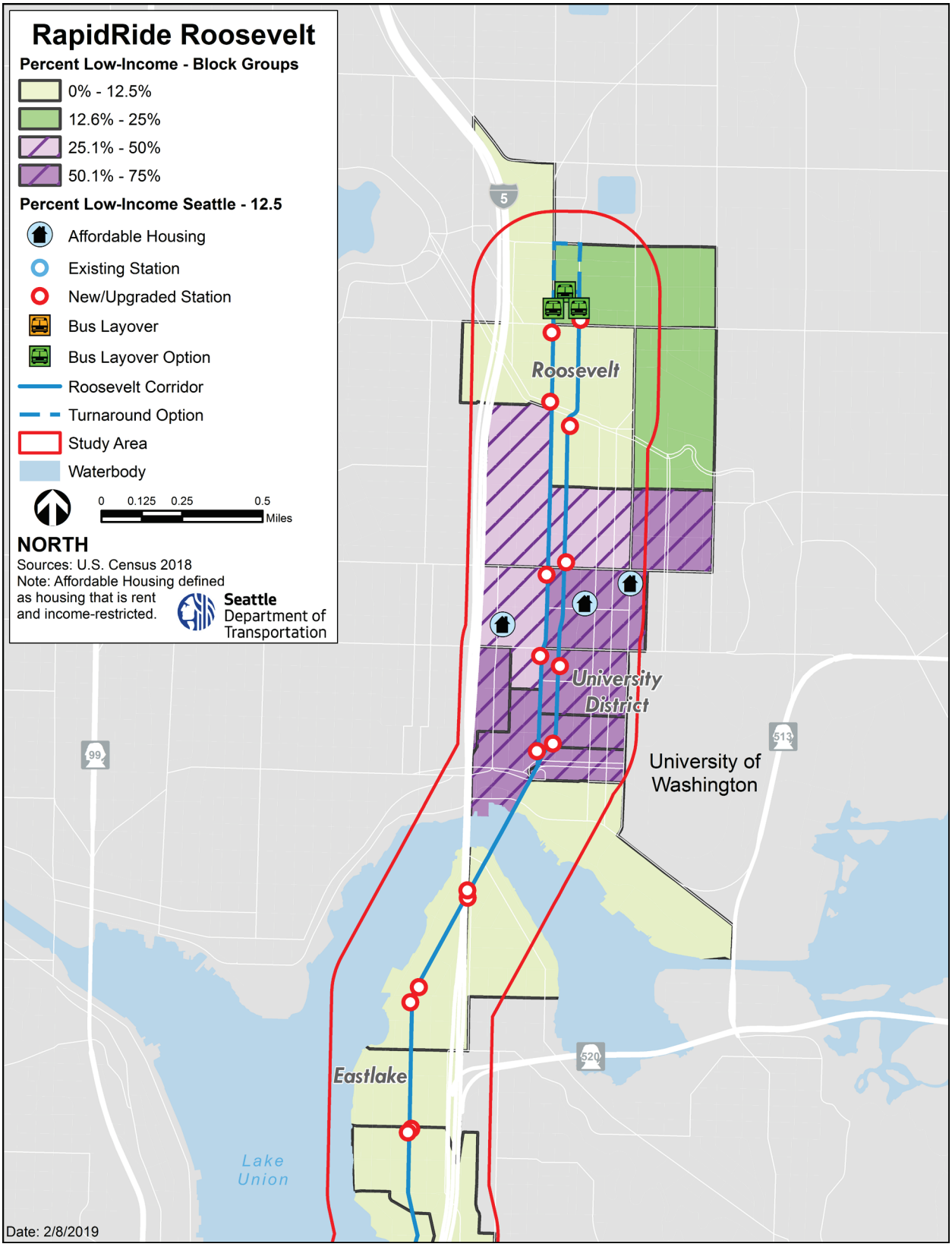

Figure 3-3 Low-Income Populations in Study Area – North

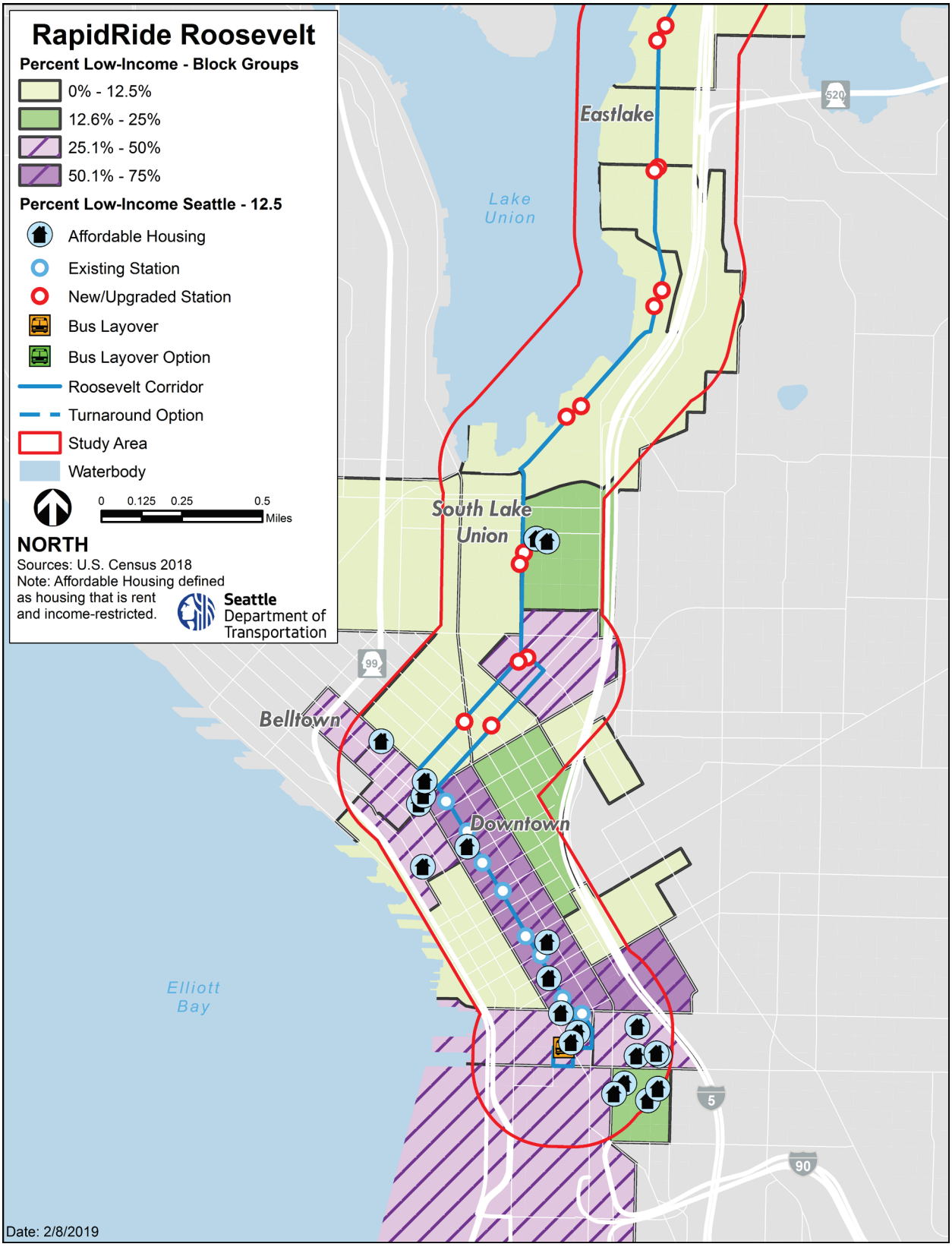

Figure 3-4 Low-Income Populations in Study Area – South

Table 3-2 Neighborhood Demographics

	MINORITY					LOW-INCOME
	TOTAL	HISPANIC OR LATINO	BLACK	ASIAN	OTHER	
Seattle (%)	**34.7**	**6.5**	**7.0**	**14.4**	**7.0**	**12.5**
Downtown (%)	39.1	6.8	7.9	16.0	8.4	23.6
Belltown (%)	43.8	6.8	10.5	16.7	9.9	11.3
South Lake Union (%)	39.5	9.8	6.5	15.6	7.8	10.2
Eastlake (%)	19.5	5.4	0.3	9.5	4.3	6.3
University District (%)	54.3	6.0	2.1	38.0	8.2	50.3
Roosevelt (%)	20.4	2.7	2.9	9.8	5.0	14.0

Other – Includes Other, Two or More, and Native Hawaiian or Other Pacific Islander.

Source: U.S. Census, 2018.

Demographic data from the UW was reviewed to better understand if the higher concentrations of minority and low-income populations in the University District are a result of a large population of university students who may not work or work part-time while attending school or just reflective of the neighborhood. Based on the most current data from the UW for undergrad students (UW, 2018), the minority population attending the UW was over 60%, with most of the minority population Asian (22.3%). This is for all students that attend UW, which would include students residing outside of the study area. The UW also reports information on students who would be considered low-income. The UW determines low-income status based on students eligible to receive grants (i.e., Pell Grant or State Need Grant) because of a financial need. About 27% of the undergrad students are eligible for funding and would be considered low-income (UW, 2018). The higher percentage of the low-income population concentrated within the University District may also be because of the number of UW housing complexes (eight) in the study area.

4. PUBLIC OUTREACH

Public outreach for the Project has included targeted stakeholder interviews and open houses. The City of Seattle also maintains a Project website that provides information, links to allow people to sign up for updates, and contact information.

Outreach activities for the Project that began in November 2014 distributed a fact sheet to community members and businesses along the proposed Project corridor. SDOT has attended district council meetings and conducted stakeholder meetings. Specific outreach events to date have included:

Meaningful Public Engagement

One of the guiding principles of environmental justice is to ensure the full and fair participation by all potentially affected communities in the transportation decision making process. This helps decision makers better balance the benefits of the Project against its adverse effects; consider options to avoid, minimize, or mitigate adverse effects; and determine whether the Project will result in the denial or reduction or delay in the receipt of Project benefits by environmental justice populations.

- **Open Houses** - SDOT has held three open houses for the Project to date (May 2015, December 2015, and June 2016). In addition, an online open house was held from January 7 to February 7, 2016 to collect input from those unable to attend the December open house. The purpose of these open houses was to provide information on the Project and provide opportunities to ask questions and provide comments. Information for these open houses was posted on the Project website and notices were distributed to several organizations, agencies, and the public. Open houses were held on consecutive days at locations spread through the corridor to minimize travel distances for those who wanted to attend. The notifications for the open houses included direct mailers, the Project website, community calendars, and social media. Based on demographics in the Project corridor, information for the meetings included text in Spanish, Chinese, and Arabic languages on how to request translated information and/or translators at meetings. No alternative language materials or translators have been requested. Each of the public open houses was held near the Project corridor at ADA-accessible facilities and near transit. The public was invited to provide feedback using comment cards, website links to electronically provide input, or through one-on-one conversations during the meetings. A total of 303 people signed into the open houses. Key comments heard during the open houses included improving safety along the corridor, improving transit frequency and reliability, and trade-offs between maintaining and removing on-street parking.
- **Neighborhood Associations/Community Councils** – SDOT provided information on the Project and answered questions from associations and councils in the study area including the Roosevelt Neighborhood Association, University Business Improvement Association, Eastlake Community Council, South Lake Union Community Council, and Downtown Seattle Association.
- **Business Access Survey** – SDOT staff walked Eastlake Ave E to distribute parking and loading surveys to businesses and meet with adjacent business operators. The survey focused on Eastlake businesses because of concerns heard regarding parking loss along the corridor from businesses and the Eastlake Community Council.

- **Scoping Meeting** - SDOT held a public scoping meeting for the RapidRide Roosevelt Project in December 2017 in the Eastlake neighborhood. Approximately 43,000 mailers were sent to residents and businesses within 0.25 mile of the Project corridor. The mailers provided information on the time and location, background on the Project, and how to provide comments and be involved in the Project. The mailer included information in Spanish, Chinese, and Arabic on how to receive translated meeting materials (no requests were received). The public scoping meeting provided the opportunity for the public to review and comment on the Project purpose and need, the alternatives, and the range of issues to be addressed in the Draft Environmental Assessment. A total of 37 people signed into the scoping meeting. The main comments received during the scoping process were regarding loss of parking (including one comment from a minority business owner), the need for protected bicycle lanes, the range of alternatives and design elements, and support or opposition for the Project.
- **Eastlake Project Briefing** - SDOT held a Project briefing meeting with the Eastlake neighborhood in October 2018 to share information on the proposed bicycle facility for the neighborhood and share strategies to address the loss of on-street parking. SDOT sent a mailer to residents and businesses in the Eastlake neighborhood and included information in Spanish, Chinese, and Arabic on how to receive translated materials (no requests were received). The meeting was held in the neighborhood at the TOPS K-8 school.
- **Eastlake Neighborhood Parking Workshop** - SDOT held a parking workshop with the Eastlake neighborhood in January 2019 to provide information on potential parking and transportation demand management strategies. The goals of the meeting were to better understand the community concerns and to solicit feedback and other ideas from community members on how to address parking. Information on the meeting was sent to businesses and community members who requested to be part of the workshop. The meeting was held at the Center for Wooden Boats in South Lake Union. No requests were received on the need to translate materials or have a translator at the meeting.
- **Native American Tribes** - FTA has government-to-government responsibility for coordinating with federally recognized Native American tribes. There are no tribal lands located in the study area, but tribes are consulted about their interests related to natural and cultural resources. FTA initiated consultation with the Muckleshoot Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe, the Tulalip Tribes of Washington, Snoqualmie Tribe, and the Confederated Tribes and Bands of the Yakama Nation. FTA contacted the tribes by letter and tribes were invited to the agency scoping meeting. As part of scoping, the Muckleshoot Tribe commented on bridge crossings and fish issues as a result of electrical discharge. During the consultation with tribes required by Section 106 of the National Historic Preservation Act, the Stillaguamish Tribe commented on the need to provide archaeological monitoring during construction.

5. IMPACTS

5.1 No Build Alternative

The No Build Alternative would not result in operational or construction impacts that would directly affect minority and low-income populations. The No Build Alternative would also not provide the benefits associated with improved transit, reliability or transit travel time savings, and the existing transit service would remain in place along the Project corridor. There would also be no improvements for bicycles and pedestrians associated with the No Build Alternative.

Adverse impacts:

The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of USDOT programs, policies, or activities (USDOT Order 5610.2(a) § Appendix 1(f)).

5.2 Build Alternative

Table 5-1 summarizes the potential impacts associated with the operational and construction phase of the Project on the environmental resources and, if impacts do result, the proposed mitigation measures to reduce the impact. The table also provides information where there would be benefits. The information in Table 5-1 is used to determine whether there are impacts that would be adverse and if so, determine whether they may result in disproportionately high and adverse impacts on minority and/or low-income populations. Table 5-1 indicates that for most of the environmental resources there are either no impacts or impacts are reduced with the implementation of mitigation measures.

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
Transportation	• Traffic volumes would continue to increase with or without the Project, but more people would use transit with the Project. • Up to 13 transit stops would be consolidated along the corridor. Stop consolidation would increase the distance some bus riders need to walk. Bus stop spacing is consistent with the 2018 *RapidRide Expansion Program*	• Loading zones would be relocated throughout the Project corridor, where feasible. • SDOT would coordinate with the Eastlake neighborhood on parking strategies (i.e., transportation demand management, shared

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
	Standards and Implementation Guidance (King County Metro, 2018). The Project includes a number of upgrades to the pedestrian environment, including curb ramps and sidewalks within the station areas. • On-street parking and loading zones would be removed along the Project corridor. The Project would remove up to 699 on-street parking stalls, 34 commercial vehicle loading zones, and 24 passenger loading zones. In most of the corridor there is available on-street parking and/or off-street parking to address the loss of on-street parking. In the Eastlake neighborhood up to 325 on-street parking stalls would be removed on Eastlake Ave E between Fairview Ave N and Fuhrman Ave E. • The Project is consistent with City transportation goals and policies related to the use of curb space for modal priorities over storage (parking) for vehicles. • Traffic diversion is expected to be negligible even with the conversion of general purpose lanes to BAT lanes or TOLs in South Lake Union and Eastlake. • The PBLs would be connected with other bicycle facilities in the corridor and because there is separation from vehicles biking would be safer. The PBLs also provide another mode of access from the neighborhoods to the commercial centers. • No impacts are anticipated with regional traffic and roadways, safety, and freight.	parking, and restricted parking zone updates) throughout Project design and development. • No mitigation is required for regional traffic and roadways, transit system, arterial and local street operations, pedestrians and bicyclists, safety, and freight because operation does not result in impacts or the Project results in benefits.

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
Land Use/Property Acquisitions	• The Project would be located within existing transportation right-of-way. • No property acquisitions would be required. The Project does not acquire permanent right-of-way for construction or operation. The TPSS site in the Roosevelt neighborhood would be located on existing public property. • The Project is consistent with City of Seattle goals and policies.	• No mitigation is required because there are no impacts.
Socioeconomics	• The Project would improve connections within and between neighborhoods in the study area by providing more reliable transit service. • The Project does not displace residents or businesses. • Loss of on-street parking would not result in impacts to residents and businesses along most of the Project corridor because there is available on-street and off-street parking. The exception is in the Eastlake neighborhood, where on-street parking would be removed in the commercial area. In the Eastlake neighborhood, the adjacent businesses do not provide unique services to minority and/or low-income populations (e.g., ethnic grocery stores or food banks). • Commercial loading zones would be removed along the Project corridor, but these will be relocated, and no residential or business impacts are anticipated. • The Project would consolidate bus stops to improve transit speed and reliability. Consolidation would increase walking distance to some stops, but would result in improvements in transit speed and reliability. The Project includes improvements to sidewalks where stations would be upgraded and to curb ramps along the Project corridor.	• No mitigation related to socioeconomics is required. See Transportation above for proposed mitigation measures related to on-street parking.

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
Visual	• The Project is located within an urban area. There are existing OCS poles and wire south of the University Bridge. Where new OCS poles and wire would be added in the University District and Roosevelt neighborhoods, there are existing utility poles and wires already in place. • New RapidRide stations would be a new visual element but does not result in visual impacts because of the urbanized setting and presence of bus stops in the corridor.	• No mitigation is required because there are no impacts.
Air Quality	• RapidRide Roosevelt buses would primarily be electric-powered and would result in beneficial effects. No air quality impacts would result from operation. • The Project would result in improved travel times through the corridor, and the number of intersections that operate at level of service F would be reduced.	• No mitigation is required because there are no impacts.
Noise and Vibration	• The Project would not have noise or vibration impacts during operation. The Project would increase the frequency of buses by two along 3rd Ave, but the changes would not result in changes to noise and vibration that result in impacts.	• No mitigation is required because there are no impacts.
Water Resources	• The Project would increase impervious surface by about 0.5 acre. Areas converted, primarily in the South Lake Union and University District neighborhoods, would consist of street landscaping (planting strips) within the existing right-of-way. • The Project would include the installation of stormwater detention pipes in the University District, Eastlake, and South Lake Union neighborhoods to address stormwater flow control. • The Project would also install water quality treatment where required prior to discharge which would improve water quality.	• No mitigation is required because there are no impacts.

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
Ecosystems/Threatened and Endangered Species	• There are no ecosystems in the study area. • No impacts would affect threatened and endangered species because no habitat is in the study area and there would be enhanced water quality treatment for stormwater that drains to Ship Canal and Lake Union.	• No mitigation is required because there are no impacts.
Geology and Soils	• The Project is not located in areas of geologic hazards (i.e., erosion, steep slopes, landslides, or seismic hazards). No impacts anticipated. • Subsurface disturbance along much of the corridor would be in areas that have been previously disturbed as part of roadway or utility work.	• No mitigation is required because there are no impacts.
Hazardous Materials	• Property acquisitions would not be needed. • The majority of buses would operate using electricity, which minimizes the potential for spills during operation.	• No mitigation is required because there are no impacts.
Public Services	• No impacts are anticipated because the Project would not change access or reduce travel lanes or times that negatively impact response times for public service vehicles.	• No mitigation is required because there are no impacts.
Utilities/Energy	• No long-term impacts on utility providers are anticipated. • Automobile vehicle miles traveled could decrease with the improved transit service and additional riders. • Seattle City Light has the capacity to provide electricity to serve the OCS wires extended north of the University Bridge.	• No mitigation is required because there are no impacts.
Cultural Resources	• The Project would not result in impacts on cultural resources. No archaeological resources were identified.	• No mitigation is required. because there are no impacts.
Parks and Recreation	• No parks and recreation facilities are affected by the Project.	• No mitigation is required because there are no impacts.

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
Construction	• Construction impacts would include the following: • Temporary lane closures due to construction of Project improvements and paving would increase congestion. Minimal traffic diversion expected on some parallel arterial streets. • Temporary pedestrian and bicycle detours. • Staging areas and temporary construction easements could be required, but this does not result in permanent impacts. • Temporary impacts on adjacent land uses due to construction activities including increases in noise, vibration, dust, traffic congestion, and access. While travel lanes would be maintained in each direction construction activities could have minor impacts on access and response times of public service providers. • Temporary visual impacts from the presence of construction equipment and personnel. • Potential to encounter existing soil or groundwater contamination. • Potential to disturb unknown archaeological resources. • Potential for service disruptions due to relocation of utilities.	• Proposed measures to mitigate temporary impacts during construction include: • Prepare traffic control plans, and, if required, construction management and haul route plan. Coordinate traffic management through the SDOT Project and Construction Coordination Office. • Establish and notify users in advance of temporary bus stops near closed stops when practical and avoid concurrent closure of bus stops to reduce distance that transit users need to travel. • Establish and maintain ADA-accessible pedestrian routes. • Provide pedestrian and bicycle detour routes when safe access cannot be provided along the corridor. • Provide flaggers and/or uniformed police officers at key intersections to facilitate the movement of freight and general purpose traffic including when signals are turned off. • For areas with temporary parking loss, re-establish parking once the construction is complete in that area. The City would provide information to the neighborhood and businesses about other parking opportunities.

Table 5-1 RapidRide Roosevelt Impact and Mitigation Summary

RESOURCE	IMPACT SUMMARY FOR BUILD ALTERNATIVE	PROPOSED MITIGATION SUMMARY
		• Prepare and implement a Construction Noise Control and Construction Vibration Control Plan. • Implement construction phasing to minimize the duration of construction activities on adjacent land uses. • If nighttime work is required, obtain a noise variance. • Prepare a Spill Prevention, Control, and Countermeasures Plan and Health and Safety Plan. • Implement best management practices (BMPs) to minimize impacts to control fugitive dust. • Ensure construction equipment is in good working order. • Use BMPs consistent with applicable regulations for erosion control measures. • Prepare and implement an Archaeological Monitoring Plan (AMP) and Inadvertent Discovery Plan. The AMP will identify areas where an archaeologist will monitor during construction.

5.2.1 Operational Impacts

As shown in Table 5-1, the Project would not result in adverse impacts on most of the environmental resources, and mitigation measures are not required. Operational impacts would occur with transportation related to the loss of on-street parking and transit stop consolidation along the Project corridor. For other transportation elements, operation does not result in impacts, impacts are reduced with mitigation, or there are operational benefits.

In all neighborhoods except the Eastlake neighborhood, the loss of on-street parking is not expected to result in impacts because of the availability of on-street and off-street parking. The Project is consistent with goals and policies identified in the Transportation Element of the City of Seattle Comprehensive Plan (City of Seattle, 2018) related to curb space management. The Transportation Element identifies the goal of allocating space on Seattle streets to safely and efficiently connect and move people and goods. In areas with mixed and commercial uses found along much of the corridor, transit has priority over vehicle parking (storage) for use of the curb space.

Of the 699 on-street parking spaces removed for the Project, about 325 are in the Eastlake neighborhood. Based on the curb space analysis conducted for the Project, inside the other neighborhoods in the study area, the on-street parking removal is limited or there is either on-street parking on adjacent streets and/or off-street parking lots available nearby to accommodate parking loss, therefore no impacts are anticipated. In the University District, where there are higher concentrations of minority and low-income populations, the loss of parking is not anticipated to result in adverse impacts, and because there are many other opportunities for on-street and off-street parking in the area, no impacts are anticipated. In addition, with the proximity to the UW campus, student housing in the area, and the high percentage of households with no vehicles (47.1%), it is likely that students who live on or near campus do not own vehicles and instead rely on other travel modes.

The removal of on-street parking within the Eastlake neighborhood would result in impacts because of the number of spaces lost and the change in availability of on-street and off-street parking. The Eastlake neighborhood is the least diverse in the study area (19.5% minority and 6.3% low-income) and based on the 2015 Longitudinal Employer-Household Dynamics data of those employed in the Eastlake neighborhood the majority are non-minority (81.1%) (U.S. Census 2019). As a result adverse impacts to minority and low-income populations is less likely given the populations that reside and are employed in the neighborhood. The duration study conducted in the Eastlake neighborhood showed that 25% of the vehicles parking in the commercial area are long-term (over 4 hours) and most likely belong to employees or residents (Seattle Department of Transportation, 2018). The 2015 Longitudinal Employer-Household Dynamics data also shows that the majority of those employed in the Eastlake neighborhood live outside of the neighborhood (98.4%) and travel to Eastlake for employment.

The loss of on-street parking would not directly impact businesses because they either have available parking on site, parking is available at one of the private off-street lots in the neighborhood, or there is on-street parking on adjacent streets although it is typically heavily utilized. However, there may be indirect impacts on businesses as the elimination of on-street parking could impact auto-dependent customers and therefore revenues. Numerous studies have been conducted on the impacts to businesses as a result of on-street parking being replaced with bicycle lanes (Quednau, 2016; Drennen, 2003; Clifton et al., 2012; Chan et al., 2016; Stantec Consulting Ltd., 2011; Popovich and Handy, 2014). The studies have shown the potential for positive economic effects with the addition of bicycle lanes, even though on-street parking is removed. None of the businesses in Eastlake provide unique services to minority and low-income populations. With the implementation of mitigation measures related to parking and the improvements in transit and bicycle access, no long-term indirect impacts on businesses are anticipated.

The loss of on-street parking would affect all populations to the same degree and is not expected to result in adverse impacts. Businesses would retain off-street parking, vehicle access to businesses would be maintained, and there would be improved transit and non-motorized access. SDOT is working with residents and businesses in the Eastlake community, including conducting surveys and holding parking workshops, to develop mitigation strategies such as:

- Identify opportunities to install additional loading zones, short-term parking, and/or designated disabled zones on nearby streets
- Prepare a transportation demand management plan with businesses and residents
- Prepare a shared use parking plan with businesses and residents;
- Review the existing restricted parking zone program to better balance and prioritize the needs of curb space users

Up to 13 bus stops would be consolidated along 11th Ave NE, Eastlake Ave E, and Fairview Ave N. The consolidation of the bus stops would increase distances to some of the RapidRide Roosevelt stations. The station spacing for the Project is consistent with the *RapidRide Expansion Program Standards and Implementation Guidance* (King County Metro, 2018), which states that station spacing should be 1/3 to 1/2 mile and minimum spacing should be 1/4 mile (station-to-station distance, not average over the corridor), except where warranted by environmental constraints or dense development. Consolidation of the bus stops would help to improve transit reliability and speed for users, and station improvements would minimize impacts associated with loading and unloading passengers.

Although there would be added distance to stations, the Project would include accessibility improvements to the pedestrian environment along the corridor, including upgraded curb ramps at a number of signalized intersections in the corridor and improved ADA-compliant sidewalks and crosswalks in the station areas. Bus stop consolidation would impact minority and low-income populations to the same degree as all populations. The consolidation of stops is not expected to result in adverse impacts on minority and low-income populations because the associated non-motorized improvements and improved travel times and reliability would benefit transit-dependent populations including low-income populations.

5.2.2 Construction Impacts

Impacts from the construction of the Project would be minor and temporary in nature. Project construction would last up to 24 months and construction would not occur in the same area for the entire duration. It is expected that most of the work would occur during weekday construction hours with some nighttime work as necessary. Table 5-1 provides information on the short-term construction impacts that would impact all populations and the proposed mitigation measures to avoid or minimize impacts. Impacts during construction where improvements are proposed would affect all populations, including minority and low-income, to the same degree. The majority of the affordable housing complexes and social service organizations are not located adjacent to the Project corridor and would not be affected by construction. For those in close proximity, access is still maintained during construction and no adverse impacts are anticipated.

5.2.3 Project Benefits

The operation of the Project would result in several benefits for the traveling public and study area neighborhoods. These benefits would accrue to all populations, but especially those who are transit-dependent. The primary benefit being improvements in transit speed and reliability along the corridor, but other benefits include:

- Increasing transit service hours from 21-hour to all-day (24-hour) service.
- Providing transit travel-time savings and increased transit reliability along the corridor. Buses would benefit from TOLs, BATs, and signal improvements.
- Enhancing connections to other neighborhoods for those who live and work in the study area. The Project would provide a direct bus connection between the northern and southern limits. Currently, bus riders need to transfer between routes.
- Expanding connections to other transit modes including Sound Transit Link.
- Upgrading approximately 193 curb ramps along the Project corridor and improving sidewalks and crosswalks, primarily in the areas where new stations would be located, to meet current ADA standards.
- Improving bicycle connections and safety by constructing 5 miles of PBLs.
- Improving water quality and air quality.

These benefits would apply to all populations who live, work, and visit the study area. For transit-dependent individuals the benefits of reliable transit and expanding connections can have additional benefits. Studies have shown that minority and low-income populations tend to make greater use of transit service than other groups (Anderson, 2016, and Tomer, 2011). This indicates the importance of reliable transit for minority and low-income populations.

Disproportionately high and adverse impact on low-income and minority populations is:

(1) predominately borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse impact that will be suffered by the non-minority population and/or non-low-income population
(per FHWA Order 6640.23).

5.2.4 Preliminary Environmental Justice Conclusion

The Project would not have disproportionately high and adverse impacts on minority and low-income populations under Executive Order 12898 and USDOT Order 5610.2(a). Most of the Project impacts would be limited in scope, and adverse impacts would be mitigated through the implementation of effective mitigation measures. The Project would travel along existing transportation corridors, which minimizes the impacts on all populations.

The Project would result in several positive effects that would benefit all populations, including minority and low-income populations, with better access to transit; more reliable and efficient transit; improved mobility through the Project corridor; improved safety for bicyclists; enhanced accessibility to employment and other destinations; extended transit service hours; and improvements in air and water quality.

Because the Project would not result in disproportionately high and adverse effects, further action to address such effects from the Project on minority and low-income populations is not warranted. The benefits further support the conclusion that the RapidRide Roosevelt Project would not result in disproportionately high and adverse effects as defined in Executive Order 12898 and USDOT Order 5610.2(a).

5.3 Mitigation Measures

Because the Project does not result in disproportionately high and adverse impacts on low-income and minority populations, no mitigation specific to environmental justice is required. As noted in Table 5-1, for other resources, mitigation measures have been proposed for operation and construction, where required. Additionally, the City of Seattle requires programs and projects to develop and implement an IOPE plan that outlines how the City will provide outreach to traditionally underrepresented populations, including low-income, minority, and LEP individuals. SDOT will continue to translate materials such as notices into Chinese, Arabic, and Spanish and develop other targeted outreach as needed through Project design and development.

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Appendix A
Public Involvement Plan

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ROOSEVELT RAPIDRIDE: DOWNTOWN SEATTLE TO EASTLAKE TO ROOSEVELT

LAST UPDATED: December 5, 2018

Seattle Department of Transportation

BACKGROUND

The 2012 Transit Master Plan identified the University District-South Lake Union-Downtown corridor as having the second-highest potential ridership of any corridor outside of the Center City. The Seattle Department of Transportation (SDOT) began a project in fall 2014 to explore options for high-capacity transit (HCT) along the Roosevelt to Downtown corridor, which connects Downtown, South Lake Union, Eastlake, University District and Roosevelt.

SDOT determined that bringing the RapidRide level of service to the Roosevelt corridor would help achieve its goal to provide high-quality transit service along the corridor. By partnering with King County Metro (KCM), SDOT will enhance transit connections and upgrade existing bus routes to Metro RapidRide service as soon as 2024. The project will improve overall mobility in a dense and rapidly developing corridor that serves several major destinations.

In 2017, the Seattle City Council adopted the Locally Preferred Alternative (LPA), which defined the project scope and preliminary design. In late 2017, SDOT launched a NEPA (National Environmental Policy Act) process for the RapidRide Roosevelt project that included a scoping public comment period, as part of the project's Environmental Assessment (EA). The EA is anticipated to be complete by 2019.

In 2018, SDOT completed a thorough review of how bicycle facility options could best meet the project purpose and need, how curbspace and parking are managed in the project area, as well as identified tools and options that may better manage future parking.

KEY MESSAGES

- The RapidRide Roosevelt project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between Downtown Seattle and the Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods
- The RapidRide Roosevelt project is to improve pedestrian and bicycle connections and access to RapidRide stations and improve safety along the corridor
- The Roosevelt corridor is forecast to grow by over 22,000 residents and 91.000 employees by 2035
- SDOT and KCM are working to make RapidRide investments, consistent with past SDOT planning work and KCM's RapidRide Program.
- The RapidRide Project is contingent on FTA Small Starts grant funding, as well as funding opportunities from other partner agencies.
- Critical connections to existing and future LINK stations, existing and future RapidRide lines, and regional and local bus routes are provided more frequently and reliably by the RapidRide Roosevelt Project.
- Community input is important and valued and has been used to shape direction of this project when/where possible.
- SDOT understands the community has specific concerns related to the existing curbspace and parking on Eastlake Ave E with implementation of the proposed protected bicycle lane included in the RapidRide Roosevelt project.
- RapidRide Roosevelt improvements will include better rider amenities, more frequent service, improved reliability, and shorter travel times.

PROJECT TEAM

RapidRide Program manager:	Maria Koengeter, SDOT
Project manager:	Garth Merrill, SDOT
Engineer:	Jacobs and HDR
PIO:	Maribel Cruz, SDOT
RapidRide community relations:	Robyn Austin, KCM
Outreach support:	David Gitlin, Consultant Outreach Lead, EnviroIssues; EnviroIssues support staff; The Vida Agency, Rule Seven, and G3 and Associates

PUBLIC OUTREACH

Objectives for 30% design outreach

- Build and maintain community support around the RapidRide Roosevelt project
- Gather feedback and communicate equitably with stakeholders throughout a diverse corridor
- Solicit robust feedback on the 30% design being prepared by SDOT for the RapidRide Roosevelt line
- Articulate process for building the RapidRide Roosevelt line, including when and on what topics the community can provide feedback
- Communicate the benefits of RapidRide, including pedestrian, transit, and bicycle improvements
- Communicate the results of the Bicycle Facility Evaluation to the public
- Communicate the results of the parking and curbspace management analysis and continue discussions with the community
- Update the community on how community feedback and additional information has modified project design since September 2016
- Leverage and support the environmental review process as appropriate
- Support the FTA Small Starts process
- As needed, gather input from the community on key design elements, including:
    - Specific station details
    - Transit riders access to stations, including stop consolidation
    - Loading needs
    - Bike amenities
    - Protected bike lane location
    - Parking
    - Layover locations
- Clarify project timeline and next steps in the design and environmental review process
- Hold community conversations about curbspace management and load zones in Eastlake

Anticipated Concerns

Appendix A: Early 30% outreach tasks

- Parking removal
- Protected bike lane location
- Stop spacing
- Layover corridor
- Economic impacts
- Loss of existing KCM bus routes
- Lack of street repair improvements

Media & Stakeholders

Appendix D: Stakeholder list

A comprehensive list of stakeholders, including community councils, organizations, local businesses and residential groups along the corridor is included as Appendix C. Outreach to key stakeholders include:

- Seattle Department of Neighborhoods
- Neighborhood community groups
- Bicycle advocacy groups
- Mobility and pedestrian advocacy groups
- Business organizations
- Large employers and institutions
- Chambers of Commerce
- Local small businesses and resident groups
- Local blogs and media

Public Project Contact

Name: Garth Merrill
Email: RapidRide@seattle.gov

Demographics

Appendix E: Demographic information

Zip code(s):

98125, 98115, 98105, 98112, 98102, 98195, 98103, 98109, 98119, 98101, 98104, 98121, 98122

Census tract(s):

12, 19, 20, 27, 26, 25, 36, 46, 45, 44, 43.01, 43.02, 51, 52, 53.01, 53.02, 54, 61, 62, 65, 66, 67, 70, 71,72, 73, 74.01, 74.02, 80.01, 80.02, 81, 82, 83, 84, 85

Translation need(s):

Chinese (7%)

Arabic (7%)

Spanish (6%)

African Languages (5%)

BUDGET

Total Funds $ 90.2M

Funding sources Levy to Move Seattle; FTA small starts (2017 application)

PLANNED OUTREACH ACTIVITIES

Appendix A: Early 30% outreach tasks
Appendix B: 30% outreach tasks

When	What	Why	Complete
August – September 2017	Meet with OED and DON to discuss outreach plan and project messaging	Continue coordinating outreach with work that other agencies are doing in the area	☒
August – September 2017	Continue ongoing outreach with bicycle community regarding the change of the protected bike lane location	Continue existing engagement with Cascade Bicycle Club and Neighborhood Greenways on the benefits of moving the protected bike lane	☒
December 13, 2017	Host a public Scoping open house to share current RapidRide Roosevelt Line progress and solicit scoping comments	Use community feedback to inform Environmental Assessment	☒
September 5, 2018	Preview the bicycle facility evaluation results to the Seattle Bicycle Advisory Board	Provide a preview opportunity to SBAB before communicating results to the public	☒
October 23, 2018	Host a project briefing with the Eastlake neighborhood to communicate bicycle facility evaluation results and curbspace management analysis; included facilitated question and answer	Communicate project purpose and need; present bicycle facility evaluation results; present curbspace management analysis results; answer community questions	☒
January 2019	Host a public meeting with the Eastlake neighborhood regarding curbspace management	Discuss potential parking and load zone strategies; listen to community concerns	☐
2019-2021	Conduct additional design-related outreach throughout the project corridor. Activities may include in-person meetings, an online open house, and drop-in sessions.	Keep communities informed and engaged; provide opportunities for the public to share feedback on specific design elements	☐
Ongoing activities	Website and email updates	Support outreach efforts; keep communities informed and engaged; encourage communication; generate excitement for project	☐
Ongoing activities	Coordinate community engagement to align with Environmental Review and provide support to review process where possible	Support the environmental review process	☐

SCHEDULE & MAJOR MILESTONES

30%	Jan 2019	**60%**	2020	**90%**	2021	**Construction:**	2021

- November 2014 – Identify existing conditions in the corridor and conduct mode analysis
- July 2015 – Identify transit line characteristics
- June 2016 – Present a Recommended Corridor Concept
- June 2017 – Publish Locally Preferred Alternative
- December 4, 2017 – January 12, 2018 – Project Scoping
- October 23, 2018 – Eastlake neighborhood project briefing
- 2017-2021 – Continue project design (We are here)
- 2019 – Publish Environmental Assessment for community review
- 2020 – Anticipated due to finalize environmental document
- 2021 – Anticipated construction start date
- As soon as 2024 – RapidRide Roosevelt service begins

What is happening now:

- □ Planning for 30% design outreach
- □ Planning community discussions regarding curbspace management

Webpage: **URL:** http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program/rapidride-roosevelt **Live?** Yes

PLEASE NOTE

This is a living document intended to guide SDOT staff through the public involvement process. The contents of this Public Involvement Plan cover sheet are intended to provide an overview of the public involvement/ outreach plan, but in some cases does not demonstrate the full extent of work. In such cases, the appendices should be referenced for a full project description.

SDOT is committed to being efficient, effective, and responsible. This document is guided by the Inclusive Outreach and Public Engagement (IOPE) policy and illustrates a methodology that aims to build strong and sustainable relationships and partnerships.

Please check with the *project manager* or *public information officer* to ensure that you have the latest version of the Public Involvement Plan cover sheet and associated content before messaging this document to other City departments or the general public.

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APPENDIX A: EARLY 30% DESIGN OUTREACH TASKS

EARLY 30% DESIGN OUTREACH TASKS

We have identified specific outreach to begin engaging the Roosevelt corridor communities ahead of diving into broader design outreach. This outreach includes engaging specific community members about the alignment of proposed bicycle facilities and reengaging the existing Roosevelt corridor stakeholder group. Below is an outline of specific early outreach tasks and suggested next steps.

11/12th Ave protected bike lane alignment

Roosevelt RapidRide improvements include the addition of a protected bike lane along 11th and 12th Avenues. Prior to 30% design completion, SDOT will engage with bike advocates to share updated PBL analysis and collect community feedback.

Potential stakeholders: Cascade Bicycle Club, University/Lake Union/Seattle Greenways, corridor businesses, corridor residents, others as defined.

Next steps

- Coordinate with SDOT on PBL alignment, specifically alignment tradeoffs/benefits
- Confirm a list of bike advocates and corridor stakeholders
- Develop outreach activities to engage with stakeholders. Options include:
  - Briefings with bike advocacy groups
  - Community forum
- Develop key messages about PBL alignment

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ROOSEVELT RAPIDRIDE

APPENDIX B: 30% OUTREACH TASKS

30% DESIGN OUTREACH TASKS

Through a combination of in-person and online outreach, and accessible materials, we plan to engage the RapidRide Roosevelt Corridor community about 30% design, including showing how feedback from previous outreach was used to inform the current design and soliciting additional feedback around key issues. Below is an outline of potential outreach activities for 2019.

In-person activities may include

Community briefings

- Reach out to community organizations to brief them on the project and comment period

Bus stop outreach

- Engage bus riders to announce the launch of the online open house and direct people to the survey for feedback

Community drop-ins

- Host drop-in events at community centers, commercial areas and greenways to reach different types of corridor users
- Drop-in events will include providing handouts with information about the project and information on how to provide feedback online

Online outreach may include

Project inbox

- The inbox will provide a place for the community to contact the project team with questions and comments
- Communications will be tracked in EnviroLytical

Online Open House

- EI will develop content and create an online open house
- This mobile-friendly web tool provides a place for the community to learn more about the RapidRide program and the RapidRide Roosevelt Line, and to provide feedback on 30% design
- EI will develop a survey to post on the online open house and to bring to in-person outreach activities to solicit feedback on the 30% design for the Roosevelt to Downtown corridor

Update RapidRide Roosevelt project website

- EI will develop updated content for the RapidRide Roosevelt project specific website with relevant and updated information about the design and community involvement process and eventually construction information
- SDOT's web team will post the content once finalized

Materials may include

Develop PowerPoint for briefings

- EI will develop a PowerPoint with key information about the RapidRide Roosevelt project - 30% design. The presentation will be used at in-person outreach activities to tell the story of the project and present the updated design.

Translate materials

- Working with sub-consultants, EI will coordinate translations for key materials into Chinese, Spanish and Korean to engage non-and limited English speakers in the Roosevelt community

Develop fact sheet

- EI will develop a RapidRide Roosevelt project fact sheet to be available at in-person activities and online (website and online open house) to provide easily accessible information about the project.

Notifications may include

Send postcard announcing in-person and online open house

- EI will develop and coordinate distribution of a mailer to residents and businesses within the project corridor
- The mailer will announce the launch of the online open house and provide links to the project website and email address to connect the community to the project

Send email updates to announce comment period and online open house

- EI will develop and send email updates to the project listserv announcing the launch of the online open house and provide links to the project website and email address

Develop poster/handout

- EI will develop a poster and/or handout for in-person outreach activities
- The posters and handout will announce the launch of the online open house and provide links to the project website and email address

Agency Coordination

Metro Rider alerts – email, bus poster, stop poster

- As needed, EI and SDOT will work with Metro to post rider alerts to reach the Metro ridership. These will be in the form of email updates, posters at bus stops and on current corridor buses.

POEL outreach

- SDOT will coordinate with DON to train and provide materials to POEL participants. As-needed, POEL outreach will conduct in-person outreach in the Roosevelt community.

Potential Media Outreach

Potential ethnic media briefing

- Working with project subconsultants, SDOT will identify and connect with members of local ethnic media organizations brief them on the project and comment period. The briefing may focus more broadly on programmatic information but will include highlights of the Roosevelt RapidRide Line feedback opportunities.

Ethnic media briefings (ad buys)

- Subconsultants will connect with members of ethnic media to brief them on the project and comment period.
- Subconsultants will buy ads in ethnic media to alert readership of the comment period and link to the website and online open house.

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APPENDIX C: PROJECT MAP

PROJECT AREA MAP

LOCATIONS

The project area extends from Downtown Seattle at Westlake to Roosevelt, through some of the city's densest neighborhoods: Downtown, South Lake Union, Eastlake, University District, and Roosevelt. This corridor is forecast to grow by over 22,000 residents and 91,000 employees by 2035.

This phase of the project includes 30% design between Downtown and NE 65th St.

Street segments in the corridor include:

- 3rd Ave, Downtown
- Stewart and Virginia Streets
- Fairview Ave N and Valley St through South Lake Union
- Eastlake Ave E in the Eastlake neighborhood
- 11th Ave NE and Roosevelt Way NE from the University Bridge to NE 65th St
- 12th Ave NE and Roosevelt Way NE from the University Bridge to NE 65th St

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APPENDIX D: STAKEHOLDER LIST

Server path to Stakeholder List: Stakeholders will be tracked through SDOT's CPRS EnviroLytical account.

STAKEHOLDER CHECKLIST

Incorporated? (Y or N)	Audiences to Consider	Examples
	Adjacent property owners and tenants, including businesses and residents	**Downtown & South Lake Union** Hines/Amazon, South Lake Union Chamber of Commerce, PATH **Fairview & Eastlake** Eastlake Community Council, Eastlake Social Club **U District & Roosevelt** University Volkswagon/Audi Seattle, Roosevelt Neighborhood Associations Transportation Committee, University Business Improvement Association
	Typical users of project area	Bike Board and Transit Advisory Board, Cascade Bicycle Club, University Greenways, Seattle Greenways, Lake Union Greenways, FeetFirst
	District Councils	Northeast District Council through individual community councils, District 4 Renters Council, South Lake Union Community Council
	Community groups and neighborhood organizations	**Downtown & South Lake Union** DiscoverSLU, Mary's Place, Downtown Seattle Association **Fairview & Eastlake** Eastlake Community Council, Eastlake Pea Patch **U District & Roosevelt** Roosevelt Neighborhood Association, University District Partnership, Roosevelt Neighbors Alliance, Ravenna-Bryant Community Association, The U-District Partner Group
	Cultural and religious organizations	**Downtown & South Lake Union** Mohai, Christ our Hope Catholic Church, Gethsemane Lutheran Church, Church of Scientology **Fairview & Eastlake** A Seattle Church, Seattle Unity Church, Union Church **U District & Roosevelt** University Friends Meeting Seattle, Christian Fellowship, University Temple United Methodist Church, Blessed Sacrament, Intercommunity Peace-Justice Center

	Chambers of commerce and local business organizations	**Downtown & South Lake Union** South Lake Union Chamber of Commerce, Greater Seattle Chinese Chamber of Commerce, Seattle Chinatown International District Improvement Area, Asian Pacific Director's Coalition **Fairview & Eastlake** Eastlake Business Association, Eastlake Merchants **U District & Roosevelt** Roosevelt Development Group, Enterprise Community Partners/Heartland's
	City of Seattle Departments	SDOT, SPU, City Light, Department of Neighborhoods, Department of Planning and Development
	Other agencies	WSDOT, King County Metro Transit, Sound Transit
	Other transportation/utility companies	UW Shuttles, UW Transportation Services
	Universities and institutions	University of Washington
	Public facilities	Branch Libraries
	Schools and childcare facilities	Fairview Christian School, TOPS K-8, Roosevelt High School
	Hospitals	Seattle Children's Hospital, Fred Hutchinson/Seattle Cancer Care Alliance, University of Washington Medical Center
	Social service organizations and facilities (including those serving people with disabilities)	Lighthouse for the Blind
	Bicycle and pedestrian advocacy groups	Cascade Bicycle Club, FeetFirst
	City of Seattle Advisory Boards	Bicycle and Transit Advisory Boards
	Railroads	
	Major developers/property owners	Vulcan, Alexandria Real Estate
	Major employers	Amazon, University of Washington, Fred Hutchinson Cancer Research Center, Seattle Cancer Care Alliance
	Event Centers	
	Freight	Freight Master Plan Team
	Media Outlets	**Fairview & Eastlake** Eastlake Ave Blog **U District & Roosevelt** UDistrict Daily (Blog), Next Door Media, **General Media** The Urbanist, Crosscut, The Stranger
	Populations that may need targeted outreach to due to cultural barriers, language differences, etc.	

ROOSEVELT RAPIDRIDE

APPENDIX E: INCLUSIVE OUTREACH AND ENVIRONMENTAL JUSTICE

GUIDING QUESTIONS

1. **What are the goals of the project?**
   - Implement a more efficient and effective mass transit system that can match the growing needs of the region with a focus on improving reliability, service, and speed.
   - Work with community to ensure all voices are being heard and utilized in the process, helping us build an equitable system more community members would want to use.
2. **What racial or social inequities currently exist in the project area? What are other environmental justice concerns?**

   The Roosevelt Corridor is broken into three sections for the purposes of this project. The Southern corridor alignment runs through Downtown, the Central corridor alignment runs through Eastlake, and the Northern corridor alignment runs through the U District and Roosevelt neighborhoods. These three corridors make up a diverse project area with higher minority and senior populations found in the Southern corridor. The Southern corridor also has the highest percentiles of environmental justice variables, most notably traffic proximity and volume, exposure to diesel particulate matter, and proximity to superfund sites. The Central corridor is the least racially diverse, has the highest percentage of households earning $75,000+ income and the lowest environmental justice variable percentiles, with just one variable, proximity to hazardous waste reaching over 50%. The differences in project area corridors presents a challenge as the different corridor sections have unique outreach needs and face different environmental settings. Roosevelt RapidRide will directly address needs to reduce traffic congestion and provide connectivity among these diverse corridors.
3. **How do the project goals address or consider the existing racial or social inequities? How will the project increase or decrease racial or social equity?**
   - Neighborhood-specific and direct user outreach strategies to gather feedback in a more inclusive manner (not just those who can attend meetings or have access to technology), and giving equitable weight to all feedback.
4. **How will you address the project's impacts (including unintended consequences) on racial or social equity?**
   - Building direct and open lines of communication with transit users and direct service organizations whose constituents rely on public transportation so underrepresented communities have adequate time to provide real input.
   - Provide multiple methods and vehicles for project input and feedback that consider various levels of accessibility and availability.
   - Provide multi-language options for disseminating information and soliciting feedback.
5. **How will you evaluate the project's impacts on racial and social inequities? How will you be accountable to reducing negative impacts and promoting racial and social equality?**
   - We will be able to see the level of engagement with underrepresented communities in our outreach on this project:
     - Do our outreach lists represent the full diversity of the community economically, geographically, linguistically, ethnically, etc.?
     - Is there an increase in levels of awareness amongst underrepresented communities?
     - Are those communities feeling well informed and comfortable with pending changes/improvements?

LANGUAGE NEEDS

Projects are required to provide materials and information in non-English languages if five (or more) percent of the population in that project area speaks a given language. For any project, materials in other languages are available upon request.

Source	Languages Over 5 Percent
US Census Bureau 2006 – 2010 American Community Survey (2011 -2015 ACS)	Spanish (6%) Chinese (7%) African Languages (5%) Arabic (7%)

Site	Zip Code(s)	Census Tract(s)	Translation Needs	Source
Downtown	98901, 98104, 98121	81, 82, 83, 85, 80.01, 80.02, 74.02, 84	Spanish 8%; African Languages 5%	
South Lake Union Eastlake	98109, 98119 98102, 98112	67, 70, 72, 73, 71 61, 65, 67, 74.01, 62	Spanish 5%	US Census Bureau 2006 – 2010
U District	98105, 98195	43.01, 43.02, 44, 45, 52, 53.01, 53.02	Chinese 7%	American Community Survey (2011 -2015 ACS)
Roosevelt Northgate	98115 98125	19, 20, 25, 26, 36 12	N/A Spanish 5% Arabic 7%	

TRANSLATIONS THRESHOLD

This policy is evolving – the current expectation is to consider some form of translation for any language spoken by more the 5% of the population when the population speaks English "less than very well." The following thresholds were used on the 2015 Microsurfacing project for a single language and are provided here for reference. The final decision on the translations threshold will be determined by the Project Manager and Public Information Officer/outreach team with an explanation of this decision (e.g. Translations of major project materials in Spanish; translations upon request; only those languages on SPU Language Map).

- <5% of the population: Provide standard translation block only (standard sentence in Spanish, Chinese, African Languages and Arabic)
- 5-15% of the population: Translate the entire document or material, focusing on the project factsheet, construction notices, major project updates, and key meeting materials; provide standard translation block for any of the four languages without a complete translation
- >15% of the population: Translate the entire document or material for all new or updated materials; provide standard translation block for any of the four languages without a complete translation

FIGURE 3-1. SOUTHERN CORRIDOR ALIGNMENT

Southern Corridor Alignment Demographics

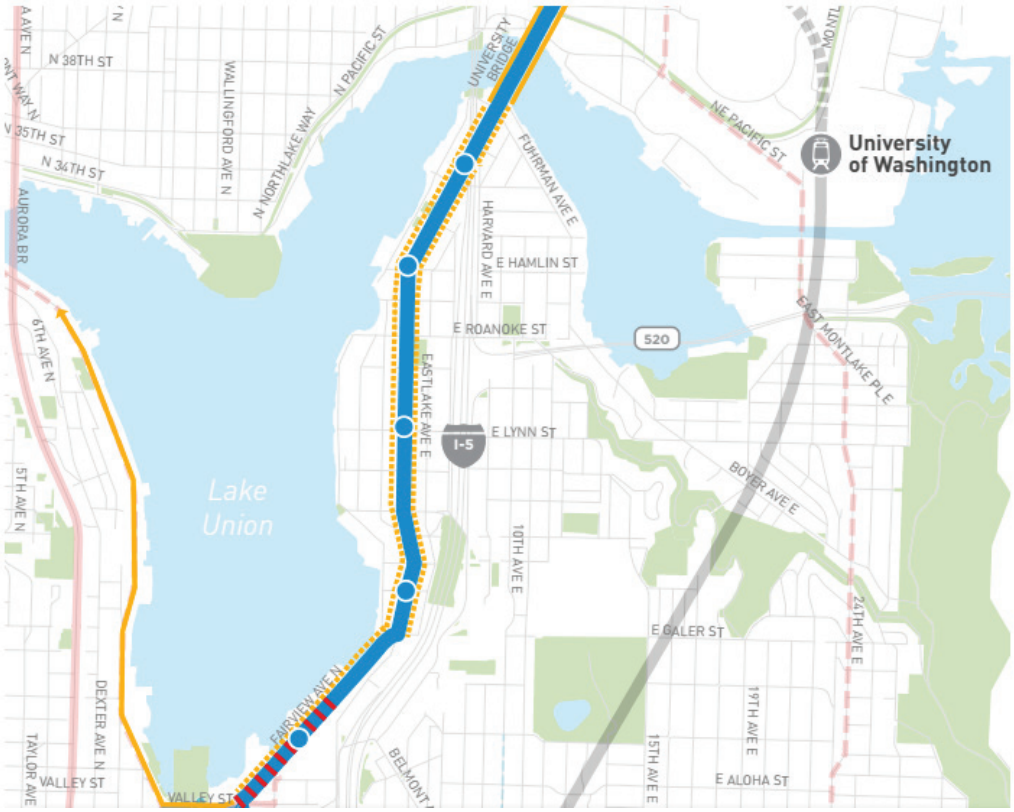
	Study Corridor (within 1/2 Mile)	
	Number	Percent
Population	46,267	
Households	29,591	
Minority	19,384	37%
Population by Race		
Total	46,267	100%
White Alone	29,079	63%
Black Alone	3,788	8%
American Indian Alone	593	1%
Non-Hispanic Asian Alone	7,465	16%
Pacific Islander Alone	87	0%
Hispanic Alone	2,920	6%
Other Race Alone	190	0%
Two or More Races Alone	2,145	5%
Population by Sex		
Male	27,299	59%
Female	18,969	41%

Population by Age		
Age 0-4	895	2%
Age 0-17	1,771	4%
Age 18+	44,496	96%
Age 65+	6,082	13%
Population 25+ by Educational Attainment	39,042	100%
Less than 9th Grade	1,520	4%
9th - 12th Grade, No Diploma	1,691	4%
High School Graduate	4,390	11%
Some College, No Degree	10,253	26%
Associate Degree	2,415	6%
Bachelor's Degree or more	21,188	54%
Households by Household Income		
< $15,000	6,068	21%
$15,000 - $25,000	3,125	11%
$25,000 - $50,000	5,547	19%
$50,000 - $75,000	3,897	13%
$75,000 +	10,954	37%

Southern Corridor Alignment Environmental Justice Variables

Selected Variables	**Percentile in State**	**Percentile in USA**
EJ Index for Particulate Matter (PM 2.5)	72	59
EJ Index for Ozone	72	59
EJ Index for NATA* Diesel PM	85	76
EJ Index for NATA* Air Toxics Cancer Risk	77	63
EJ Index for NATA* Respiratory Hazard Index	77	65
EJ Index for Traffic Proximity and Volume	94	89
EJ Index for Lead Paint Indicator	79	68
EJ Index for Superfund Proximity	88	83
EJ Index for RMP Proximity	65	53
EJ Index for Hazardous Waste Proximity+	71	58
EJ Index for Water Discharger Proximity	71	59

FIGURE 3-2. CENTRAL CORRIDOR ALIGNMENT



Central Corridor Alignment Demographics

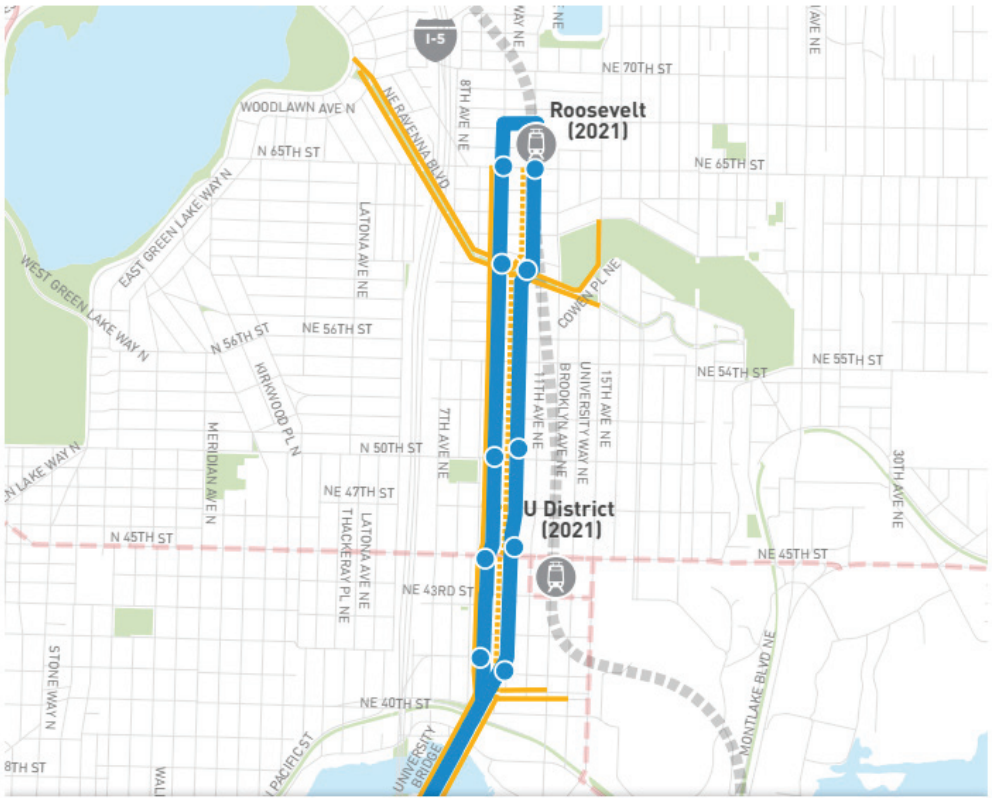
	Study Corridor (within 1/2 Mile)	
	Number	Percent
Population	24,852	
Households	13,768	
Minority	7,331	29%
Population by Race		
Total	24,852	100%
White Alone	17,521	71%
Black Alone	552	2%
American Indian Alone	108	0%
Non-Hispanic Asian Alone	3,815	15%
Pacific Islander Alone	70	0%
Hispanic Alone	1,243	5%
Other Race Alone	0	0%
Two or More Races Alone	1,543	6%
Population by Sex		
Male	13,427	54%
Female	11,425	46%

Population by Age		
Age 0-4	525	2%
Age 0-17	1,291	5%
Age 18+	23,561	95%
Age 65+	1,929	8%
Population 25+ by Educational Attainment		
Less than 9th Grade	124	1%
9th - 12th Grade, No Diploma	215	1%
High School Graduate	776	4%
Some College, No Degree	4,026	23%
Associate Degree	1,136	6%
Bachelor's Degree or more	12,605	71%
Households by Household Income		
< $15,000	1,606	12%
$15,000 - $25,000	811	6%
$25,000 - $50,000	2,448	18%
$50,000 - $75,000	2,564	19%
$75,000 +	6,339	46%

Central Corridor Alignment Environmental Justice Variables

Selected Variables	**Percentile in State**	**Percentile in USA**
EJ Index for Particulate Matter (PM 2.5)	47	43
EJ Index for Ozone	56	50
EJ Index for NATA* Diesel PM	3	1
EJ Index for NATA* Air Toxics Cancer Risk	16	16
EJ Index for NATA* Respiratory Hazard Index	14	6
EJ Index for Traffic Proximity and Volume	0	0
EJ Index for Lead Paint Indicator	14	17
EJ Index for Superfund Proximity	25	16
EJ Index for RMP Proximity	22	22
EJ Index for Hazardous Waste Proximity+	53	44
EJ Index for Water Discharger Proximity	50	44

FIGURE 3-3. NORTHERN CORRIDOR ALIGNMENT



Northern Corridor Alignment Demographics

	Study Corridor (within ½ Mile)	
	Number	Percent
Population	38,708	
Households	15,553	
Minority	11,725	30%
Population by Race		
Total	38,707	100%
White Alone	26,983	70%
Black Alone	713	2%
American Indian Alone	186	0%
Non-Hispanic Asian Alone	6,610	17%
Pacific Islander Alone	121	0%
Hispanic Alone	1,825	5%
Other Race Alone	29	0%
Two or More Races Alone	2,241	6%
Population by Sex		
Male	19,980	52%
Female	18,727	48%

Population by Age		
Age 0-4	1,266	3%
Age 0-17	3,272	8%
Age 18+	35,436	92%
Age 65+	2,380	6%
Population 25+ by Educational Attainment		
Less than 9th Grade	147	1%
9th - 12th Grade, No Diploma	266	1%
High School Graduate	1,436	7%
Some College, No Degree	4,027	20%
Associate Degree	1,367	7%
Bachelor's Degree or more	14,352	71%
Households by Household Income		
Household Income Base	15,553	100%
< $15,000	3,595	23%
$15,000 - $25,000	1,109	7%
$25,000 - $50,000	2,850	18%
$50,000 - $75,000	2,258	15%
$75,000 +	5,741	37%

North Corridor Alignment Environmental Justice Variables

Selected Variables	**Percentile in State**	**Percentile in USA**
EJ Index for Particulate Matter (PM 2.5)	75	61
EJ Index for Ozone	73	60
EJ Index for NATA* Diesel PM	86	78
EJ Index for NATA* Air Toxics Cancer Risk	79	65
EJ Index for NATA* Respiratory Hazard Index	82	72
EJ Index for Traffic Proximity and Volume	12	11
EJ Index for Lead Paint Indicator	30	30
EJ Index for Superfund Proximity	77	70
EJ Index for RMP Proximity	72	60
EJ Index for Hazardous Waste Proximity+	72	59
EJ Index for Water Discharger Proximity	74	61

ROOSEVELT RAPIDRIDE

APPENDIX F: ACTIVITIES LOG & IOPE ELEMENTS

PRIOR OUTREACH ACTIVITIES LOG

The table below details the outreach activities completed from November 2014 through September 2016. Future planned activities can be found in Appendices A and B.

When	What	Who	Details
November 2014	*Fact Sheet*	*Community members, businesses*	*Initial fact sheet on the Roosevelt to Downtown High-Capacity Transit Project.*
February 2015	*Attend Eastlake District Council Meeting*	*Eastlake residents, business owners, employees*	*Attend Eastlake District Council meeting to give update on the project.*
March-April 2015	*Initial Stakeholder Outreach*	*Key Stakeholder groups*	*Initial phone calls and outreach to neighborhood district council contacts to develop the stakeholder list.*
May 2015	*Mode analysis and Existing Conditions Open Houses*	*Community members, residents, businesses, employees*	*Two public meetings were held:* • *May 18, 2015, Y @ Cascades People's Center, South Lake Union* • *May 19, 2016, UW Tower, U District* *Both meetings featured presentations by the project team. Display boards assisted the public in talking with project staff.*
July 2015	*Walking Audit*	*Cascade Bicycle Club*	*Project staff participated in a walking audit of Eastlake Avenue organized by Cascade Bicycle Club.*
August 2015	*South Lake Union Chamber of Commerce*	*Business and institution representatives*	*Project staff gave a brief update on the project and answered question.*
September 2015	*Forum Meeting*	*Community members, community councils, business representatives*	*A forum meeting was held on September 10, 2015 at the Discovery Center South Lake Union with stakeholders from the corridor to discuss the project in-depth and gather their thoughts on the best HCT solutions.*
October 2015	*Eastlake Community Council Meeting*	*Eastlake residents, business owners, employees*	*Project staff gave a brief update on the project and answered questions.*

When	What	Who	Details
November 2015	*Forum Meeting*	*Community members, community councils, business representatives*	*A second meeting of the forum group was held at the Discovery Center South Lake Union to look at characteristics of BRT and multi-modal components and to gather input prior to the next round of Open Houses.*
November 2015	*Roosevelt Neighborhood Association*	*Roosevelt residents, business owners, employees*	*Project staff gave a brief update on the project and answered question.*
December 2015	*Characteristics of BRT & Multi-Modal Components Open Houses*	*Community members, residents, businesses, employees*	*Two public meetings were held:* • *December 9, 2015, TOPS Elementary, Eastlake* • *December 10, 2015, UW Tower, U-District* *The meetings featured a brief presentation updating the group on the project. Tables were set up around the room to allow people to view information about characteristics of BRT and suggested multi-modal components by section of the corridor and provide comments.*
January 2016	*Maple Leaf Community Council Meeting*	*Maple Leaf residents, business owners, employees*	*Project staff gave a presentation on the project, BRT and multi-modal components for Maple Leaf.*
January 2016	*University Transportation Committee Meeting*	*University District residents, business owners, employees*	*Project staff gave a presentation on the project, BRT and multi-modal components for the University District.*
January 2016	*Eastlake Community Council meeting*	*Eastlake residents, business owners, employees*	*Project staff gave a presentation on the project, BRT and multi-modal components for Eastlake.*

When	What	Who	Details
March 2016	*U District Partnership*	*U District stakeholders*	*Project staff gave a brief update on the project and answered questions.*
March 2016	*Business Access Survey*	*Business owners and managers along Eastlake Avenue*	*Project staff walked down Eastlake Avenue to hand out parking and loading surveys.*
May 2016	*Forum Meeting*	*Community members, community councils, business representatives*	*A forum meeting was held to discuss the recommended corridor concept and gather feedback prior to open houses.*
June 2016	*Transit Board Briefings*	*Transit Board members*	*Project staff gave a brief update on the project and answered questions.*
June 2016	*Meeting with Fred Hutch*	*Fred Hutch employees*	*A meeting was held with Fred Hutch staff to discuss the recommended corridor concept.*
June 2016	*Recommended Corridor Concept Open Houses*	*Community members, residents, businesses, employees*	*Two public meetings were held:* • *June 15, 2016, TOPS Elementary, Eastlake* • *June 16, 2016, UW Tower, U-District* *The meetings featured a brief presentation on the recommended corridor concept. Tables were set up around the room to allow people to view the proposed changes to each section of the corridor on large plotted maps. Comments were gathered at all stations and in a general comment box.*
July 2016	*Meeting with Vulcan*	*Vulcan staff*	*A meeting was held with Vulcan representatives to discuss the recommended corridor concept and Vulcan development projects in the corridor .*
September 2016	*Bike Advisory Board*	*Bike Advisory Board members*	*Project staff gave a brief update on the project and answered questions.*

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Appendix B
Social Service Organizations

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Table B-1 Social Service Organizations in Study Area by Neighborhood

NAME	ADDRESS	TYPE OF FACILITY
Roosevelt		
No social services organizations in study area		
University District		
Roots Young Adult Shelter	1415 NE 43rd St	Shelter
University District Urban Rest Stop	1415 NE 43rd St	Support - Hygiene
University District Food Bank	5017 Roosevelt Way NE	Food Bank
University Friends Meeting Homeless Ministry	4001 9th Ave NE	Shelter
University House	4700 12th Ave NE	Housing
University West	4544 7th Ave NE	Housing
Arbora Court	4750 15th Ave NE	Housing
Eastlake		
No social services organizations in study area		
South Lake Union		
DESC – Canaday House	424 Minor Ave N	Housing
DESC - Kerner-Scott House	510 Minor Ave N	Housing
DESC – 1811 Eastlake	1811 Eastlake Ave	Housing
Immanuel Community Services Hygiene Center	1215 Thomas St	Support - Hygiene
Wellspring Family Services - Seattle	1100 Virginia St	Support - Family
Pat Williams Apartments	219 Pontius Ave N	Housing
Anchor Flats	1511 Dexter Ave N	Housing
Casa Pacifica Apartments	1167 Republican St	Housing
Belltown		
YWCA – Angeline's Day Center for Homeless Women	2024 3rd Ave	Support - Women
Rose of Lima	118 Bell St	Housing – Women
Downtown		
YWCA/Babes Network YWCA	1118 5th Ave	Support - Women
Compass Kekko Place	919 Stewart St	Housing

Table B-1 Social Service Organizations in Study Area by Neighborhood

NAME	ADDRESS	TYPE OF FACILITY
Stewart House	80 Stewart St	Housing
Plymouth on Stewart	116 Stewart St	Housing
Glen Hotel	1411 3rd Ave	Housing
NP Hotel	306 6th Ave	Housing
DESC – Lyon Building	607 3rd Ave	Housing
DESC – Morrison Hotel	509 3rd Ave	Housing/Shelter
DESC – Union Hotel	204 3rd Ave	Housing
Washington Terrace	120 6th Ave S	Housing
International Terrace Apartments	202 6th Ave S	Housing
Pacific Apartments	317 Marion St	Housing
Langdon & Anne Simmons	2127 3rd Ave	Housing
Haddon Hall	1919 3rd Ave	Housing
Noel House Women's Referral Center (YWCA Opportunity Place)	2030 3rd Ave	Shelter
Common Ground Seattle	419 Occidental Ave S	Housing
Quintessa Apartments	201 Yesler Way	Housing
Ross Manor	1420 Western Ave	Housing
Seattle Union Gospel Mission	318 2nd Ave	Support

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Appendix C
Demographic Data

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Table C-1 Demographic Characteristics

CENSUS TRACT BLOCK GROUP	MINORITY (%)	LOW-INCOME (%)	LIMITED ENGLISH PROFICIENCY (%)
SEATTLE	**34.7**	**12.5**	**8.1**
ROOSEVELT			
CT 26 BG 3	16.6	14.8	3.9
CT 36 BG 1	20.3	16.9	3.4
CT 44 BG 1	17.7	14.6	3.9
CT 44 BG 2	25.5	10.5	5.1
UNIVERSITY DISTRICT			
CT 44 BG 3	26.2	50.0	2.3
CT 44 BG 4	46.2	44.0	7.1
CT 45 BG 1	27.2	26.0	2.3
CT 52 BG 1	54.6	60.3	8.2
CT 52 BG 2	76.6	54.2	22.0
CT 52 BG 5	54.6	48.7	11.8
CT 53.01 BG 2	67.7	52.2	25.9
CT 53.01 BG 3	58.5	54.2	8.8
CT 53.01 BG 4	80.3	59.5	41.5
CT 53.02 BG 1	62.8	62.2	6.4
CT 53.02 BG 2	55.6	0	17.6
EASTLAKE			
CT 61 BG 1	26.7	0	0
CT 61 BG 3	24.5	3.6	0
CT 61 BG 4	9.6	11.7	0.8
CT 66 BG 2	19.5	7.4	2.5
SOUTH LAKE UNION			
CT 66 BG 1	33.4	7.4	1.0
CT 73 BG 1	44.4	14.5	7.4
CT 73 BG 3	47.1	6.4	6.0

Table C-1 Demographic Characteristics

CENSUS TRACT BLOCK GROUP	MINORITY (%)	LOW-INCOME (%)	LIMITED ENGLISH PROFICIENCY (%)
BELLTOWN			
CT 72 BG 1	44.4	6.2	2.8
CT 73 BG 2	47.1	20.1	2.4
CT 80.01 BG 2	33.6	22.9	3.9
DOWNTOWN			
CT 80.02 BG 1	29.1	30.4	7.8
CT 81 BG 1	34.0	4.8	0.9
CT 81 BG 2	49.4	56.2	6.4
CT 81 BG 3	31.7	32.3	11.0
CT 82 BG 1	42.2	11.6	10.6
CT 83 BG 2	23.9	12.0	1.9
CT 92 BG 1	67.7	17.8	38.3
CT 92 BG 2	43.6	45.5	1.2