Seattle Department of Transportation

ROOSEVELT TO DOWNTOWN HIGH-CAPACITY TRANSIT STUDY

Public Involvement Summary

October 2016

SDOT
Seattle Department of Transportation

The Levy to MOVE SEATTLE

SEATTLE DEPARTMENT OF TRANSPORTATION

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ROOSEVELT TO DOWNTOWN HIGH CAPACITY TRANSIT PUBLIC INVOLVEMENT REPORT

LAST UPDATED: October 21, 2016

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, U District, Roosevelt, Maple Leaf and Northgate. This vital corridor serves 36% of Seattle's jobs. A map and description of the corridor is located in Appendix A.

During the project definition phase SDOT's goal was to determine how best to provide high-quality transit service along the corridor. Both bus rapid transit (BRT) and rapid streetcar options were evaluated. Street improvements to implement the selected BRT mode incorporated a complete streets approach to corridor design. At the end of the project definition phase SDOT identified a recommended corridor concept that can be used to pursue federal funding to complete design and construction.

The street improvements to implement BRT were developed consistent with SDOT's mission and values:

MISSION

- Deliver a high-quality transportation system for Seattle

VISION

- Connected people, places and products

CORE VALUES:

- Committed to **5 core values** to create a city that is: 1) Safe, 2) Interconnected, 3) Affordable, 4) Vibrant, 5) Innovative for all

KEY PROJECT MESSAGES

- The project definition phase is the first step in a multi-year timeline, to go from an idea to a completed project.
- The outcome of this phase is a recommended corridor concept (mode of transit and corridor improvements) that businesses, residents, and the city support.
- The project will look to integrate Move Seattle's core values: a safe city, an interconnected city, a vibrant city, an affordable city, and an innovative city.
- There are 169,710 primary jobs within the Roosevelt to Downtown Corridor (U.S. Census LEHD, 2011), which is 36 percent of the total jobs in the City of Seattle.
- The Roosevelt corridor was identified as one of seven RapidRide expansion corridors in materials associated with the Levy to Move Seattle and also the 2016 update to Seattle's Transit Master Plan.
- Ultimately, when built, the project will provide high quality travel options to improve mobility, access, and quality of life for residents and businesses along the corridor and across the city and region.

PROJECT WEBSITE

http://www.seattle.gov/transportation/RooseveltHCT.htm

PROJECT TEAM

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PUBLIC OUTREACH

Goals and Objectives

- An initial task undertaken by the consultant team was to define critical success factors (CSF) for the project.
- These are considered the public outreach goals. Of the 8 CSFs that were identified for the project, the following four have a direct connection to public outreach
- CSF 3: Gather feedback from the public and electeds, continue to control the message, and show transparency and responsiveness to the community
- CSF 4: Gain elected and community support
- CSF 6: Advance access and safety of all modes and users in this corridor (including pedestrian, bicycle, transit, curb use, and traffic)
- CSF 8: Describe the users and understand the ridership origin/destination and interaction (for all modes)
- These are considered the public outreach goals.

Public involvement objectives identified at the beginning of the project to meet project goals included:

- Introduce key stakeholders to the Roosevelt to Downtown HCT Project and get their input on the process and to identify any potential data gaps.
- Learn from stakeholders how they use the corridor, what issues/opportunities they see in the corridor, and how they see the corridor fitting in to the City's transportation network.
- Gather opinions from key stakeholders about mode choices/preferences for the Roosevelt to Downtown corridor.
- Gather public feedback on the selected alternatives.
- Generate support for the locally-preferred alternative, once selected.

Media & Stakeholders

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 included:

- 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

A complete list of meetings and briefings appears in Appendix C.

Public Project Contact

Name: Alison Townsend
Email: RooseveltToDowntown@seattle.gov

Demographics

A full demographic profile of the corridor is located in Appendix D.

Census tract(s):

43.02, 43.01, 52, 6, 74.02, 74.01, 85, 84, 83, 82, 81, 80.02, 80.01, 73, 72, 71, 70, 67, 66, 65, 62, 61, 54, 53.02, 53.01, 52, 51, 46, 45, 44, 36, 27, 26, 25, 20

Translation need(s): As stated in the Demographic Analysis in Appendix D, translated materials were not required for this project since minority populations were below 5% in this project area.

PUBLIC OUTREACH CONSULTANT BUDGET

Total Funds	$135,003
Funding sources	CIP

PUBLIC INVOLVEMENT APPROACH

The goal of public outreach was to educate community members along the corridor about the project, goals and timeline, and to gather feedback to be incorporated into the final corridor concept. Public outreach efforts were held during three phases:

1. Mode Analysis and Existing Conditions
2. Characteristics of BRT & Multi-Modal Components
3. Recommended Corridor Concept

The original approach to this project included a standard alternatives process, identifying multiple options, screening options to a few alternatives, and detailed analysis of the final alternatives, culminating in a locally preferred alternative. However, the direction of the project evolved as the context of the project (one of 7 RapidRide expansion corridors) changed.

The initial mode analysis and existing conditions phase was conducted as planned and resulted in the selection of bus rapid transit (BRT) for the mode instead of rapid streetcar as proposed in the Transit Master Plan. Given the timing of the Levy to Move Seattle, the project directive to plan to budget based on planning level budgets identified in Move Seattle, the City's 10 year strategic vision for transportation, and the newly identified RapidRide expansion network, a targeted investment approach to BRT was developed as opposed to several corridor length alternatives.

At the second set of public open houses, characteristics of BRT at three levels were profiled. These included full BRT, targeted investments and RapidRide. Full BRT would be difficult to implement in the corridor given anticipated funding and constrained right-of-way. Targeted investments were based on the existing conditions analysis as well as issues identified during early public outreach and were focused on maximizing the benefits of limited funding resources. RapidRide was based on King County's existing RapidRide service without all of the multimodal and speed and reliability investments. The public was asked to identify modal priorities and preferences on station locations while providing input on the set of targeted investments.

In the third and final round of outreach, a draft recommended corridor concept was presented. It was the targeted investment approach, updated based on modeling and analysis efforts as well as input gathered at the second round of outreach.

Phase 1: Mode Analysis & Existing Conditions

The team started by conducting one-on-one outreach with corridor stakeholders, including community leaders, large businesses, and community organizations as a means of assessing issues and opportunities. A total of fourteen stakeholders participated in the interviews between March and April 2015. Key topics covered during the interviews included:

- Current use of the Roosevelt to Downtown transportation corridor
- Stakeholder experience along the corridor
- Opportunities for improving current use
- Stakeholders' preferred HCT mode for future improvements

A complete summary of the stakeholder interviews appears in Appendix E. General issues noted during stakeholder interviews included:

- Traffic congestion
- Overcrowded buses
- Bus rapid transit (BRT) or rapid street car as a transit mode
- Trade-offs between on-street parking and improved transit and bicycle facilities

Following the stakeholder interviews, two public open houses were held May 2015 at the Y @ Cascade People's Center in South Lake Union and the UW Tower in the U District on consecutive evenings. Project goals, timeline, preliminary existing conditions, and transit modes were presented. Open houses were staffed with project team members from SDOT and the Consultant. The open house format allowed attendees to talk directly to project staff. A total of 95 people signed in at the open houses. A summary of the comments gathered at the open houses and afterward is in Appendix F.

Comments were on a variety of topics, but some key themes included the following:

- Bike facilities on the corridor or on adjacent streets
- Transit frequency, reliability and stop location
- BRT or rapid streetcar
- Trade-offs between parking, transit lanes and protected bike lanes
- Exclusive transit lanes

Phase 2: Characteristics of BRT & Multi-Modal Components

This phase of the project focused on incorporating elements of BRT in the Roosevelt to Downtown corridor. Prior to the public open houses an informal forum group was assembled. It included representatives from local businesses, community councils,

bicycle and pedestrian advocacy groups, and concerned citizens and drew heavily from the individuals that participated in the stakeholder interviews held during Phase 1. This group previewed the content and materials to be presented at the public open houses.

A meeting of the forum group took place in September 2015 to review the recommended mode choice (BRT) and discuss right-of-way allocation along the corridor. Participants were engaged in interactive break-out groups focusing on segments of the corridor. A second meeting of the forum group was held in November 2015 to look at characteristics of BRT and multimodal components and to preview some refined open house materials.

At both the forum group meetings and open houses held in Phase 2, a unique interactive tool was developed and utilized. This tool consisted of a display board with the cross section at various locations throughout the corridor. The various elements of a roadway cross section: protected bike lane, parking lane, travel lane, and sidewalk were represented with appropriately scaled pieces that could be attached to street cross section graphics. Participants of Forums and open houses were able to explore the options for roadway features and experience the tradeoffs associated with limited right-of-way as well as share concepts with other stakeholders. Very productive community conversations occurred with this tool.

Phase 2 open houses were held on December 9, 2015 at TOPS Elementary in Eastlake and December 10, 2015 at UW Tower in the U District. A total of 116 people signed in at the open houses. Attendees listened to a brief presentation with an update on the results of the mode analysis, levels of BRT, and next steps for the project. They were then invited to visit tables dedicated to specific corridor segments where they could review roll maps showing targeted transit speed and reliability improvements, ask questions of project staff and provide comments. Additional displays included information on the corridor within the context of the SDOT RapidRide expansion program and visualizations of different station types. A summary of the feedback gathered at the open houses and afterward can be found in Appendix G.

Key issues associated with December 2015 public open house comments included:

- Center turn lanes on Eastlake Avenue
- Trade-offs between parking, transit lanes and protected bike lanes
- Parking issues
- Full BRT with exclusive lanes
- Protected bike lakes

Shortly after the public open houses, an online open house was conducted to ensure that people who were not able to attend the open houses would have an opportunity to comment. The online open house walked people through a variety of specific questions about the corridor, modal priorities, and station locations. The online open house was consistent with materials presented at the public open houses. A summary of the feedback gathered through the online open house can be found in Appendix H. A total of 307 online surveys were completed.

General themes from the Online Open House included:

- Trade-offs between on-street parking and improved transit and bicycle facilities
- Improved access to transit and east/west routes
- Operating on 5th Street or Roosevelt Way north of 75th Street
- Proposed stop locations and spacing

Phase 3: Recommended Corridor Concept

This phase focused outreach on the draft recommended corridor concept, which included a mix of targeted BRT improvements, protected bike lanes, and some signal and roadway improvements. A third meeting of the forum group was held in May 2016 to gather input on the draft recommended concept and prepare for the third set of open houses.

The third set of open houses took place June 2016. The meetings were held June 15, 2016 at TOPS Elementary in Eastlake and June 16, 2016 at UW Tower in the U District. A total of 92 people signed in at the open houses. 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 by segment of the corridor on large plotted maps. Another display included transit station visualizations for

community context conversations. Information was also presented on the RapidRide expansion network, relative to the Roosevelt to Downtown corridor. Comments were gathered at all stations and in a general comment box.

A summary of the comments received can be found in Appendix I. Key issues noted in the comments associated with June 2016 public open houses included:

- Protected bike lanes
- Parking removal
- Transit only lanes
- Traffic congestion

At the time of the final round of outreach, the north terminus of the corridor was still undetermined. It will be determined through the RapidRide Expansion Program as the network is further defined. Thus at the final outreach the public was told that there were three possible north termini. These were at NE 45th Street in the area of the future U District Link station, NE 65th Street in the area of the Roosevelt Link station or the least likely option of the Northgate Transit Center.

SCHEDULE & MAJOR MILESTONES

A full-scale public involvement approach was utilized throughout the course of this project to keep the community informed of the analysis and proposed corridor improvements.

Mode Analysis & Existing Conditions	Nov 2014 – June 2015	**Characteristics of BRT & Multi-Modal Components**	June 2015 – January 2016	**Recommended Corridor Concept**	May – July 2016

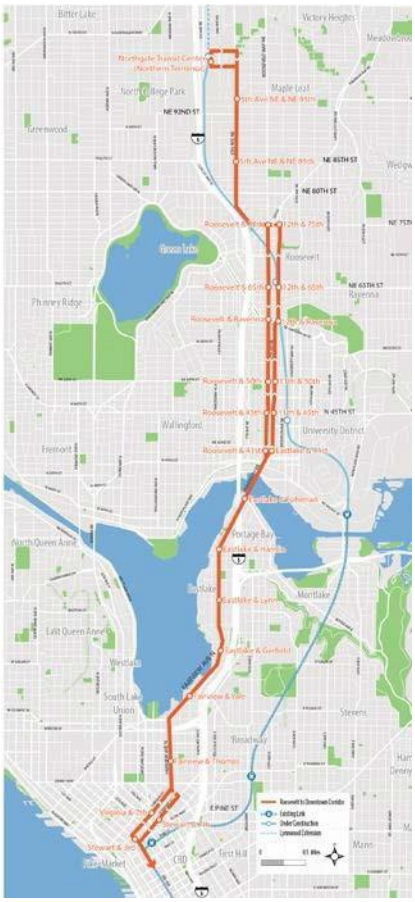
NEXT STEPS

SDOT's project definition phase is being completed with all required deliverables. Typically at the end of the project definition phase, the project would be transitioned to the SDOT Capital Project and Roadway Structures Division to complete environmental analyses, design and then construction. This project will be put on hold to allow the RapidRide Expansion program to complete a funding and phasing analysis that will determine the termini of the corridors associated with the RapidRide network as well as the time frame in which each corridor will be constructed. Early implementation projects identified in the study may be considered for implementation earlier than full project implementation.

ROOSEVELT TO DOWNTOWN HIGH-CAPACITY TRANSIT PROJECT

APPENDIX A: PROJECT AREA MAP & LOCATIONS

PROJECT AREA MAP



LOCATIONS

The project study area extends from Downtown Seattle at Westlake to Northgate. This phase of the project includes 10% design between downtown and 45th Avenue NE. Street segments in the corridor include:

- 3rd Avenue (for assumed downtown routing)
- Stewart Street and Virginia Street
- Fairview Avenue N and Valley Street through South Lake Union, Eastlake Avenue E in the Eastlake neighborhood
- 11th Avenue NE/12th Avenue NE and Roosevelt Way NE from the University Bridge to NE 75th Street
- 5th Avenue NE to the Northgate Transit Center

APPENDIX B: STAKEHOLDER LIST

STAKEHOLDER CHECKLIST

Incorporated? (Y or N)	Audiences to Consider	Groups included in project outreach efforts
Y	Adjacent property owners and tenants, including businesses and residents	Eastlake Community Council, Hines/Amazon, Maple Leaf Community Council, Eastlake Social Club, PATH, South Lake Union Chamber of Commerce, University Volkswagen/Audi Seattle, Roosevelt Neighborhood Association Transportation Committee, University Business Improvement Association
Y	Typical users of project area	Bike Board and Transit Advisory Board. Cascade Bicycle Club, University Greenways, Seattle Greenways, Lake Union Greenways, FeetFirst
Y	District Councils	Northeast District Council through individual community councils
Y	Community groups and neighborhood organizations	Roosevelt Neighborhood Association, Maple Leaf Community Council, Eastlake Community Council, University District Partnership
N	Cultural and religious organizations	
Y	Chambers of commerce and local business organizations	South Lake Union Chamber of Commerce
Y	City of Seattle Departments	SDOT, SPU, City Light, , Department of Neighborhoods, Department of Planning and Development
Y	Other agencies	Washington Department of Transportation (WSDOT), Metro Transit, Sound Transit
Y	Other transportation/utility companies	UW Shuttles, UW Transportation Services
Y	Universities and institutions	University of Washington
N	Public facilities	
N	Schools and childcare facilities	
Y	Hospitals and Medical facilities	Seattle Children's Hospital, Fred Hutchison, University of Washington Medical Center,
Y	Social service organizations and facilities (including those serving people with disabilities)	Lighthouse for the Blind
Y	Bicycle and pedestrian advocacy groups	Cascade Bicycle Club, Feet First,
Y	City of Seattle Advisory Boards	Bike Board, Transit Advisory Board
N	Railroads	
Y	Major developers/property owners	Vulcan, Alexandria Real Estate
Y	Major employers	Amazon, , University of Washington , Fred Hutchinson Cancer Research Center, Seattle Cancer Care Alliance
N	Event Centers	
Y	Freight	Freight Master Plan Team
N	Media Outlets	
N	Populations that may need targeted outreach to due to cultural barriers, language differences, etc.	

ACTIVITIES LOG

The table below details the outreach activities completed to date. Future planned activities can be found in the Public Involvement Plan.

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.*

INCLUSIVE OUTREACH AND PUBLIC ENGAGMENT ELEMENTS

In addition to the outreach activities listed on the cover sheet, the project team ensured that the project's public participation opportunities were inclusive of the affected stakeholders. These suggestions were brainstormed by the project team to ensure inclusivity for the project, but were not required:

Mailings

- Postcards mailed to residents included contact information for special accommodations and interpretation needs on project materials.

Racial Equity Toolkit

- Project manager completed a Racial Equity Toolkit for this project.

APPENDIX D: DEMOGRAPHIC INFORMATION

APPENDIX D: DEMOGRAPHIC INFORMATION

GUIDING QUESTIONS

1. **What are the goals of the project?**

   The goal of the Roosevelt to Downtown High-Capacity Transit public involvement project is to gather feedback from residents, businesses and key community groups along the Roosevelt to Downtown Corridor to guide the development of a Recommended Corridor Concept that meets the project goals and is accepted by the community.

2. **What racial or social inequities currently exist in the project area?**

   Approximately 26 percent of the population in the project area is minority. A minority is an individual who defines himself or herself as Black, (a person having origins in any of the black racial groups of Africa); Hispanic (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/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); or some other race. Approximately 20 percent of residents in the project area had household incomes at or below the federal poverty level according to the 2013 American Community Survey.

   Approximately 20 percent of residents in the project area speak a language other than English at home. Approximately 6 percent are limited-English proficient, which means they are not able to speak English or speak English “very well”.

   According to City of Seattle Translation and Interpretation Policy, language translation should be provided if more than 5% of the population consists of a specific language group, based on current census data. The languages spoken in by more than 1,000 persons in the project area include Chinese, Spanish, and Korean:

   - **Chinese**: An estimated 3,787 residents in the project area speak Chinese at home. Of these, 1,683 (2 percent of the total population in the project area) are limited-English proficient.
   - **Spanish**: An estimated 3,581 residents in the project area speak Spanish at home. Of these, 820 (1 percent of the total population in the project area) are limited-English proficient.
   - **Korean**: An estimated 1,225 residents in the project area speak Korean at home. Of these, 373 (0.4 percent of the total population in the project area) are limited-English proficient.

   The populations of Chinese, Spanish, and Korean are less than 5% of the study area population so translated materials were not provided. Additional demographic area for the study area is provided in the following page, the table presents the total population, minority, poverty levels, and English proficiency for the City of Seattle and the study area.

APPENDIX D: DEMOGRAPHIC INFORMATION

	Study Corridor (within 1/2 Mile)		City of Seattle	
	Number	Percent	Number	Percent
Population	95,276		624,618	
Households	50,949		289,153	
Race (B03002) Total	95,276	100.00%	652,429	100.00%
White alone (Not Hispanic)	67,260	70.59%	437,127	67.00%
Black or African American alone (Not Hispanic)	3,186	3.34%	45,047	6.90%
American Indian and Alaska Native (Not Hispanic)	752	0.79%	1,519	0.23%
Asian (Not Hispanic)	13,880	14.57%	87,018	13.34%
Native Hawaiian and Other Pacific Islander (Not Hispanic)	213	0.22%	2,904	0.45%
Some other race (Not Hispanic)	209	0.22%	1,877	0.29%
Two or more races (Not Hispanic)	4,403	4.62%	34,947	5.36%
Hispanic or Latino	5,374	5.64%	41,990	6.44%
Poverty Levels, Total	90,473	100.00%	605,931	100.00%
Under 1	18,214	20.13%	82,513	13.62%
1.00 to 1.24	2,987	3.30%	18,029	2.98%
1.25 to 1.49	3,159	3.49%	20,570	3.39%
1.50 to 1.84	3,534	3.91%	25,042	4.13%
1.85 to 1.99	1,832	2.02%	12,112	2.00%
2.00 and over	60,747	67.14%	447,665	73.88%
LEP Proficiency, Total	92,308	100.00%		
Speak only English	73,861	80.02%		
English Very Well	13,117	14.21%		
English Less Than Very well	5,331	5.77%		
Spanish Less Than Very well	820	0.89%		
Chinese Less Than Very well	1,683	1.82%		

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?**

   The project outreach efforts were adjusted as needed to insure that residents and businesses along the study corridor were presented with opportunities to review the proposed concepts and share concerns or provide feedback. The study goal to improve mobility and safety for each mode of transportation in the corridor benefits low income groups, people with limited-English proficiency, and people with disabilities. All concepts and preferred alternatives will be designed to have no disproportionate impacts on minority and low-income populations.

4. **How will you address the project's impacts (including unintended consequences) on racial or social equity?**
   Impacts on racial or social equity were addressed through outreach activities, including website updates, direct mail, and one-on-one outreach with community members. All efforts were made to ensure that residents, businesses, and other key stakeholders had the opportunity to be involved in every step of the process.

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?**
   The project was evaluated through an analysis of comments from stakeholders through community meetings, one-on-one interviews, and online comment forms. All meeting minutes and comments were available for the public both during and after the conclusion of the project. The project analysis including mode selection and alternatives also considered the impacts of the project on race and social equality and provided appropriate documentation.

LANGUAGE NEEDS

Approximately 26 percent of the population in the project area is minority. A minority is an individual who defines himself or herself as Black, (a person having origins in any of the black racial groups of Africa); Hispanic (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/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); or some other race. Approximately 20 percent of residents in the project area had household incomes at or below the federal poverty level according to the 2013 American Community Survey.

Approximately 20 percent of residents in the project area speak a language other than English at home. Approximately 6 percent are limited-English proficient, which means they are not able to speak English or speak English "very well".

According to City of Seattle Translation and Interpretation Policy, language translation should be provided if more than 5% of the population consists of a specific language group, based on current census data. The languages spoken in by more than 1,000 persons in the project area include Chinese, Spanish, and Korean:

- **Chinese**: An estimated 3,787 residents in the project area speak Chinese at home. Of these, 1,683 (2 percent of the total population in the project area) are limited-English proficient.
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- **Korean**: An estimated 1,225 residents in the project area speak Korean at home. Of these, 373 (0.4 percent of the total population in the project area) are limited-English proficient.

Source	Languages Over 5 Percent
US Census Language Map	Spanish
	Korean
	Chinese

APPENDIX D: DEMOGRAPHIC INFORMATION

TRANSLATIONS THRESHOLD

Study areas with a language representing more than 5 percent of the population require that all outreach materials be translated. The populations of Chinese, Spanish, and Korean are less than 5% of the study area population so translated materials were not provided. Additional demographic area for the study area is provided in the following page, the table presents the total population, minority, poverty levels, and English proficiency for the City of Seattle and the study area.

APPENDIX E: STAKEHOLDER INTERVIEW SUMMARY

Seattle Department of Transportation: Roosevelt to Downtown High Capacity Transit Study

Stakeholder Interviews Summary

April 22, 2015

Introduction

On behalf of the Seattle Department of Transportation (SDOT), PRR conducted stakeholder interviews to gather input on the Roosevelt to Downtown High Capacity Transit Study from local businesses, institutions and residents who reside along the corridor. The information provided by stakeholders was used to develop an effective stakeholder engagement program. The interviews provided input on how to best provide high quality transit services along the Roosevelt to Downtown corridor.

The stakeholder interviews had three objectives:

- Introduce key stakeholders to the Roosevelt to Downtown High Capacity Transit (HCT) Project. Gather their input on the process of the study and to identify any potential data gaps in the mode analysis.

- Learn how stakeholders use the corridor, what issues/opportunities they see in the corridor, and how they see the corridor fitting in to the City's transportation network.

- Gather opinions from key stakeholders about mode choices/preferences for the Roosevelt to Downtown corridor.

This report summarizes the key themes from the stakeholder's responses to interview questions and prompts. PRR conducted a total of 10 stakeholder interviews between March 30 and April 14, 2015.

Interview Participants

The following individuals participated in stakeholders interviews:

- Chelsie Rader & Joanne Canfield, Seattle BioMed
- Scott Cooper & Shane Binder, Roosevelt Neighborhood Association Transportation Committee
- Tom Rietkerk, University of Washington Medical Transportation Committee
- Brock Howell, Cascade Bicycle Club
- Christine Rendack, Whole Foods
- Scott Soules, University Business Improvement Association
- Danika Kubota, Kristie Logan and Shelley DaRonche, Seattle Cancer Care Alliance/Fred Hutchinson Cancer Research Center
- Catherine Hennings, Zach Williams and Gordon Padelford, Lake Union Greenways
- Forrest Baum, University Greenways
- Elizabeth McCourey, U District Partnership

Summary of Responses

Several key themes emerged during the interviews: current use of the Roosevelt to Downtown transportation corridor, transportation issues stakeholders experienced along the corridor, opportunities for improving current use, and stakeholders' preferred HCT mode to improvement transit service.

General use of the Roosevelt to Downtown corridor

Car and bus remain the most common ways to travel the Roosevelt to Downtown corridor. A few stakeholders also indicated that they bike to work or use the shuttles between UW and the research facilities in South Lake Union. However, all users are dissatisfied with the traffic congestion they experience using these modes of transportation.

Many noted that it's faster to travel the corridor on bike, but many bicyclists feel physically unsafe to ride alongside cars and through intersections on Eastlake Avenue E. Several people mentioned that they feel that if designated bike lanes were added to the corridor, more people would bike. Eastlake Avenue is generally a flat route and could be accessible for bikes if safety was improved. Safety is also a top concern for pedestrians.

> "SCCA and Fred Hutch have two shuttles an hour that go through that corridor from 7AM-7PM. The shuttles transport patients, caregivers and staff. "

Express bus service is heavily used along the corridor, but during peak commute times many buses are already full and only stop a few times along Eastlake Avenue. Bus service along the corridor is generally for getting through the area not for servicing residents and businesses within the corridor, particularly along Eastlake Avenue.

> "The buses are standing room only and don't stop because they are full."

Top transportation issues along the Roosevelt to Downtown corridor

As previously mentioned, safety is a top concern for bicyclists and pedestrians. The Lake Union Greenways group noted that 23 people walking and riding bikes have been hit by cars over the past seven years. Protected crossings and bike lanes may help to solve the problem, but using space for these improvements will directly impact parking for businesses along the corridor.

> "From Cascade Bicycle Club's perspective we want to make sure that the ride is safe for bicycles, all ages and abilities. "

The increasing development and density along the corridor has presented challenges with right of way use. Bicyclists want safer bike paths, transit users want more service and stops, and car users want more spaces to park. Any added improvement will directly impact another aspect of transit because of the limited space along Roosevelt Way NE, Eastlake Avenue E, and Fairview Avenue N.

Opportunities to improve transportation along the corridor

The most common response to improving transportation in the corridor was to move people downtown faster with priority bus lanes with limited stops. Protected bike lanes were also a top suggestion. Pedestrians also need better signals, and repaved, raised sidewalks.

In order to provide these improvements with the constrained space, stakeholders suggested removing the center green space and incorporating reversible express bus lanes. While the majority of stakeholders noted that this improvements will require removing street parking, a few stakeholders were very opposed to this idea.

One person supported the idea of a trolley from Fred Hutchinson Cancer Research Center to NE 65th Street. While a couple stakeholders thought a streetcar would be cool, the investment would not be any more efficient than a BRT (although it may be safer for bicyclists).

6 /10 respondents mentioned that they would like to see bike improvements and/or dedicated bike lanes.

6/10 respondents like the idea of adding a BRT but are concerned about taking a lane of traffic away.

Current mode preferences for the corridor

The majority of the stakeholders preferred dedicated bike lanes and pedestrian improvements along the corridor. While there was strong support for a streetcar, Bus Rapid Transit was the most popular improvement option, as long as the buses don't further congest traffic or post safety risks to bicyclists. Some concerns were expressed with Bus Rapid Transit only focusing on getting commuters from Point A to Point B, which is a disadvantage to businesses and residents who live along the corridor.

Project Involvement preferences

"Public meetings, and to get updates on the program through the website & online engagement tool."

"Q&A regular based outreach so we're getting reached out to"

"Updates in University Greenway's newsletter."

The stakeholders suggested that SDOT host public workshops to gather input from the community and incorporate into the design. Other stakeholder-generated ideas were lunch meetings for staff, briefings for businesses, and meet and greets. Most stakeholders interviewed stressed the importance of keeping everyone informed of the project, especially businesses, so they are involved every step of the way. When that doesn't happen (ex. SDOT's Roosevelt repave), the public will develop mistrust toward future SDOT projects.

Other groups and stakeholders to coordinate with the corridor

- University of Washington
- University Chamber of Commerce
- Cascade Neighborhood Business Group
- UW Audi dealers
- Bruce and Greg Blume (own Sundance Theater and Trader Joes)
- Greenways groups
- South Lake Union Business owners group
- Ravenna Bryant community
- Roosevelt Neighborhood Alliance
- Fred Hutchinson Cancer Research Center
- Institute for Systems Biology
- PATH

Communication channel preferences

Email was the most commonly preferred method of communication. Other communication channels include: direct contact, notifications on project website, presentations, and online surveys.

Any other thoughts or input you would like to share

- There are concerns regarding Eastlake Public engagement. Stakeholders would like to see a system that works for Eastlake, and not just as a thoroughfare.
- Many stakeholders are sharing that businesses are unhappy with the idea of implementing protected bike lanes in Roosevelt. Businesses along the corridor fear that this method will hinder the already limited parking options for their customers.
- Few stakeholders are advocating for complete streets that will accommodate all modes of transportation.
- The public would like to receive updates during each step of the project. Many of these stakeholders have had negative experiences with lack of public involvement that occurred during previous projects in these neighborhoods.
- Furthermore, stakeholders would like to be given a timeline for the project.

> "The parking on Roosevelt is very important to their (Whole Foods) customers. On weekends staff have to park in the neighborhood as well as losing parking is a concern."

APPENDIX F: MAY 2015 OPEN HOUSE SUMMARY

Comment from comment forms collected.
From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15
"Really hoping for a PBL through Eastlake. I live in the Eastlake n[eighbor]hood; talking to people who bike there, it does not feel safe or comfortable."
"Office of Economic Development needs to help w economic impact of all these projects. * Each transit agency needs small business liaisons."
"Safety is #1 priority. Need protected bike lane and intersections through entire corridor."
"The Eastlake Neighborhood is misrepresented by the ECC. A large number of neighbors prefer the streetcar."
"Besides 66, on the proposed routes, there are only 67 and 73 that will pass through Maple Leaf. However, these two bus routes don't go to downtown, but just stop at U-dist. SO if I live in Maple Leaf I have to transfer at U- District, If I want to go to downtown. The existing 72, 73,66 will serve my purpose, so I will be sad to see 73 being shorten, 72 being removed, and 66x being rerouted onto highway (which won't stop at Maple Leaf on peak hour)."
"Eastlake Ave is not currently safe for cyclists in particular. I see people on bikes avoiding Eastlake Ave- especially families. Also- in looking at your bicycle facilities ----no green in Eastlake- totally a missing link for bicycle infrastructure. And, Eastlake as a neighborhood is getting more and more dense- new apt and micro housing all the time- something will have to change- how will all these folks move safely? I hope you all will be able to find great solution for all- drivers, pedestrians, cyclists! It's a tall order for sure. Thanks!"
"Take bikes off of Eastlake. Let them use the narrower side streets so restricted parking lanes can actually be used for cars and buses instead of bikes that just slow cars down and prevent cars using them to their full capacity during the morning and evening commutes."
"This would have be a more valuable and productive session with one larger Q&A session- I don't personally know what to ask, and would have benefitted from listening to a larger info session dialogue."
"How does the project address safety emergency concerns?"
"Eastlake feels very ignored and as if our needs are insignificant. UW capacity affects us greatly and we need to have space for people to board busses at our stops. We need improved access in and out of Eastlake, not pass through."
"We need city council recommended study for improving existing service as an equal alternative to rapid ride or high capacity buses. We have exceedingly limited parking already, folks use our parking also and get on bus to go downtown-using up our parking and our bus seats."
"We need better communication and clarification from SDOT and Metro- talk to each other and talk to us! Do it before making decisions so we can avoid the negative consequences from decisions made without adequate input from those of us affected by your decisions."
"Eastlake from University Bridge to corner of Eastlake and Fairview Ave has no side streets that accept diverted traffic from Eastlake. High capacity in Eastlake that bypasses local stops is not acceptable. We need busses like the 70 more frequently. We need to keep 66 even with its limited stops as it uses Eastlake all the way to REI and avoids delays of trolley on Fairview, Mercer backups, and increased Fairview traffic further south with the increased new construction."

Comment from comment forms collected.
From Roosevelt Open House - at UW Tower - 5/19/15
"Very poor meeting. The consultant did not want to take questions. Tim Sorenson made brief and very rushed presentation. Poor, Poor, poor. He was very dismissive!"
"Not enough information on # of stops, bike accommodations, etc. Currently bus is too slow through Eastlake, needs dedicated lanes. Obviously this is a major bike corridor and needs to be maintained as such. I am concerned about streetcar tracks interfering with bicycles but otherwise prefer rail (which already exists in SLU)."
"Leave Roosevelt way alone. Quit promoting incorrect "Facts" such as 52% of workers downtown when the real number should be used-way more car trip. Quit killing Seattle."
"Please get rid of parking for a bike or transit lane."
"BRT option should stay on Fairview in South Lake Union. BRT on Banner Way instead of 80th?"
"Make Eastlake Avenue and 11th12th Ave safe for people biking by building protected bike lanes."
"Transit system thru Eastlake should not be fixed rail. Too much fluctuation in population using the route. Carrying capacity should be flexible to changing ridership #'s."
"August 2007-2014 65 collisions seriously injuring or killing people walking or biking."
"Strava Heat Map of people biking through corridor. 90+% of people biking ride Eastlake Avenue, not Fairview or other streets through corridor."
"I'm glad it goes to Northgate: that will complement link across North Seattle. I'm glad there's no streetcar bias: BRT came out ahead in 75% of the measures. Seattle's streetcar routes are too slow and in the wrong corridors, and their cost makes it worse. Even though I favor trains generally." Need better coordination with Metro: the city is pursuing its priority transit corridors in isolation, which conflicts with and detracts from Metro's planning. Examples: the SLU streetcar, Broadway, extension, city center connector, Madison BRT, and this Roosevelt corridor are all different from Metro's corridor goals. Madison BRT conflicts with the greater value of a Madison- Pine corridor (bus 11). The Broadway Extension puts it on a Broadway-Jackson route, which misses opportunities south to Rainier and Beacon and north to the U-district-So metro has to keep running overlapping bus routes. The cost of the streetcar precludes other investments. Start with a travel time goal and as much exclusive lanes as possible. Don't let it get watered down with too many stations as Rapid Ride and the SLU streetcar were. People use transit to get somewhere, so travel time and frequency are paramount. Make a nice pedestrian path to the UW Link station. The current environment is too much concrete and asphalt. Consider extending it further north on Roosevelt rather than moving to 5th at 80th. I think people have said there's more apartments on Roosevelt and its closer to Maple Leaf."
"Dedicated BRTLRT lanes will be crucial. Think beyond the immediate route ROW- How will riders get to the stops? Pedestrian Bike improvements within the walk shed will be important for safety and ridership. Bridges across 1-5 near the LRT route need improvements to allow people to walk safely to and from their stops."
"I live in Eastlake: would like more buses that stop in Eastlake. Would like changes that do not narrow usable lanes of Eastlake- e.g. Broadway has become worse with the changes to it- many traffic jams. Stopped slow moving. Traffic= more air pollution."

"Great work for bike safety. Thank you for extending protected bike lanes on Roosevelt and 11th all the way to 65th and beyond. Please keep up the safety standards at the intersections by eliminating mixing zones which are not OK for people who are uncomfortable biking with traffic. Check out the new protected intersection designs which make for safety in all modes. This would be a great place to incorporate them into the design. Great work, keep it up. "
"Roosevelt and 11th Ave. needs a road diet to slow down cars and make it safe to cross. Please consider implementing BRT with a separated, dedicated lane. Roosevelt & 11th can easily be 1 general travel lane, especially at 15,000 vehicles per day. Also, figure out Roosevelt transit lane side (left side?) before 2016 repaving project installs right-side bus bulbs."
"This corridor has also been identified as a key corridor for protected bike lanes. The Bicycle Master Plan identified Eastlake as having the highest demand for protected bike lanes in the city. This transit plan MUST include plans for accommodating bicycles on this corridor. Right now, Eastlake (in particular) is very unsafe for bikes and I have had several scary incidents where I was cut off and almost hit by a Metro bus while I was biking to work on Eastlake. I know the Eastlake businesses think preserving parking is more important than building better facilities for transit and bikes, but research shows otherwise. More people riding transit, biking, parking, and walking = more business. Parking on Eastlake must be eliminated to make room for safe travel by all modes. And the median plantings on Eastlake
"Great work for bike safety. Thank you for extending protected bike lanes on Roosevelt and 11th all the way to 65th and beyond. Please keep up the safety standards at the intersections by eliminating mixing zones which are not OK for people who are uncomfortable biking with traffic. Check out the new protected intersection designs which make for safety in all modes. This would be a great place to incorporate them into the design. Great work, keep it up. "
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"The project consultant, Tim Sorenson, would not allow everyone to ask question- he took a few questions then said that he would only take one more question. He then directed the ... To the demo boards … I think the meeting was poorly conducted in this way. I think everyone's questions should have been cons

Prefer BRT over Rail for bike safety an flexibility. BRT must have exclusive use of lane and run frequently (5 min headways) to be useful enough for people to hop on/hop off when patronizing local businesses. BRT should continue into town so it doesn't get bogged down and discourage ridership.
Protected bike lanes on Eastlake and Roosevelt are imperative to encouraging bike ridership. Continuous protected bike lanes from Northgate to Downtown. Outreach to businesses should include studies about business increase where bike lanes are present. Building wider sidewalks to encourage pedestrian activity and environment. Operate BRT nights and weekends to encourage patronage of restaurants/businesses. Please improve University Bridge connections for bike riders suitable for all ages and abilities. Family use the corridor. Add protected bike lane from U-bridge to Northgate on 11th Roosevelt."
I live in Eastlake, work @ UW. I bike and ride transit. I do not currently recommend those modes especially biking which is unsafe for inexperienced riders. Transit moves much too slowly given how short the distance is between UW & Downtown. The problem in both cases is cars.
Parking reduces efficiency of the public right of way. It also forces bikes and cars to share a single lane of travel in each direction, which is unsafe.
I prefer BRT to Rapid Street Car. I care that my current bus access (via 70) from E. Hamlin St. Eastlake Ave E to the U district & to downtown and thereabouts will be maintained. I would like BRT to have stops in Eastlake. I am concerned that parking along Eastlake will disappear because of BRT and bike lanes. If the 70 (local, frequent stopping) bus continues, that would help me, but not people who come from adjoining neighborhoods.
The community associations have opposed a streetcar on Roosevelt Way or the 'ave for years. Council member Nick Licata pointed out that it is very expensive to build, and expensive to operate. It lacks flexibility. Any blockage stops the streetcar, it can't get around. Streetcars also kill children, who don't realize that their stopping distance is long--much longer than a bus. Licata's analysis also pointed out that the sound transit subway will be quicker and powerful competition. The subway will be very costly per passenger and drain money from transit lanes."
Comment from Project Area Station
From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15
"Parking is already a huge issue in Eastlake- please ensure this project either positively addresses that or creates a solution. (Street parking, to be specific).
Many people already park in the neighborhood form elsewhere just to catch the bus to downtown- this has been observed daily for ~6 years, personally"
"Increase livability for people living in the corridor. Improve landscaping along the corridor. Make this part of making a more walkable city."
"Provide frequent, reliable transit, bike and pedestrian environment to alleviate the need for cars and parking"
"Protect bike lanes from moving traffic w/physical barrier."
"Improve walking desirability safety convenience. Consider 4 way crossing options."
"Many Eastlake residents are in favor of streetcar but have no objective representatives that communicate with the city. A census about choices would reveal real opinions."
"Better SDOT/Metro communication needed w each other and community. Consequences of poor communication leave negative consequences that effect out quality of life."

Comments from Project Area Station
From Roosevelt Open House - at UW Tower - 5/19/15
"Need support to get in and out of SLU"
"Show feedback sessions once early designs are ready"
"Would like focus on the n'hood safety in addition to addressing the problem of moving people. Safe str
Comments from Current Bus Options, Ridership/Traffic & Travel Times Station
From South Lake Union Open House - at Y at Cascade's People Center -5/18/15
"If when construction happens, ensure local small businesses are minimal affected especially small service providers, disabled/health providers need parking and loading zones."
"More frequent headways is preferred"
"Buses RSC should not be stuck in traffic need a dedicated lane!"
"Proposed 6667 route (on handout) don't go to downtown. Need a route that goes to SLU, DT, Roosevelt & Northgate"
"Use Eastlake, not Fairview N, to get to downtown route (Like current #66)"
"Can you address the expected impact of inlane bus stops on vehicle travel time?"
"I get onto 6670 to go downtown in the morning. Often bus is full at Lynn Eastlake). At night I take trolley, from Westlake to Hutch. Predictable, safe and fun. Unfortunately I have to walk on either side of the trolley commute. I prefer streetcar as I live in Eastlake."
From Roosevelt Open House - at UW Tower -5/19/15
"Don't put streetcar track next to cycle track"
"Don't waste money on transit without exclusive right on way. Also, major separation between transit row and bikes general lanes"
"Your mission includes increased north-south transit. Why is metro pursuing east-west transit? Are you sharing the same surveys?"
"Eastlake sees a lot of buses but they don't stop need local services"
"The old route 25 provided better service"
"Eastlake & Roosevelt are important corridors for bikes too. Increased, faster bus service on this corridor makes protected bike lanes even more critical!"
"Rush hour between u dist.-slu in evenings, southbound needs to be addressed with parking restrictions (currently only for A.M.)"
Comments from Mode Definitions & Mode Share Station
From Roosevelt Open House - at UW Tower - 5/19/15
"There seems to be a lack of coordination with Sound Transit. Its trains are a subway scarcely five short blocks away. Priority for BRT RSC should go to areas without Sound transit subways."
"Avoid the SLU streetcar route if BRT mode is selected"
"How can your plan include auto parking and exclusive mass transit in the same corridor? Where is the funding coming from (i.e. car tabs)?
"SLU streetcar extension to UW would be an important connector of intellectual capital jobs, econ. dev."
"Please increase your estimate of additional jobs in the U District above the 4800 projected in the U district EIS. Look at the number & size of buildings just the UW will likely build and it become evident the EIS estimate is very low."

"South of Campus Pkwy for the Med Ctr. Etc."
"Would like to see as much ROW dedicated to the BRTLRT as possible along this route."
"This [limited stops] means a longer walk to stops, exposure to elements, and a longer haul for carrying packages."
"The ratios will change when sound transit operates efficiently."
"The SLUT is more comfortable than Metro, community transit, and pierce county buses."
"Two exclusive use lanes (bus streetcar and bicycle) will strangle north-south traffic. There is a chokepoint now at the bridges across the canal. Stop-and-go slow movement also kills abutting businesses."
"Figures don't include proposed changes in metro routes. Are you communicating with Metro?"
"Please prioritize buses and bikes and walking on Eastlake. "
"Consider alternative to a 'corridor' mentality: Northgate – downtown via I-5 HOV lanes. U District – downtown via I-5 HOV lanes. Loop bus circulates btwn downtown & SLU."
"U. Dist. Stakeholders seek to have regular street grid restored at Univ. Bridge and Campus parkway interchange area. This should be a factor in the study."
"2 way Roosevelt operations should be studied as a part of this process (i.e. Westlake)."
"730 MPH btwn 50th & Ravenna Blvd looks good for efficiency, but it's terrible for those who live here and need to cross the streets. Noisy too."
"Why isn't more bus services connecting Eastlake to Cap. Hill Link or Univ. Link (avoid downtown)"
"Possible Missing Lane-Cross Section D, Eastlake."
"Keep enough parking esp. on Roosevelt so businesses can stay open!"
Comments from Mode Definitions & Mode Share Station
From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15
"I would like to know source of Mode Share data. Seems misleading: this is a busy corridor and workers commuting is only one piece, especially give all the students in the U District."
"This 8 mile corridor experiences significantly varying mode splits from one mile to the next. Let's see focused data on the Eastlake section!"
"What has the existing new modes (light rail & redlines) shown where they are in operations?"
"Rail Transit between Newton & Roanoke would be a disaster from the neighborhood."

Comments from Bike/Pedestrian Access Station
From South Lake Union Open House - at Y at Cascade's People Center -5/18/15
"Eastlake Ave is where destinations are, people want to walk/bike on this street."
"Riding a bike on Eastlake Ave does not feel safe at all (betw. Fairview and U. bridge, specifically)"
"Sidewalks on 11th Ave NE impassable; narrow, blocked by garbage cans/trash, phone polls in the middle of walk, overgrown vegetation. What if you are disabled? Blind? Stroller?"
"Need to acknowledge that light rail is the future but people still have cars to park. SDOTDPD keep taking away parking with no plan. This is a safety issue. People need to park close to their home (esp. women)."
"Awkward interchange @ Fairview heading N from SLU when biking on N side sidewalk. Possible link to 2 way Eastlake PBL?"
"Feel unsafe biking thru Eastlake, would like physical separation from cars."
"The sharrow route on Roosevelt N. of 75th does not feel safe. Bikes need more north-south routes through the U- district, Ravenna, Maple Leaf & Wedgewood."
"Thank you for including the protected bike lane to 65th from the bridge. Putting a streetcar track on the same street with a cycle track is dangerous to cyclists."
"We support more protected bike lanes and greenways."
"Make Eastlake Ave safe for people biking. Add protected bike lanes."

Comments from Bike/Pedestrian Access Station
From Roosevelt Open House - at UW Tower -5/19/15
"I support removing parking & building protected bike lanes along these routes. Sharrows are not protective bike lanes along these routes." Sharrows are not 'protective' on busy streets, so bikes must be separated."
"We need more greenways through these neighborhoods. Connect the 12th Ave greenway (for on both sides)!"
"I like the idea of timing lights to accommodate a 20 mph speed!"
"Bike-bus interactions on Eastlake are already very scary. If buses are going to be more frequent and traveling at higher speeds -need protected bike lanes! More important than on-street parking, median planting, etc."
"All-way crossing at 65th & Roosevelt High school- safe routes & crossing clear sidewalks for blind (connectivity between shelter & crosswalk)."

Comments from Project Map
From Roosevelt Open House - at UW Tower -5/19/15
General
o More trees on Roosevelt, Eastlake corridor. This corridor needs to be pleasant to get more investment to leverage transportation investments.
o Minimize volume of single occupant vehicles on this corridor by getting those living east and west out of their cars think feeders to light rail.
o Remove car storage from Eastlake so the road can be used for transportation.
o Please measure and mitigate corridor traffic feeding through neighborhood on non-arterials. Our children's safety is a priority too. Thank you.
o Fairview: Recreational casual, bikeped route, Eastlake: cycle-commuter corridor- we need both
o Note that people don't necessarily travel Northgate to downtown. Many take shorter routes. Northgate to UW. UW to SLU. SLU to Downtown. Consider optimizing the short haul please.
o Consider a bus loop btwn downtown & SLU. Get people downtown and then the SLU problem is solved.

o Denny Park, Bobby Morris (Cal Anderson), Seattle Center Gadola!!!?
o Would like Eastlake to be quieter and safer for people biking and walking and driving
o If bus faster than car more people will take it.
Roosevelt
o Consider 2-way Roosevelt instead of couplet: +Access, +Safety, +Economic development
o Go ahead & improve the transit for the Roosevelt Corridor. Plan a different corridor for bikes Don't mix the two. 15th Ave NE may be an alternative for bikes over Roosevelt.
o Make Roosevelt a prime location for small business to locate. This corridor needs to thrive not just survive.
NE 42nd St & I-5
o Please consider reinstating the 6X route traveling 42nd St ramp to downtown. Much more efficient than 16MPH BRT through East Lake.
NE 45th St & I-5
o THINK BIG. Lid I-5 45th-50th. Build an elementary school on top. Solve the East West conundrum plus!
o People from Wallingford will need to cross I-5 @ 45th – ped bike improvements should be a priority here.
Eastlake Ave NE & NE Campus Pkwy
o Need special attention to merging traffic. Add bikes here.
o This area is confusing and dangerous to pedestrians. Sidewalks abruptly end sending peds into traffic.
NE 41st St & Eastlake Ave NE
o Bike Shortcut NB 11th to EB 41st frequently blocked by illegal parked cars.
NE 47th St & I-5 (over I-5)
o Need pedbike bridge here to connect over neighborhoods
11th Ave NE & [NE 45th St – NE 47th St]
o Need mid-block walkway from new station east to the Ave
NE 45th St & 11th Ave NE
o Signal timing at E-W crossing is way too short for crosswalk (starts counting down at 5s).
NE 45th St & Roosevelt – 11th Ave NE
o Need transit light and lane to bypass frequent 45I-5 backup
11th Ave NE & NE 52nd St
o Include protected bike lane on 11th to Northgate
NE 56th St and 15th Ave NE
o Need better and more safe pedestrian crossings around bus stop on 15th
Ravenna and 12th Ave NE
o Can 12th Ave green way be extended or ended gracefully here?
o Drainage Issue. Frequent Fall ponding 12th and Ravenna NW quadrant
Ravenna and Roosevelt
o Need protected intersection to keep bikes safe at intersection. No mixing zones.

NE 65th St and 17th Ave NE
o Ravenna residents need bus transit east-west on 65th especially older residents.
Roosevelt and NE 41st
o Need bike access to NE 41st
Eastlake Ave NE & NE Campus Pl.
o Dangerous area for bikes. Bike lane ended and then continues but the transition is scary.
Eastlake PL NE & NE Pacific St.
o Improve bike access to bridge from Burke Gillman
NE Northlake Pl. & 8th Ave. NE
o For people on bikes, lots of sad, scary places that need a lot of TLC
I-5
o I wish there was a NB express lanes off ramp to Ravenna 65th
o Need to look at turning upper deck of I-5 into park w bike/pedestrian path from U. Dist. To Downtown. Lower desk remains for auto traffic. This avoids need for bike path down Roosevelt, which will always be subpar due to the # of traffic lights. See Copenhagen for how to create uninterrupted bike paths0 they got far more use. This would also solve our lack of park space compared to other great cities.
Fuhrman Ave E and Harvard Ave
o Need to accommodate bike left turned onto Fuhrman and Harvard. Merge w traffic is dangerous as it stands.
E Edgar & Fairview Ave N
o Connect Edgar street end and Fairview via parking lot for easier bike/ped route
E Roanoke St & Fairview Ave. E
o I really wish you'd buy property so people could bike a flat route along the lake @ Fairview.
Eastlake E & Yale Pl E
o Take out these Planters! Not safe.
Fairview & E Galer St.
o SB Shoulder SW. Stairs down to boardwalk not well marked. Bike trap?
Valley St & Fairview Ave N.
o Very slow bus movements at Valley Street. Especially in PM peak!
Ninth Ave N
o Protected bike facility needs to connect Eastlake all the way to Ninth Ave. and into downtown.
o Take buses off ninth to make it safer for bike lanes.
o 9th is perfect connector for bikes
o People on bikes need a way to downtown safely
Fairview Ave N & Valley Street
o Illegal vehicle queuing blocks SLUT
o Left hand turns in PM to freeway blocking southbound Fairview. Adding BRT option with existing SLUT will be problematic

Thomas St & Boren Ave N
o Boren & Thomas need to be calmed and used for SLU greenways
Westlake Ave.
o Westlake Trolley tracks destroyed this street for biking
E Edgar & Fairview Ave N
o Connect Edgar street end and Fairview via parking lot for easier bike/ped route
E Roanoke St & Fairview Ave. E
o I really wish you'd buy property so people could bike a flat route along the lake @ Fairview.
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o Take buses off ninth to make it safer for bike lanes.
o 9th is perfect connector for bikes
o People on bikes need a way to downtown safely
Fairview Ave N & Valley Street
o Illegal vehicle queuing blocks SLUT
o Left hand turns in PM to freeway blocking southbound Fairview. Adding BRT option with existing SLUT will be problematic
Thomas St & Boren Ave N
o Boren & Thomas need to be calmed and used for SLU greenways
Westlake Ave.
o Westlake Trolley tracks destroyed this street for biking
Denny Way & Virginia St
o Needs right shoulder bike lane. I-5 on ramp traffic often backs up Denny & Virginia
8th Ave & Stewart St.
o Dangerous bus sharrow
Virginia St. & Denny Way
o Close one or more street at this triangle (or 1 way couplets)
Fairview Ave N
o Keep BRT option on Fairview route, not Westlake.
Melrose Ave E & E Republican St
o A pedestrian crossing @ Republican would make this usable by more people on W. Cap Hill

Fairview Ave N
o Widen these sidewalks so that we can have separated walk/bike paths
E Galer St. & Eastlake Ave E
o Save $40 million + don't replace Fairview Bridge. Make it ped/bike only and route buses up Eastlake here
Eastlake Ave E & E Boston St.
o Leave trees, planting and bios wales! Imperative to filter polluted run-off.
o Remove planting in the street to allow more room for all modes
o Street trees on sidewalks are preferable to landscaped medians, shade for people etc.
I-5 & Harvard Ave E
o Suspend bike path under I-5 to connect UW to Capitol Hill.
Eastlake Ave E
o Route transit service frequency needs to take into account of increasing population density along Eastlake ave.
o Need more frequency bus service along Eastlake- more stops for locals
Eastlake Ave & E Edgar St.
o Bad pavement surface for bikes. Edgar heavily cratered.
NE 45th & Denny Way
o Put a protected bike lane on i-5 from NE 45th to Denny on either dock.
Boylston Ave
o Connect a Boylston bike way to Lakeview (takes you straight to downtown- no real hills.
o Make Boylston a protected bike way with gradual hill climb under i-5 and neighborhood streets to bridge.
1st Ave NE & NE 100th St.
o This is where the Northgate ped-bridge goes
N 92nd St & Meridian Ave N
o N 92nd St will be a greenway connector- please add existing or soon to be added bike facilities
1st Ave NE & Northgate Way
o Greenway
5th Ave NE & Roosevelt way
o Why 5th… businesses park on Roosevelt (FOR BUSBIKE) Much better for bus waiting.
NE 71st St & 6th Ave
o Potholes rough road on 6th and NE 71st makes biking dangerous
5th Ave NE & N 90th St.
o A protected bike lane is needed going south. Cars are moving too fast downhill for it to be safe. Share arrow for bridges
5th Ave NE & Northgate Way
o Need to keep speeds of cars and buses on 5th ave NE at 20 mph – people are going too fast feel unsafe on a bike.

4th Ave & NE Elk Pl.
o **Greenway on 4th**
NE 82nd & Roosevelt Way
o Please consider serving Maple leaf res. Park. Possible with northbound buses only, then west on 95th (off Roosevelt). – Maple Leaf Reservoir Park
5th Ave NE & NE 80th St.
o Would it be faster to avoid a turn and to keep it straight shot on Roosevelt?
5th Ave N
o BRT
NE 82nd St & Roosevelt Way NE
o This sharrow route does not feel safe. How about removing parking- (send people to park on side streets)and implementing more protected bike lanes or bike Blvd.
Banner Way & NE 80th
o Where's our Banner Way road diet?
75th St. & Banner Way
o Run the BRT on Banner Way. Add a protected bike way on 75th St. & Banner Way
o Evening rush hour traffic backs up in South bound lane on almost all days between 75th and 80th
o BRT & PBT
75th & Roosevelt
o This is a scary interchange for bikes
o Agree, this is a commonly dangerous intersection for walking and biking
o Extend 75th St. road diet W to Banner Way. Simplify intersections between Roosevelt, 75th, 15th, and Lake City.
75th & 15th
o It is very difficult to cross 75th as a pedestrian between 15th and 20th, it would need to have a crossing island.
Roosevelt and NE 66th St.
o Needs fewer cars
65th & 12 Ave NE
o Remove parking north of Bartell's driveway. Dangerous merge.
12th Ave NE & NE 65th
o Need turn out for buses on NE 65th St. to drop off passengers at sound transit station
20th Ave NE & NE 63rd St
o Potholes and rough patches on 20th and 63rd make bike travel uncomfortable.
Eastlake & Lynn
o 71x, 72x 73x Busses should at least stop once in Eastlake here
Fairview & Mercer
• N Bound (Fairview). Trolley turning left onto Broad (should be turning onto(Mercer) blocks traffic

Comments from Project Map
From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15
General
o Streetcar = sexy
o Trolley is safe reliable & more attractive for riders
o Streetcar is going to be the better long-term infrastructure investment.
o Where is City Council requested study for improving existing bus services as equal alternative to rapid-ride buses or streetcar?
o Safety is #1 priority
o People visit businesses via bus, bike and walking especially if the bus is frequent and reliable
o Office of Economic development must provide funds to impacted businesses
o Lake Union ferry
o Need for Eastlake: business loading zones, parking plan for neighborhood, protected bike lanes and intersections.
o Create more bus routes to downtown along Boylston and Harvard,Lakeview
o Reduce through routes along residential streets.
5th Ave NE and NE 82nd St
o Lower travel time to south lake union under 25 min please.
Roosevelt and NE 80th St
o Need good transitions at ends of corridor for walkers and cyclists
NE 75th St and 12th Ave NE
o It seems 75th and 70th are also part of the heavy traffic stops. But based on the proposed routes there are very few bus stops there, and no direct bus reroute to SLU downtown (the existing 66X 7273 will do the job but seems they are revised or removed in the proposed route).
NE 73rd St and Roosevelt
o West side: Businesses, sidewalk, cyclist conflict. Eastside: only 1 curb cut available parking lane 7300 block Roosevelt
Ravenna and E. Green lake Dr.
o Tried cycling to Green lake once. Couldn't figure out where to go from left bike lane on Ravenna to E. Green lake Dr. which side of Green lake Dr. should bikers go?
11th Ave Ne and NE 55th St
o Signal @ 11th and 55th needed
NE 63rd St and Roosevelt
o Healthcare providers need handicap spots & parking for patients w chronic pain
Eastlake and Furman Ave E
o My wife and I almost got right-hooked by a truck while biking south off U-bridge @ Eastlake & Fuhrman.
o Someone died while biking @ Eastlake + Fuhrman a couple years ago.

o Are there ways to change route road or change signal timing to alleviate bottleneck and U-Bridge? Some traffic flow comes from feeder streets not "in" corridor – why the U bridge traffic # is 27800 and 1 block away on Eastlake is 74000
Eastlake and E Martin St
o I saw a guy on a bike almost get run over here 2 days ago. He was passing a parked car and a car approached him – knocked him off balance.
Eastlake and Allison
o Bikes race through here dangerously and frequently run this light
Allison and Fuhrman
o People use Allison as a cut-through to Fuhrman520 driving 40 mph on a 15 mph street [participant drew a diagram of a solution using one-ways]
Eastlake and E Edgar St
o We nearly missed a passing bicycle when turning right (more buffer between bikes and cars).
Fairview between Edgar and Roanoke
o Build this link 1 block
Eastlake and Roanoke
o Bike routes identified off Eastlake and through safer neighborhood streets
Eastlake between Louisa and Lynn
o Unsafe bike conditions & poor transit @ night = people still depend on cars
o Would like Eastlake to be quieter and safer for people biking and walking and driving
o People park in front of fire hydrants, 30 ft. in front stop signs, and in the alley, less parking mean more law breakers which is less safe.
Eastlake and Lynn
o 71x, 72x 73x Buses should at least stop once in Eastlake here
Fairview and Mercer
o N Bound (Fairview). Trolley turning left onto Broad (should be turning onto Mercer) blocks traffic
Eastlake Ave. & between NE Lincoln Way & NE Campus PKWY
o Nightmare to cross street through here. A student is going to get hit. Also not well marked.
53rd & 8th Ave NE
o Loading zone @ 53rd to sign. No paint
50th St and I-5
o East to west connections
NE 55th St. 11th Ave
o This is a very dangerous intersection. Cars, peds., bikes, skateboards; drivers going wrong way. Mostly speeding. I sit on my porch and watch accidents.
I-5
o Why can't the trolley go down the express lanes?
NE 60th St. & 8th Ave NE

o Unintended consequences for condensed times for projects
Fairview Ave N & Mercer St.
o Do not allow northbound left-hand turn to Mercer.
Mercer St. & Minor Ave
o Need functional pedestrian cyclist crossings of Mercer St.
Fairview NR Ave N & Fairview Ave N.
o Trolley chocked 15 min delay
o Current street car stop only connects Westlake to Hutch. It should connect to UW.
Fairview Ave & Denny Way
o Bus stops easier to access for senior citizens and impaired persons
Fairview Ave E & Eastlake Ave E
o Awkward intersection for people biking north on Fairview- most use sidewalk on W side of street. Dumps you into wrong way traffic after bridge.
Eastlake Ave. & E Garfield St.
o Cars are fast thru here. Don't feel safe crossing the street currently.
Fairview Ave N
o Impossible to get an N bound bus here at afternoon peak (they are full and don't stop)
Roosevelt
o Economic impacts 2 small businesses – construction serious consequences.
Eastlake & Boston St.
o Current code: Eastlake does not mandate parking or loading zones for apartments. This means trucks will park in the street, Need house zoning changes?
o People park in front of fire hydrants, 30 ft. in front stop signs, and in the alley, less parking mean more law breakers which is less safe.

APPENDIX G: DECEMBER 2015 OPEN HOUSE SUMMARIES

Feedback given to project team at the Open House
From Eastlake Open House - at TOPS School - 12/9/15
• Traffic signal at Fairview & Denny is too short for pedestrians, especially people with difficulty walking (residents at Mirabella)
• There is too much emphasis on bicycles in the Eastlake corridor. Could they use a parallel route? o One Eastlake resident said that when bike commuting he avoided the Eastlake business district by taking Edgar Street to Minor, then rejoining Eastlake on Newton Street
• The existing conditions on Eastlake provide a workable, flexible solution. Don't build fixed structures in the ROW that eliminate flexibility.
• At the bus stop at Lynn & Eastlake SB can the canopy at Voxx Café be used for weather protection instead of adding a shelter? That is what happens now.
From U District Open House - at UW Tower - 12/10/15
• Concern was expressed about pedestrian safety on Roosevelt Way between 75th and 80th. (two people)
• Concern expressed about pedestrian safety at 5th Ave NE & 100th Street. This is a difficult intersection for pedestrians. The traffic signal times 8 seconds for pedestrian crossing. Not possible for some people in adjacent retirement residence to cross in that time.
• Another person expressed concern 4th Ave NE and 100th Street. There are curb ramps here but no marked cross walk.
• Another person expressed concern about pedestrian safety at 3rd Ave NE and 100th. Buses parked here create blind spots for pedestrians. (maggiekizer@gmail.com). Suggested that a walking audit was needed here.
• Comment that this study should include identification of connections to other transit routes (both bus and rail).
• Comment that bicycles are getting too much priority in City's current planning.
Is the trade-off of losing some or most of the parking worth the improvements in transit service and bicycle facilities?
From Eastlake Open House - at TOPS School - 12/9/15
How about 1. No loss of parking 2. Have the current center turn lane a reversible BRT lane- S in the morning and N in the afternoon
If you have full BRT with no parking, that will ruin the idea of Eastlake as a "village" (as promised in the comprehensive plan). Cars will be parking in the residential areas, where already difficult.
Absolutely with sacrificing parking to improve through put(?) and make transit reliable. loading zones need to be thoughtfully relocated or kept if there is absolutely needed.
Yes
Yes. As a family, we have given up our car to promote bicycle transit. While it is important to maintain some parking for locals. I believe that our local businesses would be better served by BRT and improved, safe (protected)bike lanes. I live in Eastlake and I care about this community. No one benefits from Eastlake being a corridor.
Yes-bikes.

Yes. People from outside the area currently take up parking in this corridor as though it were a long Metro park and ride. Cyclists need a separated lane and there is no other way to make room for cyclists. Moving cyclists off Eastlake Ave is not a good option. Currently, rush-hour drivers try running me off the road no matter which route I try.
The business district cannot afford to lose all parking. There isn't enough capacity in other parts of the neighborhood to absorb business customer parking. So maintain existing parking/peak traffic scheme and trade left turn lane for bicycle lanes is most viable change in this corridor.
Yes. Look at the math, individual vehicles are low density people movement. In our growing density we will want to serve a lot of people (transit) and provide flexibility (bike, walking, crossing).
No! This will kill local merchants.
(referring to statement above) Or perhaps bring in more customers! I support safety first. No store will enjoy a bloody road in front of their space…
Yes: Safety should be #1. If you build safe bike facilities, many more people will use them. If there is fast, regular transit, many more people will use it. If these things happen, demand for parking will diminish significantly.
Yes of course the trade-off is worth it. But a trade-off should mean the neighborhood gets something in exchange for parking. Better crosswalk signage, more express service that actually stops in Eastlake, restrict cut-through traffic on side streets, increased speed patrol.
Yes: in order of priority. I would put: bikes as #1, transit #2, a car lane #3, parking #4 (lowest priority). But some parking mitigation should be offered for businesses along Eastlake.
Yes, UW students and U-District downtown bike commuters deserve a direct safe route to and from downtown to U-District. Eastlake in current form very unsafe. More bike business customers will visit Eastlake merchants if they can safely get there.
Absolutely! Safety is priority number 1!
No. This will turn Eastlake into Aurora. It is bad for the neighborhood.
Losing on-street parking to make Eastlake safe and comfortable for people to walk and bicycle is definitely worth it. To provide parking for businesses, city should create LID to fund building off-street parking.
Hell yeah. Of course.
Currently biking on Eastlake is not safe particularly during peak hours. Giving up parking is ok, but a dedicated faster bus is also not good for the neighborhood.
I noticed businesses far more often when walking or on a bike than when driving a car. Maybe bus/bike/pedestrian improvements will increase business!
I live in an Eastlake frontage apartment and do a lot of my shopping in Roosevelt. Northgate, I'd be fine to reduce parking on Eastlake to allow for a faster trip to Roosevelt/ Northgate but I understand the business concerns about the loss of parking. Having lived many years in japan. I know how it's managed there, but I can't support trying to implement those methods here. Personally though since I'm car free, I am ok to reduce Eastlake parking significantly.
No parking on Eastlake will shift the burden to the side streets which are already congested. Is there a plan to address this?
Yes. As a driver, cyclist, and pedestrian, this will make all of my trips safer. From walking my daughter to her bus stop to riding to Pazzo's for dinner, I love our neighborhood and know this will make our neighborhood better for families and small biz!
I am an Eastlake resident and frequently bicycle on Eastlake Ave I would love to see protected bike lanes on this major bike thorough fare.

People need access to all the places they need to go- they should be able to do that safely, no mater the mode!
Yes. With time, users shifting to bike/bus/walking can reduce demand for parking. But keeping parking will near increase usage of bike/bus/walking. We can't prioritize parking over transit.
I would at least like to be able to bike from University District, down Eastlake to downtown. Currently, I ride to work from (Burke Gilman trail, Fremont Bridge, Dexter). I think a mixed flow (bus/car) might work if transit was rapid ride and all motor vehicles/buses could move quickly but actually I have no idea (not enough information) where are the statistics?
I live in Eastlake and most often walk to business in Eastlake- it doesn't really seem to me that there is that much parking in Eastlake Ave to me since it converts during rush hours. So perhaps that loss of parking isn't that bad? I think the reality is the neighborhood is only getting more and more densely populated (rapidly!). I don't know that parking will be sustainable.
I stopped commuting via Eastlake because biking downtown and bussing to Lake City way is faster. Had planned to Pronto/bus with errands at wine shop, flower shop, Mammoth, soup shop, now run those errands elsewhere. Coworkers never went to Eastlake to lunch either, we used to have epic lunches in Fremont and NOLA before our move. Go to lunch trucks in SLU instead.
From U District Open House - at UW Tower - 12/10/15
*Yes!
*Yes!
*Yes!
*Yes
*Absolutely
*Yes! Let's prioritize moving people and providing safe access!
*Yes! More people riding bicycles and transit, will reduce the need for parking spaces.
*Of what value is safety and health?
*Yes, the density of commercial space along Eastlake is not so great the storefront parking would be necessary.
*Absolutely. I currently will not bike on Eastlake. It feels way too dangerous squeezed between traffic and the parked cars, right in the door zone. This is a no-duh route for biking. Please make it safer.
*I'd be happy if we lost all parking.
*Yes! It's time to get serious with non-car investments in our growing city. Moving people is more important than parking cars.
*Of course- it supports trends that shift people away from driving.
*Yes the loss of parking is such a small trade-off for improved transit reliability. I'm tired of my bus rides taking forever. Thanks.
*Yes safety is more important than parking and let's more people travel there.
*Yes! Transit and bikes should come first.
*Yes. This corridor desperately needs better transit and better bike infrastructure. Businesses may need some parking, as may some residences, but we should be looking at inefficient parking options in garages and other facilities off the arterial.
*Yes! We need good BRT with transit lanes, not the watered-down sub-BRT we've always gotten. We voted for Move Seattle to see a significant improvement in transit. Maybe the bike lanes can go on Fairview.
*Lose it. All in for bus and bikes.

*Eliminate parking in favor of dedicated bike and bus lanes. Public space should be used to serve the grateful number of people.
*It might be worth the tradeoff, but keep in mind that our street parking provides a nice buffer between pedestrians and traffic.
*Yes. Lives over parking.
*Yes! De-prioritize parking in favor of bike lanes and dedicated transit lanes! Too much of our energy goes towards pleasing drivers.
*Yes! Losing parking is worth the improvement!
*Absolutely so! The full BRT option bus. Knocks the others out of the water. It would be enormous improvement for the general public. Yes!
*Transit must take priority over on-street parking.
*Yes, also important for climate change. Health and safety as well as benefits for all should trump drive-alone commuters in one of the biggest cities on the west coast.
*Yes, we need to let past bending to the parallel parking interests. Bus/transit only lanes are one of the easiest ways to ensure transit service speed and reliability. Whether it is taking away a row of parking or taking a general purpose lane, we need to get a network of these lanes, continuous all-day bus lanes, implemented for all the RapidRide and routes.
Comment from comment forms collected.
From Eastlake Open House - at TOPS School - 12/9/15
Eastlake needs the turn lane. If designed out then design plan on an alternative. All drop offs in alley. Give shop owners a time table to convert the alley to a receiving station for the shop. Tell them it's coming and soon.
The RapidRide should not go up in Eastlake unless Metro manages to move Sound Transit off Eastlake. Currently it serves as their parking lot. Fairview should be RapidRide street. Westlake has trolley. Put bikes on 9th.
The easels should show the east/west bus connections e.g. on NE 65th.Where will the Metro buses let passengers off so they can catch the Roosevelt Way Rapid Transit? What about pick-ups from the Roosevelt/12th Avenue buses? Will this end parking on NE 65th St.? The easels show bus riders will have to stand in or cross the bike lanes to get on and off buses. This is
I'm much less worried about the watering down of the BRT than I was. I still want true BRT long-term goal. But a targeted-investment network makes a lot of sense for political conditions. Thank you SDOT and be bold!
RPZ all of Eastlake. More parking enforcement- I have called many times. There are so many cars on Eastlake it is not a nice place to walk anymore.
It seems like dedicated transit lanes downtown would provide tremendous value for this and other routes. Completion of the lake side bike path with a floating bridge should be part of this project if Eastlake will not be made safe for bicyclists of all skills and abilities.

I would like to see a full BRT option without complete street rebuild (utilizing paint as much as
continuous bus lanes, off board payment, and signal priority. Rigorous signal priority is even more essential when there isn't row for dedicated lanes. Chokepoints need to be even more prioritized for dedicated lanes- such as Fairview/Mercer and the University Bridget itself. The highly congested roads around Northgate also need to be remembered. *If there is one thing we need to invest political and actual capital on, it is the chokepoints. Get a peak direction bus-only lane(s) on the University Bridge to relieve the reliability issues at the location. The bridges are where we most need the priority because they are the spots that jam the entire corridor. This goes for Ballard, Aurora, Fremont, and Montlake as well. Make a southbound lane bus only from 5-10AM and a northbound lane bus only from 3-8PM. We need queue jumps at the bridges! On the bridges! Bus lanes in front of businesses will be opposed, but there aren't typically businesses along the watersides of bridges.
1. Travel from Denny North on Fairview N. to Mercer St. try to cross Mercer now! And you want to add transit and bus stop zones? No way. 2. Travel south on Fairview N to Valley/Mercer. This traffic does not move and you want to add transit. 3. How do you and S.L.U.T use the same road? 4. You will remove the curbing and trees, installed at great tax-payer expense, on Eastlake between Newton and Boston.
I am concerned that the loss of parking along Eastlake would have a negative effect on the businesses in the neighborhood. I am a home décor/furniture store between Lynn & Louisa (Marinus Home, 2345 Eastlake Ave E) , so the loss of parking and loading areas would be devastating for my business. I would not even be able to bring my inventory into the store. The median is also important for trucks and delivery vehicles to complete shipments in the area. The median between Lynn & Louisa is heavily used by most businesses- offices, restaurants, cafe, etc. on a daily basis to receive various products.
I live in Eastlake and I am always aware of people coming in to the neighborhood to park and get on a bus. They take the limited street parking throughout Eastlake and get on a bus going downtown-all day! They use us as a free park and ride! Why not limit this by allowing the parking for those of us who live here? I also know that business owners are very concerned that they don't have enough parking for customers. This is "no bus rider" parking zone idea could help the use of Eastlake parking for the BRT needs and make Eastlake folks happy too. *I love the idea of using the public parking lots around the lake for 2 way bike lanes. I understand this is part of the plan on Eastlake and Westlake. Why not have this as part of the sell for bike trails off Eastlake for more room for both parking and BRT. A bike ring around Lake Union would allow the bikers more personalized options as to how and where they go. This would also allows walkers and bikers to move easily.
From U District Open House - at UW Tower - 12/10/15
*Full BRT *Prioritize bikes, peds & transit *No parking!
*Less parking *More bus only lanes *More protected bike lanes *More transit- signal priority *Shorter, more responsive signal phases for peds *More continuous exclusive lanes We need to push for full BRT on all the RapidRide and corridors. We need to swallow the political cost

of removing parking and prioritize the thousands of new transit riders who would elect to ride with possible). SB Roosevelt through the U District faces daily gridlock. It will need more dedicated transit lane space or it wont be reliable.
Connecting bicycle and pedestrian routes is very important. .It is very dangerous for a cyclist when a bike lane ends abruptly. And, as a pedestrian I have been frustrated by obstacles to foot passage- fences, walls or the lack of safe passages ways through auto traffic- that force a walker to backtrack, adding time and distance to one's travels. Eastlake's topography offers an excellent route for bikers and walkers. But if it is unsafe, it will be wasted and will not be used to its full capacity.
*Move bike lane from Eastlake to Fairview between Allison & Fairview bridge *what about the cancer patients who take the 66 to SCCA? The 63 drops them off blocks and a hill away from SCCA *Sidewalk cleanup on Roosevelt between Ravenna and 50th/47th- overgrown, garbage cans blocking walkway, rates, * I still can't believe Metro is getting rid of the 66. For shame.
*Eastlake- Need bike lanes, separate on each side of the road. If bus-only lane significantly speeds the bus, it's okay to sacrifice the bike lane buffer and 2' of sidewalk -buffer is more important. *Definitely need designated space for bikes on each side of the street.
We need bike and transit lanes along the full corridor to give everyone a safe, reliable way to get from NE Seattle to Downtown.
Please implement full BRT with protected bike lanes along the entire corridor!
Buses have considerately less capacity than a streetcar or trains. Consider using double articulating buses to increase capacity.
I am missing the planning part that shows how rapid line connects to light rail, regular Metro buses and streetcars. This should all be part of an overall transportation concept.
Push as hard as possible for the fullest BRT full bus lanes south of Denny to Third. All bus lanes should be 24/7. Negotiate longer car priority time on the University Bridge.
*Please ensure that buses have a dedicated lane and aren't stuck in traffic. *Prioritize separated bike lanes-could use parked cars as buffer. *Center island transit!
Please consider ways to make the Roosevelt bike lane connect on the north side of the university bridge. One weak link can spoil the whole thing. Keep up the good work.
Please prioritize bus only lanes protected bike lanes with bus islands so buses never cross parking outside if at all, so cars don’t cross to park and protected intersections! If we can't have all that, I'd rather RapidRide than lose the bike protections, but its only feasible if there's an option to avoid the worst traffic.

I would like to see a comparison between a system of buses with doors on both sides (or left side only) vs a conventional system with doors on the right in the station areas the road must be widened for a boarding island one way or another, but the island location is different for the two systems. Regular buses (with more frequent stops) must be able to use the same roadway and stations as the RapidRide.
I live in the U-District and walking and transit are how I get around. I also bike but not as often. I'm very interested in improving transit, especially connections with other neighborhoods. The buses are often late or really slow and so many people rely on them. Making transit faster and more reliable is worth giving up a travel lane or parking on transit corridors. Safer bike routes are also very important, I would bike if there were more Pronto! stations and safer bike routes. Eastlake is too dangerous for me to feel comfortable biking on it with the pronto bikes as they aren't very fast. Thanks for all the work that you do, I hope you prioritize people instead of cars!
Please accelerate this and other transit projects. We're stuck in traffic every day and it's only getting worse. So far the project looks very promising. A blend of RapidRide and full BRT seems like the best way to move forward. More transit only lanes around 45th would help. I-5 backs up quite heavily onto all streets around 45th. Queue jumps may not be enough. Also this area us very dense and transit-dependent with less car ownership than the rest of the city. Better quality stations would be appreciated. The current RapidRide stops allow lots of wind through then and have very uncomfy seats. They also look like sleds or shipping containers. A station style between community transits swift and RapidRide could be a good idea, keep costs down by making all the stations the same.
We need fast buses. Go full BRT. Don't water it down; we voted for Move Seattle for a substantial improvement in bus service. 10 minute frequency is better than 15-30 minutes but it would be even better if it's not caught in traffic (including cars illegally using BAT lanes). Center-running seems to be the only way to keep it from being watered down. 100% transit lanes would be best but transit lanes south of 75th would be second best. Eastlake Ave especially needs it: the 71/72/73x bog down significantly peak hours. Three stations on Eastlake looks right. 10 block spacing in Maple Leaf looks right. With frequent buses and more housing, there will be more walk-in customers for businesses in Roosevelt, so less need for street parking. Put the parking off-street if it's necessary. If there's not enough room for both transit lanes and bike lanes on Eastlake, consider moving the bike lanes on Eastlake, consider moving the bike lanes to Fairview. But if so, trey mitigate the hill between the University Bridge and Fairview.
After looking at the potential station locations for South Lake Union, are there any locations that you would like to see stops added? Anywhere you would like to see stops removed?
From Eastlake Open House - at TOPS School - 12/9/15
Share lanes/platform with streetcar? (Fairview and Valley by Minor)
Harrison? Can be tough to cross Mercer to access Harrison or Republican
(referring to statement above) Without exclusive bus lanes this will be a mess! (Fairview between Republican & Roy)
More southbound Fairview bus lanes
I think we need capacity more than stops here- Amazonians fill up the buses at peak hours so that they don't even stop in Eastlake until Lynn sometimes!

Modeling of stops of Fairview should account for changing usage from Fred Hutch and SCCA employees- with 66 changing routes in March 2016. It may after usage and high demand on 70.
Given the density of employment in SLU, I worry there are not enough stops NB on Fairview. Many Amazon employees would have to walk 5-10 block to reach a very busy stop, plus crossing Mercer to reach a stop would be slow. If you have dedicated lane, adding a stop is less burdensome.
From U District Open House - at UW Tower - 12/10/15
*Can they be made nicer and more resistant to weather? Swift-style stations?
*Virginia bus lanes (3rd -9th)
*Perfect amount of stops! Fairview Ave diagram looks the best.
*Locate bike lanes outside/outer edge of roadway and bus stops inbound (like on Dexter)
How would you allocate the roadway in Eastlake to best serve the needs of people driving, walking, biking, taking transit and delivering goods?
From Eastlake Open House - at TOPS School - 12/9/15
*About Eastlake: I cycle both ways on Eastlake almost daily. I sometimes drive it. By far the more challenging experience is cycling it. Regardless of how other space is allocated, we need a separated bike lane with a buffer from the cars. Alternative routes off Eastlake to get downtown don't work.
*Sidewalk, PBL, HCT, Car, Reversible car, HCT, PBL, and Sidewalk
*Eastlake is still a major through route. *Consider 520/I-5 will feed traffic back to Roanoke and Broadway * Consider stop spacing for the elderly-may need closer spacing *Walking to transit on Eastlake is difficult at night- need more lighting *Loss of route 25 will make access more difficult for some to walk down the steep slope to Eastlake
*No RapidRide station on Eastlake should at Eastlake and Allison not at Fuhrman- that would be dangerous plus involve bridge opening back-ups. What are you thinking!
*Allocate the roadway in Eastlake: Protected bike lane, parking, car/bus traffic (one lane each way ok) Parking,
protected bike lane.
Bike lanes that are protected from traffic with barriers *BRT *Mitigate parking loss with RPL reform, off-street lots and reduced demand from other mode improvements.
*Eastlake is not a corridor- get the rapid transit that does not stop here to use the highway and put local buses back in our neighborhood. 2 hour rush hour 4 lane traffic is OK, but do not get rid of parking at all . I live and work on Eastlake Ave E. I need parking. Put bike lanes on side streets parallel to Eastlake and out of traffic.
*One allocation method might be to shorten the time during the day when parking is allowed on Eastlake.
*Shift bicycle to Franklin and eliminate parking on one side of the street.
*Exclusive bike and bus please!
1. Walking 2. Biking 3. Transit 4. Goods 5. Drivers 6. Parking *Safety first

*Unsafe for bikes as is ped safety needs to be improved as well. Something similar to Dexter?
*Full BRT is really only sensible solution to move the most people by bus and bike quickly through the corridor.
*Eliminate parking
*Given the budget difference I'd either do park, bike, bus/car, bus/car, bike or bike, bus/car, southbound bus, bus/car, and bike.
*Bike lane, parking/bus bulb, mixed flow, mixed flow, parking/bus bulb, and bike lane
*Very pleased to see cross section on Eastlake with buffered bike lanes. Prefer one-way bike lanes next to dedicated bus lanes an cars in center. Remove parking on Eastlake!
*Need closer spacing for seniors *Need better lighting for safety inside streets *Not everyone can go up/down steep hills to take bus on Eastlake
From U District Open House - at UW Tower - 12/10/15
*2927 Franklin & north the greenspace and sidewalk is being destroyed by motor vehicle traffic on the sidewalk
*The right, rush hour lanes on Eastlake are not used much, currently, as bikes take it over, or loading vehicles are parked, so one car lane could work.
*I don't believe a protected bike lane is absolutely necessary for Eastlake, but parking absolutely needs to be removed. During rush hour the right lanes are de facto bike lanes as it currently is, bur people frequently park there anyway, forcing bikes to merge into traffic. Parking should be banned completely. I certainly wouldn't be opposed to a protected bike lane, but removing the parked cars to give adequate space for cyclists would vastly improve the corridor. The Fairview bike route is an unqualified failure. It should be improved, but creating a viable bicycle corridor on Eastlake should be priority.
*Parallel parking on busy streets restricts traffic flow for everyone. Remove them.
*Make sure there is space for protected bike lanes (one-way, each side)
*Remove parking lanes! Emphasize biking lanes and lanes dedicated to bus transit. What about a shared bus and bike lane along Fairview/Eastlake, and only 1 car lane?
*Make use of commute direction parking spaces for transit.
*Eliminate parking in favor of dedicated bus lanes and bike lanes.
*Separate bike lanes like you have on Broadway would be amazing. I want to be able to ride around the city with my mom.
*Need safe bike option (N&S) between U bridge and downtown. I currently opt to go over Capitol Hill where it would be closer for me to cycle up/down E.Lake. Also need to improve the E.Lake Fairview transition (N&S). This is a dangerous cycle intersection! Thanks
*I would advocate an unbuffered bike lane along Eastlake for use by community cyclists. This should allow room for at least one BRT lane, if not two. This plan would need to be accompanied by improvements to al ages/abilities bike/ped facilities on a parallel St. (i.e. Fairview). Safe bicycle infrastructure for community cyclists is paramount. BRT and bicycles should be prioritized over parking. Peak flow direction BRT?
*Deprioritize parking; prioritize people, walking, biking and taking transit.
*The best way to make Eastlake better for everyone is removing parking and adding bus only lanes.
*Get rid of parking in Eastlake, on the major roadway. I think parking is a hazard for many reasons and can increase slow-downs. Deliveries at night!
*Bus only lanes- all day- full route. Protected bike lanes. Less parking on arterials. Shorter/more responsive signal phases for peds. Full BRT!

*A protected bike lane on Eastlake is necessary to allow everyone to feel comfortable riding on this corridor. I currently am a confident person who bikes and do not feel comfortable biking on Eastlake. I choose Fairview, but the Hamlin uphill and Yale ally is certainly not something people without very good fitness/with children, cargo, etc. can ride. Plus, I can't access businesses and destinations along Eastlake. Remove parking to build the PBL.
*We need a fully protected bike lane on Eastlake. One direction each way for safety and predictability.
*1. Prioritize people walking (slow vehicles, make it easy to cross the street), 2. Next, people biking (safe, protected bike lanes and intersections) 3. Next, transit (efficiently move large groups of people) 4. Next, deliveries. 5. Finally, people driving can move slowly through the corridor.
*Applicable to Eastlake Ave and busing. Currently, express buses (72x etc.) run on Eastlake with limited stops. Many, of course, naturally get stopped at Harvard Ave (traffic signal). There's a bus stop there (70 ,66x buses too!) Any bus stuck at a stop light should be able to pick riders up at that stop. It's right there (the bus stop)! So that should be a valid pickup/drop-off, period.

Are there modes that should be shifted from Eastlake Avenue to adjacent streets?
From Eastlake Open House - at TOPS School - 12/9/15
*Take the buses that don't stop on Eastlake off Eastlake. Bikes need to stay on Eastlake, side streets are either too hilly or have a missing link
*RPZ and limited time parking to side streets, limit RPZ stickers to 1 per house, 20% of MF units, open private lots at night.
1. Walking 2. Transit 3. Cycling 4. Delivery 5. Driving
*The need to have bike lanes south of EDGM and North of Newton is questionable: parking could've spared if bikes were rerouted via Clearview.
*Hills and lack of access to businesses are why people bike in traffic on Eastlake instead of Fairview.
*My coworkers that bike on Eastlake won't move, for commuting. If bike lane width isn't ideal, Yale Ave, Minor Ave, or possibly an improved Franklin Ave might work for all-ages and cargo bikes. Hills are a problem in sports. This skips business errands though.
*Express buses that don't stop in Eastlake could go on I-5?
*No- we should be able to find a way to accommodate all modes. I know some want to shift bikes to an adjacent street. I don't think that will work. Bikes want to go the most direct route and that's Eastlake.
*Put bike lanes on adjacent street? Might work.
*Bicycle on Franklin
*Put express buses on I-5 from U district to downtown.
*Absolutely not. I live and work on Eastlake.
*Put bikes on side streets (and yes, I ride a bike).
*Any express bus that does not stop in Eastlake should not go down Eastlake.
*City must improve neighborhood lighting to increase safety concerns to in order to increase bus ridership. *Need to do study on the potential impact on "Boylston Ave" with changes on Eastlake and 520 expansion.

*Eastlake impact issues: *Eastlake is an alternative to i-5 for cars. When car lanes are taken away side streets and Boylston Ave will be impacted. *520 off ramp to I-5 will use Roanoke as an alternative when back-up. This will also import Boylston traffic.
*Yes- the public streets should be utilized by bikes and transit. Not as storage for private, single occupant vehicles.
*People will bike on the flattest most direct route. Everyone should be safe on every street, no matter the mode they use. (Look at Westlake-hoping people will use a less direct route didn't work - people still fall and get hurt there.
From U District Open House - at UW Tower - 12/10/15
*What is the status of the catalyst project per Bike Master Plan to create a sec-level continuous Cheshiahud loop? Concern is the big hill on Cheshiahud bike loop.
*No, there should be a bike lane on Eastlake. The alternative (Fairview) is not accessible to all abilities and has dangerous spots, especially at night.
*We need a fully protected bike lane on Eastlake.
*Fairview is a decent bike route currently expect for the Hamlin/Yale Terrance section, which makes this very much not all ages and abilities. A PBL on Eastlake is necessary for accessing Eastlake is necessary for accessing Eastlake destinations. All that is to say go ahead and also make improvements to Fairview (purchase the lane in front of condos to build a bike paths) it's not a substitute for Eastlake.
*Drop bike travel from Eastlake southbound @ Allison St to Fairview. Much less traffic on Fairview by the water. More level surface. Opens up right lane for cares during peak hours.
*Fairview to the N of the section could be used for slower (non-commute) bike traffic (good views too)!
*None, unless you consider parking a mode.
*When the Eastlake/Fuhrman intersection is reconfigured, please make it easier for bicyclists moving south off U bridge to get to the left turn lane to go up Harvard.
*Move parking and single-occ vehicles to other streets to encourage the behavior you want (public transit and bikes/peds). Keep bikes and transit on Eastlake.
How would you allocate the roadway on Roosevelt Avenue NE to best serve the needs of people driving, walking, biking, taking transit and delivering goods?
From Eastlake Open House - at TOPS School - 12/9/15
*Sidewalk *PBLs *BRT
*Make room for dedicated cycle lanes and bus lanes please
1. Walking 2. Transit 3. Cycles 4.Delivery 5.Driving
*Roosevelt between 50th and 41st is dangerous on a bicycle right now. I avoid the new bike lanes and take a mixed flow lane to increase my visibility and decrease chances of being right hooked by turning vehicles.

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1.Walking 2.Transit 3.Cycling 4.Delievery 5.Driving
*Good sidewalks *PBLs *BRT
*Full BRT. This looks great more of this!
*About Roosevelt: I drive, bus and cycle this route. Cycling is the worst right now and must be given more priority. The bike lane jogs toward and away from the curb too much. Pedestrians need a light signal at each crosswalk to have more protection and be more visible. The bus stopped at UW Medical Center takes part of the bike lane, forcing bikes into traffic. Bikes, buses and cars have to switch places too often. Buffer for cyclists is crucial. *About 11th: I drive and cycle this route too. More priority must be given to cyclists. The current paint-only bike lane is risky because if the parked cars next to it and heavy traffic on the other side. The parallel neighborhood greenway has been a huge improvement as an alternate route though. It just needs more marking to help drivers see that it is a greenway.
From U District Open House - at UW Tower - 12/10/15
*Full BRT does not equal mixed flow
*Biking, walking, transit
*Pedestrian safety top priority, bicycle next, transit users next, reduce vehicle traffic, 5th and Roosevelt should not be I-5 overflow
*A "walking audit" of intersections all around the Northgate Mall would be helpful (especially on 100th by the bus depot. Thanks!) A woman died last week. Let's prevent that from happening again.
*Prioritize walking and biking
*Please restore the curb bulbs along Roosevelt/11th NE that were originally part of the repaving project but were removed due to budget limitations.
*Put in curb bulb on Roosevelt on 11th to make walking across streets safer; add bumps/ramps to slow speeds on avenues
*This seems a little silly to run a BRT parallel to link light rail when there are so many other parts of the city that need rapid transit. Example: Ballard to UW, connections to link to south Seattle etc.
*Sync many of those "old school" traffic signals where at intersections, peds are required to "arrive on time" to press the signal button to cross. If cars have "their" green in direction, so should peds! Worst one comes to mind: 15th Ave NE & NE 65th St. I get that nonsynced lights keep cars moving faster in key places/times, (Mercer area) but some are very unfair to peds.
*Vision zero needs diversity! See blog by: urbanadonia.com Hispanic woman bike activist, L.A. based.
*Protected bike lanes dedicated bus lane = need for single occupancy vehicles to reduce need for parking
Would you prefer to see bus rapid transit routed along 5th Avenue or Roosevelt Avenue? If using Roosevelt, what cross street would work best to get the buses over to Northgate?
From Eastlake Open House - at TOPS School - 12/9/15
*Roosevelt & 103rd St

From U District Open House - at UW Tower - 12/10/15
*Please take action now to improve pedestrian safety on 100th Ave NE between 1st and 5th Ave, particularly at the bus depot stoplight which at minimum needs new paint on the crosswalk and "stop lines." Also 3rd needs crosswalks.
*Roosevelt- it's wider and less residential along the length. I see the challenges in getting to the transit center, though. Northgate would be the best way to crossover. I think with the wider streets, though, it would be easier to make light adjustments. There are no left turn lanes off of 5th and could cause big backups.
*Not Northgate Way. It's a congestion sink. 5th Ave and 100th/103rd streets is OK. 5th doesn't have congestion in my experience. But how will you keep it that way as the area grows?
*The route should be on Roosevelt, not 5th (although I live on 5th) Way more people. The route should use Northgate way NE to get to the link station.
*Roosevelt has the advantage of going through the Maple Leaf business district. Not sure of the best cross street.
*5th Avenue please!
*I prefer 5th. If route remains on Roosevelt, has to go to Northgate Way, then back down…delay without serving many additional residential and commercial destinations.
*No matter what you need to plan for pedestrian/biker safety now. 1 week ago Jaqueline Morrison was killed by a bus while crossing NE 100th St @ Northgate Transit Center. We need a walking audit of NE 100th St from 1st to 5th to: repaint current road paint, add flashing lights to crosswalks, and add crosswalk @3rd Ave.
*5th Avenue! Roosevelt is already too congested and the bus would have to backtrack to Northgate Way to get over Roosevelt
*Pay attention to ped safety on NE 100th St between 1st and 3rd: 1. Tons of peds/vehicles moving between transit center, park & ride, mall, retirement community, movie theater, PIMA, walking path, offices, restaurants, N. Seattle College. 2. Under construction one block away; hotel, light rail station, parking garage
*Not Northgate. Maybe 92nd? Otherwise 85th or 80th?
*Roosevelt! It Goes through Maple Leaf businesses more than 5th Ave cut over on 95th St NE.
*It runs along Roosevelt, seems like more people will have access to it. More multi-family neighborhoods there. Along 5th, single family homes.
*Our concern Aljoya Thornton Place is the increased traffic and safety at the intersection of 5th and 100th. There is a need for left turns signals. Also, 100th needs crosswalks at the intersections of 4th and 100th and 3rd and 100th.

Comments from project website
Received May 1 2015 - June 15, 2016
A safe place for cyclists on Eastlake between the University Bridge and Fairview St. We can do better than leaving just the space between parked cars and cars moving in the travel lane for those on bikes in this major transportation corridor. I appreciate the work to add interim protected bike lanes on Roosevelt just north of the University Bridge. I've been knocked off my bike in this section. Anything that can slow down auto traffic on this downhill stretch will greatly improve safety for all users. Maybe in-lane bus stops would be appropriate. Finally, a better solution for directing southbound cyclists onto the University Bridge is still highly needed, especially because drivers entering the roadway from the ramps on the right have a hard time seeing cyclists or just aren't looking for them.y needed, especially because drivers entering the roadway from the ramps on the right have a hard time seeing cyclists or just aren't looking for them.
My biggest priority is transit. I would love for there to be dedicated bus-only lanes throughout as much of the corridor as is feasible with the existing right of way. I bike on this corridor regularly, and protected bike lanes from the university bridge, through Eastlake Ave and to downtown would be priority 1B for me.
Separated bike lanes, or bike/ped greenway on a side street
protected bike lanes are needed... car doors are opened without regard to bicyclists and the traffic is moving at 35+ mph - which leads to greater chance of death if hit... MUST HAVE PROTECTED BIKE LANES from 75th to Campus Parkway.
High quality bike infrastructure. I am an experienced urban cyclist (20+ years) and both Roosevelt and Eastlake are too scary to bike frequently. And I never would bike them with my son.I understand Roosevelt will eventually get separated bike lanes, they should continue on Eastlake south of the university bridge and provide a high quality through route to SLU and downtown.
Safer ways to bike. Currently a scary place for biking- lots of distracted driving/unsafe speeds
The addition of fast, frequent bus service (along with the light rail which is coming) would greatly increase my use of this corridor.
getting rid of on street parking to allow us to use the road to move people. I use the entire corridor as a transit link. Having ok and then great sections does me no good. I also plan to link to 520 trail once built. I fully support the \Full BRT\" option as described in the documentation. That would a be huge improvement for the region (similar to Link light rail only costing billions less). I don\'t believe it is necessary to go all the way to Northgate even though I personally would benefit from that. I think it should be kept shorter and more effective and end at Roosevelt."
Better bicycling options at off-peak hours and for cyclists traveling in the opposite direction to the peak hour traffic flow.
More dependable transit (more than speed or frequency: predictability of journey times would be very helpful)A reasonable bike route, because there really isn\'t one at the moment. Eastlake in its current condition scares me enough that I take Fairview, but the detour around the gated community at Roanoke/Edgar is a nastily steep hill.
1) Safe bike routes for all ages and abilities2) Dedicated transit lanes

Protected bike lanes, protected bike lanes, protected bike lanes to insure safe bicycling on this route. And best possible pedestrian pathways. Make Active Transportation of walking and bicycling a safe transportation option for all ages and abilities. Address the needs for safe intersections with walk lights and no right on red and bike traffic lights to provide safety for people on bikes and walking from being hit by motorized vehicles. And lower the speed limit to 25mph with enforcement by cameras and SPD.
Safer bike routes/lanes would be the number one way to improve this corridor. Number two would be increased reliable public transport.Overall, I would love to see this corridor have a dedicated, multi-use road or trail for pedestrians, bicyclists, runners, rollerbladers, etc that is protected from vehicle traffic. Ideally this trail would run all the way from Northgate down to Eastlake and would link up with other pedestrian-multi-use trails, like the Burk Gilman.
I think it is a poor use of this funding to build a BRT line parallel to a future Link Light Rail line. I completely understand the need for something that runs through the Eastlake Corridor, but not any further north of 45th street. I know that it was called out in the MSL as an area that needs transit, but there are other parts of the city that need better transit access that do NOT have Link LR approaching anytime soon if ever at all. We should build BRT from 45th, maybe even 55th down to SLU, but absolutely not build the parallel link from Northgate to the 45th/Roosevelt area. We can then used the saved money to make it a FULL BRT line.
Safe and direct space in which to bicycle. Ability to bicycle to neighborhood destinations. Transit options that do not get stuck in traffic.
Better safer biking along Eastlake & one or more additional Pronto bike-share stations along Eastlake (e.g. near Lynn St.).
Protected bike lane and dedicated transit lanes.
Safe bike lanes on Eastlake and Fairview connecting from the University Bridge to the planned Westlake bike path. It would be important to integrate this with transit along Eastlake as the current situation between busses and bikes is dangerous. It would also be good to improve access for bikes going eastbound along the Burke-Gilman from Fremont to the University Bridge. The 5-way stop indicated on the map is an awkward intersection and the traffic merge along NE 40th St to the U Bridge is dangerous. Improving these issues will make a continuous loop around Lake Union that will serve as a major commuting rout as well as one that will be popular for leisure and tourism.
I commute by bike through the corridor each evening, from the Burke Gilman through Eastlake. On some weekends, my partner and I take the bus through the corridor on our way to University Village. We prioritize not having a car and get around the city by bike and bus only. These two modes should have priority in our city.
Safer bike lanes. This street is the most direct fastest bike route but I\'m scared to ride it.
I would like safer bike lanes and more efficient transit.
We need a fully protected bike lane on eastlake ave e in addition to full BRT with exclusive lanes through the entire corridor.

Currently I only bike on Eastlake if I am in a hurry on my way to a meeting Downtown. I find it a stressful street to bike on and this is coming from someone who primarily commutes by bike and is comfortable navigating the city center. The existing conditions along Eastlake squeeze people biking in to many uncomfortable spots between parked vehicles and swifty moving traffic and a center median. Nevertheless this corridor provides a relatively flat and direct connection to Downtown and hundreds of people commute by bicycle daily. We know there are areas that are particularly dangerous. As we work towards Vision Zero it is essential we use that lens when evaluate if a project is successful. Protected bike lanes along Eastlake would not only serve the people who currently bike in and through the neighborhood, it would also attract many of the people biking who go miles out of their way to take Dexter into the city center.
Protected bike lanes (more protection than plastic posts!) dedicated transit lanes.
Buses get delayed regularly because of congestion with cars. They need to have a dedicated lane. If Eastlake really is the problem, then move the bikes to Fairview and fix the missing link (Hamlin-Roanoke) with a floating bike/walk path. This would also provide a key conclusion to the Cheshiahud trail around Lake Union. Turn one or two side streets between Eastlake and Fairview into parking and cut off thru traffic. This was done in Amsterdam successfully, why not here.
Construction should NOT block any protected bike lane, especially before an already dangerous merge. This is a huge problem area and extremely unsafe.
Bicycle lanes
We need a protected bike lane on the entire corridor. In the ten months I have lived in Seattle, I have nearly been hit by three different cars while riding in lanes marked with sharrows. Sharrows are too dangerous for Seattle. Streets are for people - not machines!
Increased frequency of service would be my hope for this. My home is in Maple Leaf and the limited options to get home after 9pm makes getting home a daily struggle.
Safe biking facilities would be great - the current bike lanes are dangerous as they are in the door zone.Having a dedicated transit lane when possible (maybe taking away parking) would also speed up the busses. Stops can probably be consolidated too.
Stop taking pavement from all modes, stop putting in bike lanes that benefit the very, very few in this population. Favor transport that carries the most (busses) and not the least (bikes).
Fast reliable bus travel in this corridor should be the absolute priority. Continuous dedicated lanes, no gaps.Remove Roosevelt/11th Ave couplet, make streets two-way.
Turn 2 lanes for SOV into 1 lane. Exclusive BRT and protected bike lanes throughout, especially down Eastlake.
Safe biking facilities would make travel by bike a viable option for my family. This road way is currently a death trap. I would like to see bicycle trips given just as much value as car trips (meaning: don\'t study some wonky detour that adds a half mile to my trip up the back of steep hills the way you did with 23rd.)
Please get rid of the street parking along Fairview and Eastlake. The public is giving away, or charging next to nothing, for a scare public resource, just to provide a place for a few hundred private cars to park. This resource needs to be reallocated to moving people via dedicated bus and bike lanes. The entire HCT needs to have dedicated bus lanes, or what\'s the point of doing this in the first place?
Dedicated bike lanes

I drive on Roosevelt Way NE daily between NE Ravenna Blvd and NE Campus Pkwy. There are two things I\'d like SDOT to consider when reconfiguring this stretch of road.(1) The parking lane on the left (east) side of the street is very narrow. From NE 50th St to NE Campus Pkwy, there are often delivery trucks on other wide vehicles parked there sticking out into the left travel lane. This causes congestion as vehicles need to slow down to get around parked vehicles. I\'d like this parking lane to be either widened or eliminated.(2) There are a couple of pedestrian crosswalks between NE 45th St and NE Campus Pkwy which are marked only by white pavement stripes. It\'s easy for cars to miss the fact that pedestrians may be crossing, which is both a safety hazard and a source of congestion when cars need to stop suddenly. I\'d suggest these crosswalks be better marked, and perhaps have signals added.
Bike lanes along Eastlake would make the ride less scary!
Dedicated all-day permanent bus-only lanes the entire length from downtown to Roosevelt. No BAT lanes and no bus lanes with the parking lane on one side and general purpose traffic on the other side.
Bus lanes in Eastlake.
Bus-specific lanes (from Eastlake to Fairview), bike lanes along Eastlake (or a bike trail nearby)
I would like to see as many miles of protected bike lanes as possible along this corridor (with physical barriers separating them from traffic if possible) as well as transit running in exclusive lanes. I do not care about losing parking on this corridor, as I would prefer to have reliable and frequent transit and safe bike routes.
When I take the bus through either Roosevelt or 11th Ave NE, bus stops are located every 2 or 3 blocks. This makes for a longer ride. People are getting more accustomed to walking, so spacing stops every 5 blocks would make more sense in efficiency and speed for buses.
Re=routing the bike lanes to 5th Ave. (Northgate to Ravenna Blvd.), then 8th Ave. (Ravenna Blvd. to 43rd), then across the U. bridge would make driving safer as it would remove all the distractions and competition for space. As a car driver, especially now with all the construction going on and pedestrian\'s crossing the street, there are too many things to be aware of and it makes driving unsafe.Also, there needs to be clearly marked right turn/through lanes at 80th & Roosevelt, and 75th & Roosevelt. Traffic backs up along Roosevelt since cars get stuck behind left turners at both intersections. People don\'t realize they can go around a left turner at both intersections, and they think those lanes are exclusively bike lanes. They 4-way stop at 75th & Roosevelt should have 2 clear lanes marked heading south. White lines need to be placed to clearly indicate there are 2 lanes to use at both of these intersections.
Any improvements to increase bus reliability and timeliness. I ride the 70 and 66 Express to and from work 5 days a week from the University Bridge area. In the mornings, there are often delays for both of these routes and while I usually manage to find a seat on the 70, it becomes packed and sardine like standing room only very quickly after my stop which creates further delays in trying to load/unload passengers. In the afternoon there is a lot of difficulty for these routes getting through the downtown/SLU segment of this corridor, greatly increasing transit times and decreasing reliability/dependability.
Dedicated bike lanes on Eastlake Ave E towards downtown. During commute hours, you see a whole row of bikes on the street. Eastlake is also the main connection between downtown and U District for Pronto, and it would make Pronto much friendlier and easier to use if there was a dedicated bike lane.
The bike squeeze on Eastlake between Harvard and Allison (under I5) is the worst part of my

daily bike commute. Particularly when going south and many folks in cars are using the right lane to leapfrog a couple of cars ahead before merging. Extending the bike lane to Allison or eliminating the center islands would make that transition feel and be a lot safer.
Safe protected bike lane from 75th through downtown. Fast transit all day.
Better transit with exclusive lanes and fewer stops.
PBL
Exclusive bus lanes and protected bike lanes. Wider sidewalks.
More bike lanes, but following the Dexter model rather than the 2nd Ave. one. 2nd Ave. Should be an embarrassment to SDOT.
More frequent buses, dedicated bus lanes, dedicated bike lanes, grade separation for trolleys.
Bike lanes not immediately adjacent to car doors
Bike lanes! Great one on roosevelt and over the bridge but it ends on Eastlake.
In general, I find it moves pretty well for transit. Obviously if you have transit only lanes, it would be faster, but to reduce the # of traffic lanes to 1 northbound and southbound would invite gridlock. I think the system works now and I think that light rail will alleviate the stress on these corridors more than a glorified 66 bus.
Protected bike lanes. I feel very scared biking through there. I would spend a lot more time in that area if there was better bike infrastructure.
Adding bike Lanes for the whole trip would be an improvement and make it safer. Also, bus only lanes would be an improvement too.
Reducing time going south on Roosevelt/Eastlake during prime driving times. Would love to see a streetcar or BRT with dedicated lane, with possible removal of parking lane to keep vehicle congestion from worsening.
Make it safer for pedestrians and bikers.
I would like more express options later in the day. Before 7:30 pm, my commute from 65th to downtown is 20-30 minutes, but later, it jumps to 45m-1h.
Narrower streets, slower speeds, more pedestrian and bike facilities
I would like to see EXCLUSIVE bus and bike lanes through the entire corridor.
Dedicated right of way for transit and bicycles for the entire corridor.
Vastly improved transit reliability. Would prefer not to drive the route, but busses are too often stuck moving slowly.
Needs to be streetcar connected to SLU streetcar line
I ride routes 66, 70, 71, 72, 73 and 74 frequently. My main destinations are the University of Washington, the Seattle Municipal Tower, and Eastlake Ave E & E Lynn St.The main issues are in South Lake Union on near Republican Street, where there is often gridlock northbound - heading into the Mercer mess. On Lenora, Virginia, and Olive in downtown, buses move at an excruciatingly slow rate during rush hour. This must be addressed through better street treatments and stringent enforcement.As a resident of Eastlake, I understand the parking woes. Though I strongly believe in a new-urbanist future for our city, Eastlake\'s residential density and geographical limitations make

parking difficult, hinders the flow of traffic, and serves as a public safety issue. Parking must be addressed in more innovative ways than in the past.
Fewer bike lanes
Safe and fully-connected bike lanes along the entire corridor. Specific focus on the south end of the U Bridge is vital.
Most important would be a bike route designed for bicycle riders of all ages and abilities to connect NE Seattle http://sockshare.net/watch/wvnmbBdQ-certain-women.htmlto downtown and points in between.
This corridor is part of my daily/primary commute from the Ravenna neighborhood to downtown Seattle. In general, I would like to see improved bus and bicycle priority for the entire route, included protected lanes for both. During the morning/evening rush hour, bicyclists generally utilize the right-hand lane (in terms of direction of travel) as there is no parking allowed there during that time; cars travel in the left-hand lane. Recognizing that it\'s a narrow street in some place, it seems like expanding the street slightly to create a protected bike lane to the right (in terms of direction of travel), then utilizing one lane of traffic for bus priority, and one lane for car priority, is a workable solution.
Improving and expanding bike lanes between Roosevelt and Westlake would make a route that I travel weekly much safer and more enjoyable. Eastlake has huge potential as a bike thoroughfare to the north east portion of the city due to its lack of steep hills and its direct route from downtown to the university. This should be capitalized on to reduce rush hour congestion on surface streets as well as I-5.
Better and safer pedestrian infrastructure (better timed lights and crosswalks, wider sidewalks, slower speed limits, etc.). Protected bike lanes. Road diets, especially regarding speed limits and number of car lanes. More bus-only lanes. Stricter enforcement of laws (speed limits, bus lanes, etc.--a large number of people ignore these laws). Pedestrian overpasses where crosswalks are far apart.
electronic bus arrival board corner of 65th and Roosevelt. (busses come from 2 directions, plus over on 15th)
Exclusive bus and bike lanes for the whole corridor.
There needs to be safe, high-quality, and direct separated bike lanes along the entirety of the corridor. Shoving bicycle facilities off on circuitous side streets does not satisfy this need at all, they need to be direct routes that serve actual destinations. Transit priority should also be very high on the list of requirements. On-street parking should be the absolute lowest priority and the first to go in any configuration.Pedestrian convenience and safety should be the utmost priority, followed by bicycle convenience and safety, followed by transit priority, followed by GP vehicles, followed by parking. Any compromises should keep that hierarchy strongly in mind.
continuous protected bike lanes, safer pedestrian crossings
A bicycle facility, ideally separated from traffic, but a bike lane would definitely improve safety on Eastlake. Additionally, The Roosevelt protected bike lane should be extended as planned (particularly a complete connection to the University Bridge).
Roosevelt Way and 11th Ave should both only be 1 general travel lane. I get honked at by drivers when trying to cross the street in unmarked crosswalks, and there\'s a lot of aggressive behavior. It needs to be calmed and made pedestrian-friendly. For people walking, those two arterials are huge barriers.
I\'d like to see protected bike lanes for increased safety. This is an extremely popular and

hazardous bike route, with no good alternative. The bikes are travelling quite fast, and need room to pass each other. Please prioritize bikes over parking.
The majority of the corridor feels very unsafe for biking. For my downtown commute I bike down Roosevelt and over the U-Bridge, but since Eastlake has no bike facilities and can be hectic with cars, buses, and pedestrians I avoid it by going up on Boylston/Lakeview. I would love it if there were proper protected bike lanes along Eastlake to make a seamless, safe connection from NE Seattle all the way to SLU/downtown. Likewise, northbound on 11th Ave NE is in desperate need of a protected bike lane, especially between ~45th and 65th.
Exclusive bus and bike lanes, would be a huge, huge help - it\'s the only reasonably flat route from NE Seattle to downtown, and so one I find myself frequently riding. But I would ride it more, and much more happily, if there were exclusive bike lanes. Although my using the route by bus will reduce substantially when Link opens, it is nonetheless a corridor with huge density and demand, and I fully support BRT efforts here. But please, let\'s get exclusive lanes! I know it will be hard to do, but it is necessary, and will move more people than car lanes can. I\'m especially concerned about having exclusive lanes through SLU and the exit from SLU, through the u-district, and in the approaches to the University bridge, and of course the bridge itself. In other words, where delays from traffic are a major problem, and likely to grow worse.
This section should have reliable bus service, a cycle track and a much better pedestrian experience. there is way too much capacity reserved for cars, which is underutilized. Parking should be the last priority. Specifically, the bike experience is pretty dangerous around the north end of the bridge. The cycle track should better connect to the bridge.
We need a protected bike lane on Eastlake Ave. I work in south lake union and do not own a car so I need a protected bike lane on that street so I do not get hit by any cars.
Need Safe walking and biking routes
Exclusive bike lanes and exclusive bus lanes needed to increase safety of bikes and reliability of transit.
I want improved sidewalks, curb bulbs, and protected bike lanes for the length of the corridor.
Make it safer to walk and bike along and across the whole length. Make the bus faster and slow intersections. Remove some of the parking so that cars can move freely along the corridor.
Please be sure to include safe bike lanes connecting South Lake Union with the University District along Eastlake. This is an important route for users of personal bikes as well as to make the bike share network a more useful transportation option. Include bike share stations and parking for personal bicycles at major stops along this transit route.
I would like to see more protection of the bike lane along here from vehicles that make stops the block the bike lane and put bike riders in danger.
I use this corridor biking mostly and need it to be as safe as possible. There are currently three construction projects that mess up the route and I\'m sure more to follow so all the safety features possible need to be in place just to try and compensate for this. Also the east lake road is very bad and should have markings etc. to connect to downtown streets.
Biking through this corridor is extremely dangerous. One of my best friends broke both of his legs after a car hit him while he was biking northbound through the intersection at Fuhrman and Eastlake Ave near the University Bridge. Going northbound (uphill) from SLU to the U district it\'s terrifying to have to navigate parked cars, doors, moving cars approaching from behind, buses, delivery vehicles, peds, and other bikes safely. Bikers are going slowly uphill and it\'s tough on cars behind them. It\'s a mess. Dedicated bike lanes are needed. Buses need to be predictable and to be able to get out of

traffic to stop. Cars should be reduced to one lane only in each direction to make room for all the other uses. Delivery vehicles should have a place to pull over that\'s not the center of the street. Eliminate parking on Eastlake as needed because you can find parking elsewhere or take transit or bikeshare.
continuous bike lanes, improved pedestrian crossings
Protected bike lanes would give me the courage to drive less and bike this area more.
Bikes in a separated lane. Busses operating in dedicated center lane. Left turn pockets at Roanoke and Lynn for freeway access.
Sidewalk bulb-outs to shorten crossing distance and make me more visible when crossing the street. Bus islands like on Dexter - this keeps SOV cars from blocking the buses pulling out and protects bikers
A protected bike lane down Roosevelt way including the connections onto Roosevelt. The junction on to University bridge is still very dangerous and Eastlake is especially scary.
In general, I want to be able to bike safely, predictably and comfortably with my wife and our friends between NE 75th St and South Lake Union. Given that I-5 serves as the primary car and truck mover, Roosevelt has the opportunity to provide this function for people who bike and walk between north Seattle and the jobs in downtown. The crossings of major streets are particularly scary interactions today and could really use protected intersection treatments. I feel that continuous, high quality protected bike lanes are vital for making this corridor safe and comfortable for all.
Wide sidewalks, protected bike lanes, and dedicated transit corridors along Roosevelt. Portions of this street would be an ideal place to pilot a car-free corridor with walk, bike, bus and early morning freight. I\'m also highlighting the entry for people on bikes, particularly family bikes, that is dangerous.
better sidewalks. Protected bike lanes the length of the corridor. More crosswalks.
Safe, separate bicycle lanes. I use Roosevelt several times a week to get to and from Roosevelt Clinic to Harborview. It is very congested as Roosevelt joins University Bridge--bikes are forced into traffic and then must also be alert for traffic merging from the right.I agree that more transit is also a good idea. What should give? Automobile traffic and parking. We will not be able to permit more and more cars on this close-in arterial leading to one of the few bridges over the Ship Canal.
Protected bike lanes and improved sidewalks and crossings are needed for the length of the corridor. At the specific location marked below (right next to the peace statue) there is a terrible merge for people biking southbound. They use the sidewalk and curb ramp and attempt to get onto the bridge, but it forces a sharp merge with speeding vehicles. Simply moving this merge location south by 20-30\' would put people biking directly into the bike lane and remove this conflict point.
As a bike commuter I want more protected bike lanes all along the corridor.. It is not safe currently. It also needs more curb bulbs, cross walks and wider sidewalks in denser areas.
The entire corridor must feel and be safe for bicyclists. The current cycle track is great and allows me to bike down Roosevelt without feeling like I am taking my life in my hands. And since Roosevelt is the only way for cyclists to get across Portage Bay, it must remain bike-friendly. However, the safety ends at the Eastlake end of the bridge. Where the very short bike lane exists on Eastlake, it is way too narrow and completely unprotected from vehicles speeding by. One option is to leave Eastlake immediately after crossing the bridge onto Fuhrman Avenue to the right, which takes you down to Fairview, but that route is hilly and the hills come at you quite abruptly such that I often miscalculate my gears and end up walking

changes to the 66X. There will be even more riders for the 70 and I do not see how merely increasing the number of buses will alleviate the problem. We must address the traffic congestion around Mercer to facilitate movement of public transit through the cars waiting to get on I-5. I would be in full support of a direct bus route from Roosevelt Way NE and NE Ravenna Blvd to Downtown via Eastlake or Fairview that is on time and has enough capacity for the number of riders using it. Additionally, improved bike lanes down the entirety of Fairview Ave. would improve bike commuting options.(To note, I do not own a car and use my feet, buses, and bike to navigate myself around Seattle.)
Currently many cyclist use both Roosevelt & 12th Ave NE to commute. Protected bike lanes would encourage many, many more cyclist to bike as an alternative to using a car.
Protected bike lanes for the length of the corridor, large sidewalks, narrow crossings. I\'ve bike on the protected bike lane south of 45th and I have to say that protected intersections would help everyone a lot!
This is a great place for bus rapid transit. Existing transit can be frustratingly slow. However, I most often bike this corridor. The best improvement would be dedicated bicycle lanes from the University bridge to Edgar Street. From Edgar Street southward create good connections to a well-signed neighborhood greenway that uses Yale and Fairview. Whatever you do please don\'t create another 2-way cycle track! It would be much too dangerous in this corridor.
more reliable transit--myself (and many others) commute between SLU and Roosevelt. Currently the buses, especially between 5 and 7 pm, are incredibly unreliable. I often have to wait 30-45 minutes to catch a bus (even though I am using one bus away to track bus times) which makes the bus not usable for me in the evenings when I need to be home by a certain time. Unfortunately, there are relatively few bus routes that service SLU. It takes about 20 minutes for me to walk to Convention Place station, which also makes the bus method impossible.
Bus lanes (and enforcement of them), off-board fare payment (and enforcement on-board to catch fare dodgers), transit signal priority to reduce the number of red lights hit, electric vehicles (trolleybus preferred), high frequencies
Faster and more reliable transit along Eastlake Ave to downtown seattle.
Exclusive lanes as far as possible. Electric buses all the way to Northgate please!Also, coordinate with the new metro reroute of RT 67 as much as possible. If we can, we should double the use of the corridor to increase bus mobility even in bad traffic.
I would love to see more mass transit option with dedicated lanes. Seattle needs more tram or light rail service. Studies have shown multiple times that people are more likely to use light rail service instead of bus service. However this service needs dedicated lanes with priority. We cannot have transit options that get stuck in traffic. We need to improve service and the speed of service and get people moving. the only way to do this is to build a street car with 100% rightaway/dedicated lanes.
I currently use the 66X to commute from Ravenna to Eastlake (Fred Hutch) and use the 71, 72, 73 to get quickly downtown, and I am very concerned about the proposed route changes to these lines that will take effect in early 2016. These changes will force to me transfer from bus-to-bus or bus-to-link to get from my home to my place of work or for trips downtown. I have found that transfers introduce much uncertainty into my transit travel, as the connecting transit is often late and/or very crowded (esp. during peak hours). My other option is route 70, which I use occasionally. However, a constant problem is the >10 min delays and over-full buses on the 70 route during peak hours. This must be addressed, especially in light of the

up one of those short steep hills. Eastlake should be a protected bike route. Nearly every cyclist coming from the U District has to negotiate it, and after around 7:30 AM, it is just too scary for me.
Better high frequency service through maple leaf. Extend hours of service to maple leaf from downtown. Currently it\'s 30 minute head ways which is a problem taking transit from the airport or downtown on weekend evenings. Also could really use better connections to eastbound buses on 520 for the daily commute to the east side. Currently there is the 242, but it\'s being cut in 2016. The 542 is slower as it goes local through the u district and doesn\'t serve maple leaf.
It should be easier to get from U District -> Greenlake -> Northgate. E.g. instead of the Orange line on the map, at 65th street go West to Ravenna, serve a stop in front of Gleenlake park, then up NE Maple Leaf Pl or NE 72th St to 5th Ave NE and then continue up 5th AVE NE to Northgate. Th Roosevelt neighborhood is still well-served by a stop on 65th and Roosevelt (where the future light-rail station will be).
Specific location: southbound car travel, bicycle, and car merge lane all combine in a short space on a curve to feed the bridge, making this an extremely dangerous area.Eastlake Ave E would benefit with a protected bicycle lane.
The 70 coming North in the evening takes forever coming through Mercer. Deleting the 25 removes an imperative East-West connection of North Capital Hill to Eastlake and SLU. Nothing is set to replace that. A huge oversight.
The sidewalk conditions are often poor with garbage cans and utility poles blocking access. There aren\'t enough shade trees to make walking a pleasant experience in many sections, particularly during the heat wave. (11th Ave and 55th)The drivers often go very quickly, which makes biking too dangerous for me to want to bike in the bike lanes. They need to be physically protected before I would consider taking my son on them. (Roosevelt and 11th)The transit lines aren\'t very close, which means that for short trips where I would like to be able to choose between a number of buses, I have to either be on Roosevelt, or on University Way or on 15th. It doesn\'t make sense to have so many transit lines on so many streets. They should pick one. The buses are excruciatingly loud, which makes them unpleasant to be around or to ride. The diesel engines are giving riders hearing damage, the pneumatic doors scare infants and the incessant beeping of the lowered floors should be reduced whenever possible.
I would like to see bicycle safety improved in this corridor. More specifically, there is a bike lane on Fairview and Valley that indicates a left turn onto Fairview, but most cyclists avoid using that lane and turing left there, because doing so puts them into the \slot\" that is the trestle in front of the old steam plant. Automobiles typically speed through this stretch of Fairview Ave N and it is safer to use the sidewalk on the West side of the street. Fairview Ave N should have a north bound cycle lane and a \"road diet\" to reduce speeding. In addition

Biking on Eastlake isn\'t safe. But I have to, so as often as not I drop down (steep!) to Fairview instead. The break in the trail between Hamlin and Roanoke on Yale Terrace E. is poorly marked (trees grown over signs, signs pointing in odd directions), steep and not particularly safe (I\'ve had issues with garbage and delivery trucks, pedestrians and cars in what\'s basically an alley. With the Pronto bike share, I\'m looking into doing a bike/bus commute that skips this corridor (i.e. busing to Cap hill and biking down to work), or biking downtown and using the express buses. I tend to run errands at transfer points, and I like the businesses on Eastlake, but there are similar options in the other neighborhoods. I\'m also looking forward to HCT. The current 66 express is nice, but I find the 70 to be more reliable at the times I commute even with more walking and transfers. I\'d like better bike/transit access from NE Seattle to this route. I either need to transfer at Lake City to NorthGate or take the 65 all the way through every stop in the University (and then walk) to get to the current 66. It\'s a shame when 80th and Roosevelt feels like it\'s just a short drive (or unsafe bike) away. Better cycle lanes on 35 and 65 would be a good bike connection to the Roosevelt/65 stop. And then on-demand bike lockers at least at that station but even elsewhere along the route would be nice (like the ones at Northgate). Pronto expansion would also be an option that would make me bike to/from this route from my house (near Meadowbrook Pond). I don\'t want to lock my personal bike outside anywhere along this route (for commuting) except in a locker. The biggest thing I like about this corridor is that it doesn\'t wander through UW, while it still goes close enough if I want to run errands. The neighborhoods along this route are pretty great. But the frequency (66) and my means to access it easily (other than by driving) from my neighborhood make me use it much less than I would like to. I\'m also looking forward to the Link station at 65/Roosevelt and hoping that will attract more transit (and safe bike routes) from my area to serve that station (even if I transfer to HCT instead of Link).At the Northgate end, the uphills (for biking) and safety concerns are an issue. I can\'t see the park and ride ever holding enough cars for the amount of transit going through Northgate, so better bus transfers to the NE (looking forward to higher 65/75 bus frequencies) and more greenways would be nice. The proposed greenway at 107/108th street and also 8th Ave in particular are very helpful. That said, if I could more easily pick up the route around 80th/85th, I\'d just as soon take the option to skip Northgate.
Keep the on-street parking on Eastlake Avenue. Do not add a bike lane. But do require all busses on Eastlake Avenue to stop at Eastlake Avenue bus stops. Do not treat this neighborhood as a transit corridor at the expense of the urban high density/ high non-SOV neighbors we are.
remove onstreet parking from eastlake ave, dedicate these new lanes to buses. Find a more efficient way to cross mercer in SLU. Make mercer st more ped friendly. perhaps divert all express buses down i5 instead of directly through eastlake ave as its not a high volume road. Any rail options n/s on this corridor should be considered on for underground, attached to the freeway/bridge, or additions/expansions of the already in place south lake street car.
love the idea of extending the streetcar to the university bridge, but very concerned about the impact on parking especially with regard to businesses on Eastlake nany transit option should make sufficient stops in the neighborhood so that eastlake does not become just a \'drive-thru\'.a separate bike bike lane, ultimately connecting to the burke-gillman and south lake union would be awesome. right now bikers are sometimes taking their lives in their hands (and automobile drivers are driven to distraction) navigating eastake ave. e
Exclusive lanes on Eastlake.Transit signal priority throughout south lake union
My use of transit in the Roosevelt corridor is commuting to work at UW. (I live near 55th and

Roosevelt, and I take a 67 to 3917 Univ Way NE.) My one way trip used to take 7 minutes. After Roosevelt was essentially narrowed by a one lane (when pay parking became allowed in 6 - 9 AM rush hour), my commute became 17 minutes or longer. Roosevelt used to flow quite well, as during rush hour there were 3 lanes for cars/buses. The West lane did not involve busses having to merge right to the curb and then wait forever to merge left back into traffic after picking up passengers. Now, with the BIKE lane taking up the West lane, and paid parking during 6 - 9 AM, busses have a terrible time getting to the curb and back into traffic. It was literally an overnight tripling of my commute time.
Good work, although I\'m concerned that an all-Madison route will not serve residents as well as a Madison-Pine route (the current 11). If you go ahead with an all-Madison route, that corridor will need some service too.
I live in Maple Leaf, right off of 5th Ave NE. Suggestion #1: You are basically outlining the current Metro Bus route 66, which is going to be discontinued according to Metro. I think a starting point would be to keep the bus route 66 intact! I\'m very upset that Metro is removing the 66/67 bus routes off of 5th Ave NE.Suggestion #2: Another concern that I\'ve been asking SDOT about for years is putting a stop light at the intersection of 5th Ave NE and Banner Way NE because that is currently a four way stop that worked OK in the 1980\'s but doesn\'t serve the amount of traffic that goes thru that intersection today. That intersection gets so backed up, especially if there is any bad traffic on I-5 and also every morning and evening. It\'s very dangerous for bikers and pedestrians. I am afraid to walk across that intersection and I saw a biker almost get hit last night because people are frustrated by craziness of the intersection, it\'s VERY DIFFICULT to see bikers and pedestrians since there is no cross walk there, and there\'s a lot to look out for. It would be really helpful if you returned 5th Ave NE southbound to a two lane street too, that would alleviate congestion considerably. Suggestion #3: Put a bike lane down 1st Ave NE from the Northgate Transit center to where it can cut over to 5th at NE 81st Street. It\'s a much more pleasant street to bike on (not to mention safer) and Sound Transit is putting a bike track from the Northgate transit center south to NE 92nd Street along 1st Ave NE when they complete the light rail.
Protected bike lanes is a must. Also, tie in the bike lanes to an East-West protected lane along Mercer street. If there was a Streetcar option (connected with the rest of the rail network) I would use that rather than drive. Not a fan of having street parking along the corridor. I think street parking impedes the traffic flow along any major corridor when people attempt to park, parallel park, wait for parking, drive very slow searching for parking, etc.
More frequent and faster service. Currently the 70 spends so much time stuck in traffic that service is unreliable. Connections to present and future light rail would also be very useful. Additionally a fully electrified route of either streetcar or trolley would be preferred as we already deal with enough vehicle noise from large engines along this corridor.
Widen the roadway to allow for a continuous bike lane in both directions along the corridor especially on the north side of the University Bridge.
I think any improvements on the eastlake side of the corridor would be welcome, but I don\'t think the area past 75th needs any improvements. The only reason people ride the bus there is to get to Northgate, once Link is built out, people won\'t use that area very much. Focus on eastlake, and a little like Roosevelt.
I would like to rescind my previous suggestion for running this to the Link station. After further consideration, I realize that getting over to the University Bridge from Brooklyn Avenue would be too problematic. Getting quickly from Campus Parkway to the bridge would require a new ramp, which

would be way too expensive. Using a different street (like 43rd) would be too time consuming (too many traffic lights). Please accept my apologies for the extra
Bike lanes that actually connect the north (across the U bridge) and south (to 2nd).
The intermingling of buses and bikes on Roosevelt between 65th and the Eastlake bridge is cumbersome (it seems like) for buses. So some sort of designated bus lane, with no bike lane interference seems preferable for all users.
Make it easier and safer to cross the street.
Transit running in exclusive lanes, and protected bike lanes
This corridor doesn\'t need HCT treatment. Running the 66 at higher frequencies would likely do the trick since this is highly duplicative of the upcoming LINK route.
Better bicycle connections, particularly on Eastlake.
Desperately needs improved bike facilities particularly through the Eastlake/Fairview area. Would prefer a high quality cycle track or new dedicated route next to the waterfront paralleling Eastlake Ave E.
Frequent transit connection to downtown.
I think a BRT route should cut over to the new Link station (at 45th and Brooklyn) then head north on University Way (the Ave) before cutting back to 11th/Roosevelt. This adds to the distance, but I believe it is worth it, as I explain here: http://seattletransitblog.com/2015/05/25/roosevelt-hct-is-underway/#comment-622477
Coordinate this investment with Metro\'s route 70 and proposed route 67 for the U-Link restructure. We should leverage transit dollars as effectively as possible.
More frequent service between Downtown and Northgate.
Better biking and walking connections. We need continuous protected bike lanes - with protected intersections - from the Downtown core to Northgate. We also need better bike lanes. The current design of the PBL between 45th and the University Bridge is more dangerous than riding in a general travel lane due to the driveways, 42nd St intersection and horrible 3-way merge before the bridge. 7-minute bus frequency is also needed.
Biking through that corridor is dangerous and unpleasant. And yet lots of people do it and more would like to. I\'d bike 5 days per week if it were safe enough for all ages and abilities. As it is, I bike three days a week on the day I don\'t have my son in tow. There are several intersections that need improvement.I also take the bus on that corridor. The bus would work much better if it had a dedicated travel lane.There is no reason for there to be so much valuable space devoted to free or highly subsidized parking. I don\'t drive to any location on that corridor other than Trader Joe\'s. I would go more often if it were quick, pleasant, and safe to get there by bike and bus.
A frequent transit line with complete, exclusive dedicated lanes from Northgate to the Westlake Center/Center City Connector vicinity would improve my use of the corridor. Transit would become a viable option and the reduction in traffic speeds along the corridor, due to a repurposed lane would improve conditions for pedestrians and bikes.
My use of the corridor is disjointed because he transit options are disjointed. I prefer the streetcar option as it is easy off and on, good capacity, well lit, and takes me to Westlake. But is is over a mile

from my home. So I often walk to it because waiting for a bus to go a mile is inconvenient. I also often walk or bike, but if going north - drive - because transit options are more confusing and less convenient. I would take a streetcar up to the U and would love it if it would connect with the new airport line as well.
paperwork my previous comment might have caused and feel free to email me to confirm that both of these comments came from me.
protected bicycle lane for my bike commute
Focus transit service per Metro\'s current proposal and make Roosevelt and 11th Ave NE a car and bicycle corridor only south of Ravenna. Do not make the streets try to do too many things. If we try to make a road do too many things, it won\'t do any of them well.
Roadway surface improvements for bikes on east lake. Too many potholes.
Please acknowledge that Eastlake is a community and not a high speed/high volume corridor for northend commuters. I am outraged at the proposed destruction of our neighborhood!!! Traffic speeds should be reduced and calming devices installed, more neighborhood parking for residents and shoppers,NOT commuters. I voted for Sound Transit rail so that our neighborhood would be less impacted by commuters. Why the change?
Repaving of Eastlake Ave to make cycling safer, along with formalization of neighborhood greenway routes on Minor Ave E.
1. Improvements at choke points, notably the University Bridge. a.) At last night\'s open house, a display board showed that traffic on the bridge to be 27,800 while just a few blocks away on Eastlake (I believe at the intersection with Hamlin), the traffic count was 14,000. This means that nearly double the amount of traffic from the corridor itself is also pouring onto the bridge. Northbound, this is likely coming from the intersection at Harvard (and I imagine somewhat at Fuhrman). Going Southbound, it seems this likely comes form Pacific/40th (just north of the bridge). Though these are not technically part of the corridor being studied, I feel that this study must account for those inflows to the bridge when planning and analyzing traffic flow. The bridge is a chokepoint that can slow even the best intentioned transit plan. I would ask that the study consider options for facilitating better traffic flow (for cars and buses) in the blocks around the bridge and over the bridge itself -- perhaps with changed signal timing or other approaches. b.) This traffic at the bridge also poses major risks to bicyclists as they try to avoid stuck cars (going between) or have to deal with motorists aggressively making turns. c.) The amount of red-light running at the intersection of Furhman and Eastlake just south of the bridge is crazy. Mainly it is SB traffic making a left turn onto Furhman. This light is run constantly, slowing NB traffic when the light turns green and posing serious risks to pedestrians and bicyclists. I generally hate red light cameras, but one here might be needed. d.) For SB traffic, the backup from the left turn lane is a major problem. Cars waiting to turn left block the second of the lanes flowing south across Fuhrman, leading to traffic backups all the way onto the bridge and further north. e.) Relatedly, the bridge going up can cause havoc at such a chokepoint. I would propose that the city consider expanding the timeframe in which the bridge does not go up. I hope that you can look at the data to see when traffic volumes really fall off, but I do not think 6 PM is late enough. Limiting bridge openings until 6:30 or 7 PM would help to stabilize traffic flow including for transit. I love Seattle\'s boating culture, but it\'s hard to understand why a boat with 2 people on it gets right of way, slowing traffic through a corridor when literally thousands of people are trying to get across. 2. Large vehiclesa.) Please consider the role of delivery vehicles through the corridor, especially along Eastlake avenue. It is not at all uncommon for them to park in the middle lane/turn lane. This can be

dangerous (for visibility reasons), plus it is hard to see how that is sustainable with growing transit and biking on these streets. b.) There are several vehicles, most notably a Pineapple Shuttle, that temporarily park on SB Roosevelt around 43rd street. This vehicle is oversize and goes into the lane on the east side of the street. This forces traffic to slow down to pass it safely and risks accidents as cars do so. Now that the bike lanes are on the street (which I support), it seems that the amount of space for this vehicle is even less. In general, oversize vehicles (delivery trucks or the shuttle like this one) need to be better regulated in terms of where they can stop, park, and idle. 3. Changes to Westlake:I read recently that the city is planning changes to how Westlake Ave will be used in the South Lake Union area (dedicated street car lane, extension of existing Rapid Ride from West Seattle). Please make sure that as this project moves into the alternatives analysis that those changes are accounted for. 4. Dedicated Lanes: I read in the Seattle Times in March (http://www.seattletimes.com/seattle-news/transportation/transit-plan-for-south-lake-union-drop-2-car-lanes/) that the city has acknowledged that street car lines mixed with traffic are not an efficient way to move people. Please make sure that this is taken into account when evaluating the RSC -- in order to be rapid, it has to be separated from traffic! My gut instinct is that if we are going to do dedicated lanes, we should do it for BRT, but I look forward to your analysis of the benefits and downsides of each. 5. Improving Existing Bus Service:I live in Eastlake, and I know that many members of my neighborhood believe that this study should look at improving existing bus service. Their tone in meetings on this issue concerns me, and I believe I understand your point in arguing that BRT is an example of \improving existing bus service.\" But I think this must be communicated more clearly
Pedestrian overpass at UWMC.
More frequency on the #70, run buses down Brooklyn where Link will be.
My main issue with the corridor is the lack of low-stress segregated bicycle facilities. This is one of the primary bicycle corridors in this part of the city, but you\'re forced to either ride in the traffic lane or on a skinny bike line squeezed between parked cars and traffic. My wife wants to bike in this area but refuses due to safety issues. That needs to be fixed.
The most important need for this corridor is to get rid of the out-dated and auto centric 11th and Roosevelt one-way couplet. The one-ways are too vehicle focused, destroy the character of the neighborhood, are difficult for bikes, peds and transit, and lead to general illegibility in the system. Please make 11th and Roosevelt 2-way multi use streets. (same for maddening split transit routes in the corridor - Terry/Westlake, Westlake/9th etc.) The northern end of the university bridge, where eastlake merges with roosevelt is particularly troublesome. Please consider making this a real intersection (such as the south end of the bridge or the north side of the Fremont bridge) and not a series of overpasses - it feels and operates like a highway interchange - not at all appropriate for the community.
Biking on Eastlake is very dangerous and unpleasant right now, but trying to use a small side street like Fairview is dangerous because of potholes, poor lane markings, and poor visibility.

On the map above I frequently use this intersection to go eastbound on Fuhrman after crossing the bridge southbound. To use the turn lane I have to merge across two lanes of traffic. Or make a Copenhagen left. It should have a bike box with a dedicated bike light or a protected intersection. I have seen a map of collisions on this corridor and its a bad intersection for people walking and biking.
On the map above I frequently use this intersection to go eastbound on Fuhrman after crossing the bridge southbound. To use the turn lane I have to merge across two lanes of traffic. Or make a Copenhagen left. It should have a bike box with a dedicated bike light or a protected intersection. I have seen a map of collisions on this corridor and its a bad intersection for people walking and biking.
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Real protected bike lanes
I fully support the \Full BRT\" option as described in the documentation. That would a be huge improvement for the region (similar to Link light rail
Seattle bike blog had a good ideas. I really like making this a neighborhood streets. To me transit is less important, as I would take link at the u. We got i5 that people should be using , if they want to cut through
Please, no two-way cycle track on Eastlake. That is a dangerous option!
Some specifics: I think Seattle Bike Blog is on the right track for Fairview Ave E. North of University Bridge seems easier to get right (and better in its current condition than Eastlake is), except that going South onto the bridge there is an ABSOLUTELY TERRIFYING jersey barrier where the ramp from 40th joins, that is almost invisible in the dark, and has almost taken me out several times.
Would like safe access from roosevelt to campus Parkway, Burke Gilman, and crossing bridge to Eastlake. I honestly can\'t elaborate, I\'ve been too scared to try it with the current traffic mixing approaching the bridge so always get off Roosevelt prior to that. My husband commuted for years by bike down Eastlake (then took bus to Bellevue) but has dramatically shortened bike portion of his commute. He now only rides from Bryant to Montlake, and takes bus the rest of way. Hence, the corridor as is doesn\'t even meet safety standards of the low hanging fruit of bicycle commuters - mid- 30\'s male with years of riding experience. When I ride downtown with my children I take Westlake; would be negligent to redesign this corridor without a safe protected option for those biking through Eastlake.

During any and all construction work on Roosevelt, provide safe alternatives for pedestrians and bicyclists, including giving bicyclist a street lane rather than asking people on bikes to merge with vehicles. Vehicles should see signs that say Yield to Bikes rather than signs telling bike to merge with traffic. Any detours should have notification/signage well ahead of pinch points and not have a bike lane just abruptly end with no alternative for people on bikes to move except into traffic. Prioritization of right of way to public transit, people walking and people riding bikes because...then we will have a calmer, cleaner city with people moving about in care for one another.
Thanks!
I think it is a poor use of this funding to build a BRT line parallel to a future Link Light Rail line. I completely understand the need for something that runs through the Eastlake Corridor, but not any further north of 45th street. I know that it was called out in the MSL as an area that needs transit, but there are other parts of the city that need better transit access that do NOT have Link LR approaching anytime soon if ever at all. We should build BRT from 45th, maybe even 55th down to SLU, but absolutely not build the parallel link from Northgate to the 45th/Roosevelt area. We can then used the saved money to make it a FULL BRT line.
I would like to see full BRT and thoughtful separated bike lanes on Eastlake itself. I have lived in Seattle for two years and have not once visited an Eastlake business because it is so difficult and unwelcoming for me to traverse the area on a bike. Eastlake is close to where I work and would be an easy place for me to go and spend money, but I am just not able to with the modes of transportation I use during the day (bike and transit). I also agree with those who point out that a comfortable loop route around Lake Union for walking and cycling would be a huge draw and signature civic feature of the central city, and I hope a comfortable, completed connection on Fairview can be part of such an amenity in the future.
The current preferred bike route along the lake doesn\'t work and this should be a major bike corridor with appropriate facilities.The limited parking along Eastlake is not worth saving. Local businesses increasingly get their business from customers who are parking on other streets or off-street, or are arriving by transit, Uber, bike or by foot. It doesn\'t make sense to prevent sensible transit, car, bike infrastructure along Eastlake just to preserve a small number of parking spots.
Transit deserves it\'s own lane through the corridor.
Please make Eastlake safe for cyclists and more efficient for transit riders. Cars to many years have had priority in this corridor, hopefully we can equalize corridor priorities.
We also need full protected intersections for people using bicycles too.
Thank you for your work on this project.
Please do this project well the first time. Order of priority should be: pedestrians access, protected bike lanes, dedicated/fast transit, vehicle lanes, parking.
Please keep me on your mailing list for this project. Thank you!

Please install a protected bike lane along the entire route. It\'s the only safe option for all ages and abilities of people.
Need later, more frequent service to this neighborhood.
Do not ask about more parking/vehicle access. We know those options are toxic for the comunity, so why is the option even available?
Reduced congestion
Bus stops spaced out more, perhaps every 5 blocks instead of every 2-3.
Less frequent sidewalk closures for construction on alternating sides of the street (cross here, now cross again, now cross again)
I would like to see EXCLUSIVE bus and bike lanes through the ***entire*** corridor.
Protected bike lanes
I think some left turn prohibitions/access management would improve safety and traffic flow on Eastlake.
Transit only lanes at all times of the day
Separating bike and bus traffic so you don\'t end up leapfrogging eachother.
PBL
Less parking please
Better bicycle access from Yale and Eastlake along Eastlake to University Bridge and the Burke Gilman Trail. This is a huge missing link in the bike/bikeshare network
Street surface very deteriorated and in need of repair
Getting to and from the bike lane on the University Bridge is rife with dangerous interactions that represents some great opportunities to make biking better.
An extension (and conversion to a cycle track) of the Eastlake bike lane.
It is imperative to have a non car way to get quickly downtown. I\'d vote for fewer stops and faster with service into the nights which is also important to use restaurants, etc downtown. Also important to keep discouraging cars.
Bus exclusive lanes, bus electrification

number of people who can get through rather than giving away public space for free to have a vehicle just sit there. Until we reduce the availability of and increase the price of public parking, the number of cars in this city will not decrease, and that will lead to public/mass transit stagnating. This will cause huge problems in the near future as the Puget Sound region continues to grow. We need to fix this now rather than waiting until the problem is too bad to fix efficiently and effectively. (See: Japanese transit, German transit, English transit, Dutch transit, Chinese transit, any other country that actually cares about having decent infrastructure.)
Longer service hours on weekends
don\'t put in separated bike lanes
on-demand bike lockers and/or pronto stations, esp. between 65th and 85th
Decrease load zones when we have center turn lanes.
Get rid of the four way stop in that intersection and put in stop lights with left turn signals.
Please extend the streetcar instead of giving us more busses.
Parking is the least important item. The priority must be transit in this corridor. Place bikes on Fairview through Eastlake area to provide more space for transit on Eastlake
Please do not make auto concessions in this corridor, we need to be proactive about moving away from auto dependence.
I think you should be able to regularly travel to Amsterdam to keep the vision of how it could work strong. I think that would be a good use of our money, actually.
My understanding is that enhanced bus service is almost always more flexible and cost-effective than streetcars, so I\'d prefer that option unless a good study demonstrates otherwise.Very much looking forward to HCT being added here!
Pedestrian access would be helped significantly if construction sites were required to provide a pedestrian path next to the site.
Parking for vehicles should be moved off of the corridor anywhere opening doors or vehicle movements impact transit reliability.
Please have SDOT, Metro & Sound Transit all on the same page and having the same goal when integrating bus service with light rail.
I thought that the Link Light Rail was being built to serve this corridor already. It seems that will now serve no purpose what-so-ever and in typical Seattle fashion, was ill planned. I don\'t think any of these transit options will truly solve our traffic problems. Until we decide to invest in a subway system to provide mass transit (like New York), leaving the surface roads for cars, bikes, and pedestrians, all of these options for surface mass transit will only clog up the roads more. We also need to address I-5 and the commuter traffic there, which spills onto the side streets. Until we have mass transit along the I-5 corridor - again perhaps elevated rail like Chicago - we will continue to have traffic congestion from those commuting as far as Mill Creek, Everett, Auburn, Renton, etc. I believe SDOT is putting bandaides on gaping wounds that need complicated surgery, and no one is addressing commuter traffic congestion on I-5. We need a centralized (I-5 corridor) mass transit solution, with

multiple stations along the way, and large parking structures at those stations. Traffic coming from the East or West can park at those stations, take transit to downtown, or Sea Tac, or Boeing north or south. Also, until I can take a bus ride in the same time as it takes me to drive my car, I will drive my car. A bus trip takes about 3 times the amount of time as it does to drive my car. I have to stand out in the rain, walk from location to location, and transfer multiple times. It\'s not worth it. Specifically, I\'m talking about getting from South Park (where lots of people live because it\'s the only affordable place to live) to work in Seattle. 1-1/2 hour bus trip, 20 minutes in my car where I\'m warm and dry. SDOT needs to come up with a TRULY comprehensive transportation system. How about adding ferries from Ballard to S. Lake Union and from West Seattle to Seattle, and from Kirkland to Magnuson Park, and Mercer Island to the UW? How about adding electric bicycles to the bike share program for those of us less physically capable? Just imagine hopping a passenger ferry from Kirkland to Magnuson Park where electric bicycles were waiting that you could ride the Burke Gilman on to downtown? Why aren\'t more people commuting on Sound Transit? Why does Sound Transit shut down at 7pm leaving people trying to get to an evening Seahawks game without a mass transit option? And why aren\'t we just increasing bus service along the Roosevelt corridor, instead of installing some new, crazy whatever you call this.... HCT? Rubber tires are rubber tires after all.
Eastlake is already a great neighborhood. Improved pedestrian lighting and bike lanes will make it much friendlier to walk/bike to local businesses. With the 520 bike trail terminating a block away from Eastlake, there should also be quality, safe facilities that connect these two corridors.
I\'m excited to see more transit in the corridor. I\'m also really really hoping that cycling facilities don\'t get (pardon) thrown under the bus as an Eastlake bike lane would be a great compliment to the forthcoming Westlake cycle track.
Parking on roosevelt in the u-district chokes throughput for all modes.
I would love to see high capacity transit with fewer stops and exclusive lanes along the length of the whole corridor.
I think this money should be spent elsewhere in the city..... More east west routes are needed. More light rail!
This corridor needs protected bike lanes and dedicated transit ROW.
I would like to see EXCLUSIVE bus and bike lanes through the ***entire*** corridor. The E N T I R E corridor.Exclusive. Bike and bus lanes. Through the ENTIRE CORRIDOR.
Please prioritize uses of the corridor that are people friendly (human scale) over uses that are not (cars). This corridor needs to move a lot of people and we don\'t have the capacity to focus on moving them through in cars. We have to do it in more efficient ways that take up less space for each person such as bus, bike, and walk.
Dedicated transit lanes and dedicated bike lanes throughout the corridor.
Thanks for all your hard work!
I strongly urge the city to consider bike lockers along this corridor, perhaps at the University of Washington (where bike theft is at an all-time high) and near MOHAI in South Lake Union. These lockers could allow for cyclists to stow their bicycles safely and securely while they conduct their business in the crowded and transit heavy downtown area or on campus. This would encourage those without the ability to store their bicycles in their workplace to not risk losing property (removing an obstacle many cite for their reluctance to bike) and help remove the congestion that bikes contribute to downtown.

life in danger. This includes my wife, a couple neighbors, and various coworkers. And I would love to be able to bike with my son in a trailer to his daycare, but I refuse to bike him along Eastlake. It is simply too dangerous. It is too dangerous for me too, but I do it anyway because there are no alternatives and because it is one of the few ways I get exercise. But I don\'t do it as much as I could, because on some days I decide the dangers are too great.For specifics, the inadequate bike lane between Harvard and Fuhrman is too narrow, has grooves that can swallow a bike tire, and floods during rains and when the florist waters her goods (every summer day). The travel lane is so rutted and in such bad shape that the only safe place to bike in the travel lane is in the very middle, which puts people on bikes in danger of being hit from behind or sideswiped by angry car drivers. And on and on. I am ashamed that Seattle lets this bike corridor continue in its state. Any new redesign must have a fully protected bike lane. Given the existing usage and potential demand between UW and South Lake Union and downtown, it is conceivable that the city would choose a lesser, more dangerous alternative for Eastlake. Some like the idea of putting a bike trail down along the lake, but that road is in terrible shape, is frustratingly slow, and is too steep of an exit back up the hill to Eastlake on its northern end. Plus, you end up on Eastlake from there to the University Bridge anyway.
Look at the Dutch and German systems. We don\'t need to come up with our own plan--they already have done it right. We aren\'t special, we don\'t need special treatment. Use what we already know works.Don\'t prioritize parking. In any other developed country--especially in larger cities--premium parking spots will cost hundreds of dollars a month. If people aren\'t going to be paying a large amount of money to clean, repair, and use those spots ($2-5/hour is hardly covering those expenses), then that space should be utilized to maximize the
More exclusive bike and bus lanes for the whole corridor please!
Always keep in mind the hierarchy:1. People walking2. People biking3. Transit4. Freight5. GP vehicles6. Car parkingItems lower on the hierarchy should not be prioritized until the needs of the higher items are satisfied.
That picture is what Eastlake could look like with in-lane stops for transit. The in-lane stops would calm traffic, giving Eastlake more of a feel like The Ave. The parklet can be replaced with metered parking/loading zones in various locations. The middle bike lanes and buffers serve as a pedestrian island for crossing, making it even easier than The Ave for people to access businesses along Eastlake. Left turns across the bike lanes would be restricted in numerous places (possibly with signals?), which makes it not only safer for people walking/biking/driving, but also makes up for the loss of a center turn lane in terms of congestion.If Eastlake looked like that, it would be a place that I actually frequented (like The Ave) rather than avoided (as I currently do with Eastlake).
I am in favor of removing parking and general purpose lanes in favor of full time transit with protected bike lanes on each side of the street. This is especially important in the east lake neighborhood.
BRT in the corridor would be a huge improvement for mobility in the city.
we not only need physically separated bike lanes we also need protected intersections like they just built in Salt Lake City, Davis CA, and Boston.
If possible, share exclusive lane infrastructure with the new metro route 67 and existing route 70 to boost reliability for all three bus corridors.Protected bike lanes or a cycle track is needed through the Eastlake area.
I want improved sidewalks, curb bulbs, and protected bike lanes for the length of the corridor.

Please provide safe biking infrastructure along Eastlake between the intersection with Fairview and the University Bridge. This is a heavily used corridor and it is unsafe. I have been biking it regularly for 10 years and it still scares me. The road needs a protected bike lane and the pavement needs to be redone. As it stands now, cars whizz by, there is often not enough room for a bike between parked cars and moving cars, the pavement is in dangerous shape, cars pull out in front of you from side streets and driveways, cars cut you off, cars buzz you closely, etc. I am an avid bike commuter along this route and a bike advocate. However, when I am encouraging people to bike and I hear their regular route would include Eastlake, I stop encouraging them. I don\'t want to be associated with putting someone else\'s
Please make the bike lane high quality and protected for the entire route! Dexter has the best bike lanes in the city, but even just buffer zones help. Drivers can divert to under-used 15th Ave NW, or completely empty Brooklyn Ave.
Going south on Roosevelt has improved considerably but everyone needs to do the return trip as well and that is still dangerous, with the near absence of bike facilities. Thanks!
Eastlake needs protected bike lanes. Thank you.
Although initial investment is expensive, creating separate and protected routes for multimodal transportation is the most effective and safe for everyone considerably reducing risk of injuries and fatalities.
There is a lot of evidence that protected bike lanes, even at the expense of parking, are good for business along the corridor as people are more likely to spend time and money in a pleasant area that feels safe and welcoming to pedestrians and cyclists. Please improve this corridor!
Exclusive lanes and electrification all the way to Northgate please! :-)
Parking for business should not be an issue. New buildings in Eastlake provide public parking and people can utilize mass transit to access business.
BRT needs signal priority and dedicated lanes so that it\'s faster than cars, not slower. Once BRT comes every 3 minutes and is overcrowded, then we can consider a streetcar, but it\'s important to have actual BRT so that it\'s fast and frequent before considering a higher spend for streetcars. Rapidity and frequency are the keys. Please request quiet buses that are electric/battery driven. Riders and lung users will thank you.
the separated bike lanes are dangerous - the merge before the University Bridge is downright suicidal
There isn\'t a safe transition for cyclists turning left from Valley Street onto Fairview N. The bike lane indicates a left here, but that turn puts cyclists into a \high speed corridor\" with few crosswalks and most cyclists (certainly including myself) would rather not be northbound with the traffic here
Better pedestrian access, Additional and improved bike facilities
I do think a rapid streetcar would be pretty cool (maybe branch off to Lake City?), but honestly good BRT will probably get much more ridership for less cost over a long route. The 70, 66 and 41 do pretty well and could stand to move up to the next level of service. East Lake folks need to calm down about their parking and car access. I can\'t see this area ever getting less congested and transit/walk/bike is a better way to move more people through it.

Do not take parking off Eastlake Avenue. Add more. Bikes can ride on Minor or Yale or Franklin or Boylston. And the notion of a dedicated bus lane on Eastlake is paragraphs full of stupid. And don\'t get me started on Streetcars --- that is so 19th Century.
Open BRT is better than closed BRT. The future is unpredictable and we shouldn\'t close off our options. In the future we may want the 2 on Madison, the 49 on Madison, a Madison-Pine route (the current 11), the 43 on Madison, or the current 12. They should all be able to use the busway and the same stops; it would be ridiculous to have them stuck in traffic while the BRT speeds by. Why is SDOT leaning toward closed BRT?
At the open house it was assumed that Metro would run line, but who will pay the operating costs? Will the city give Metro money annually or will Metro have to take it out of its base funds? To the extent that this costs more than a regular route, it will have the effect of decreasing Metro\'s other service. We\'ve already seen that with the SLU streetcar and we can\'t have it go further. In the Madison neighborhood some people feel that if this plan goes through, we\'ll still need a Madison-Pine route (like the current 11). That\'s a typical thing that would be jepordized if Metro has to operate this line out of its base funds.
Don\'t let Metro remove the bus route 66 as it\'s currently configured from Northgate Transit Center, down 5th Ave NE to Roosevelt and down Eastlake. This is exactly the transit corridor that you are talking about and I think removing that bus route is really a step backwards. I don\'t get it at all...
I would personally prefer the streetcar alternative. It would provide assurances that the current bus service does not. We have recently learned in Eastlake that we are probably losing the 66, 71, 72, and 73 next year when University link opens yet we have no reliable way to use Link. Construction of a streetcar would give us some assurances that the route will stick around for a while instead of a bus route that can be changed on a whim when someone decides it would be faster to route over I-5 and leave Eastlake with another missing route.Eastlake Ave E and Fairview Ave are particularly bad for cyclists. It would be nice if we could eliminate parking on Eastlake 24 hours a day and create bike lanes. The problem on Fairview is worse with many cyclists preferring to use the sidewalk at high speed which creates problems for pedestrians.
Metro\'s Link Connections proposal moves service off of Roosevelt and 11th. Why would the city add capacity to this part of the corridor? The first thing that should happen in this study is that it should be undertaken *jointly* by the city and Metro, rather than have separate and contradictory proposals.
Pay attention to existing metro routes. The existing metro network (routes like the 70, 67) cut over to the UW area, rather than going strait through.
I find it very alarming that this corridor currently has two high capacity transit plans. I suspect that once Link is serving the U-dist (and Brooklyn soon after), there just won\'t be the ridership to justify sustained HCT on Eastlake. Is there a study that shows once that once the 10,000s of daily trips use Link there\'s enough left to justify this? Two years ago materials from Seattle and Sound Transit each used the same numbers to justify capacity. I think the City is willfully double counting to get a streetcar on Eastlake. Focus on bike/ped and wait to see how transformative Link is before committing to more capital improvements here when other parts of the city have no functioning HCT and desperately need it.

It seems once this opens, and light rail opens in the corridor, the number of repetitive buses running north-south between the U-District and NE 65th should be terminated. The number of buses that run up the Ave/15th seems borderline ludicrous now... so once a good \spine\" is built via HCT on the roadway and light rail underground
The current road configuration works well for cars. Even when backed up during rush hour car traffic still flows smoothly, albeit slowly. As a bus passenger is seems that bus travel is slowed down by waiting to pull back into the car traffic after stops. As a pedestrian much of this corridor is difficult to cross, cars travel quickly and do not stop to allow people on foot to cross, even at marked pedestrian crossings. Frequent and faster bus service along this route would be a huge benefit for these neighborhoods.
Take the money for this and spend it on Metro 8 (Denny to Capitol Hill) which is highly congested and busy, something through South lake Union or Lake City Way. This corridor doesn\'t need the \Rapid Ride\" or BRT treatment. A bump in frequency would do it. Between this and Madison these poor choices are not encouraging me to vote for the mayor\'s new initiative. And I am a daily transit rider and would gladly increase my property taxes for better transit. "
SDOT should work with the Eastlake Neighborhood to explore innovative parking options. We should not subsidize private parking at the expense of public safety and increased mobility options for everyone in our city.
I\'m completely in favor of BRT / RSC along this corridor, but it needs to come with significant enhancements to Bike Facilities. When not biking this corridor, I will mostly be using Link at Husky Stadium and later Roosevelt Station, but may occasionally take BRT/RSC from Ravenna (98115) to Eastlake or SLU.
Transit is essential for this corridor, connecting Link to intermediate stops.
I also believe bike improvements on Eastlake should also be a very high priority. North of the ship canal, I think this is less important (since the existing greenway on 12th is very good).
Please don\'t waste this opportunity to create a really high frequency, easy to use route that supports current and future growth. Please coordinate more with metro on this!
This should be a rail-based service. Not bus.
Please ensure that the Roosevelt to Downtown Study is integrated with Metro\'s plan to reorganize Northeast Seattle service post-U-link launch. Currently, your proposal conflicts with Metro\'s plan to consolidate Maple Leaf service on Roosevelt and to move service off of Roosevelt in the Udistrict. The latter suggestion, I do not agree with.
Please remove parking along this corridor in order to make efficient and useful bus service and to make space for a safe bike lane.
If we\'re going to make an investment in this corridor, it needs to have dedicated lanes first and foremost. Next in importance is complete signal priority, like the kind that emergency vehicles use - only outranked by said emergency vehicles, electric vehicle propulsion for air pollution, rider experience, and transportation noise impact reasons, and then a scalable technology to cover the needs of the corridor as Downtown Seattle and its two satellite Urban Centers grow into mini downtowns, full of demand. Though less important than dedicated lanes, streetcars to use the dedicated lanes are the superior technology to BRT. BRT looks pretty good for existing demand, but with the streetcar option, you can link numerous cars to serve increasing demand. Rapid Streetcar is

scalable to MLK/MAX-stlye light rail. Additionally, the main chokepoint of the corridor, the University Bridge, needs to have uncompromising transit priority, delaying openings until the transit vehicles have passed over it. Without the dedicated lanes, any investment in this corridor will result in an insufficient marginal improvement over the status quo for the investment made. The Center City Connector and its dedicated lane alternative was a groundbreaking decision. Madison BRT, if its BRT elements survive the evaluation process, can be another. It\'s time to continue this trend of courageous decisions and advance a fully exclusive, dedicated lane alternative. I believe the City of Seattle is capable of doing so and its citizens fully deserving of the benefits such an advancement would bring.
I think business owners in the Eastlake neighborhood are being short-sighted by thinking reduced parking will reduce business. Connecting downtown and the growing a Amazon campus with convenient and safe transit will be a win in the long run.
Signal preemption for buses. Better bike riding surface (esp east lake). Bus lanes separated from sov lanes through SLU. Pavement Texturing and marking to keep mercer on ramp bound cars off the slut tracks. Replace storm grates in bike lanes to a more bike tire friendly model
Improving Fairview for cyclists would help provide an important alternate route on this corridor. An easement to connect Fairview to private drive near the corner of East Roanoke & Fairview would allow a less interrupted path to/from downtown. Even a \vehicular cyclist\" like myself who is very comfortable in traffic would opt for that route because it would be far more pleasant and safer than Eastlake.Even a connection to (the west) end of East Edgar Street would be an improvement because cyclists could access Yale Ave East (not Yale Terrace East). That is a far less desirable alternative
SDOT planners and City Council members are destroying the quality of life in Seattle. It is so irrational driving...moving people and goods/services is impossible w/new and proposed traffic corridors...creating congestion deliberately . Is the intent to force people to move to the suburbs? Are only bicyclists and pedestrians to be accommodated in some concrete parklike city?
more accessible
Stop pandering to cars! Long term we need mass rapid transit, bikes and walking.
Please truly prioritize people walking, biking, and taking transit. There will be plenty of people screaming about parking, but prioritizing parking is completely unsustainable and tends to come at the cost of more scalable and efficient solutions.
Please integrate this effort with Metros work on Link connections. We do NOT need yet another system (BTR, streetcar, trolley bus etc) what we need is one system that is effective. The current trolley bus system is the most cost effective and established. Its expansion makes much more sense than developing new systems BRT and streetcar etc. Please work on giving existing bus system off-board payment, realtime arrival, internet, electric power etc. as opposed to developing additional and duplicative, capital expensive projects.

Unfortunately I was unable to respond to the Roosevelt HCT online survey before the deadline. However, I emphatically support the Eastlake Community Council's carefully documented position on proposed changes to Eastlake Avenue.

As a longtime resident, I am increasingly struck by City departments' lack of regard for the knowledge amassed by Eastlake residents regarding streets, transportation, development -- all part of community well-being. Eastlake is an actual residential community bisected by an important transportation corridor. It is NOT just a pass-through from South Lake Union to points north! And attention to moving cars & buses through this neighborhood must take into consideration the lived experience of those who know Eastlake best.

ECC's January 7, 2016, letter to Alison Townsend carefully analyzed the situation, but in response SDOT was dismissive. The introduction some years ago of planted medians and turn lanes made big improvements in Eastlake traffic safety, traffic flow and pedestrian crossing safety, as well as adding greenery. Disregarding neighborhood input so completely is unsatisfactory as a City response.

Please give more thorough consideration to the important data provided by the Eastlake community through the ECC. Thank you.

To whom it may concern:

I want to express my concern and dissatisfaction with all of the options proposed. SDOT's Jan. 13 "online open house" is flawed in that all of the alternatives would eliminate the planted medians and center turn lanes, which are needed to enable safe left turns from Eastlake Avenue onto side streets and vice versa; as refuge for pedestrians crossing; and as loading zones.

Thank you

Would you please be so kind to explain to me how public transportation is supposed to transport the public, if the public cannot get to any stops.

We live near Eastlake Ave. and Hamlin Street E. Under your plan the nearest stop would be almost half a mile from our apartment. My husband and I are elderly and not getting any younger, surprise! In fact there are a lot of retired people living in Eastlake. I dont understand how you can just cut us out and tell us to walk or take our car. I thought one of the purposes of public transportation is to get cars off the roads.
If as one of your speakers at one of Eastlake's public meetings explained the so-called trolleys are actually electric buses why do you have to set aside separate lanes for theses buses. They function very well right now in the general traffic. Old fashioned trolleys on rails would be nice, but I hardly think that nostalgia is worth designating two lanes for them while slowing traffic for everyone else.
The City of Seattle government is pushing density hard. The administration and the City Council are favoring large apartment buildings in our neighborhood without any parking spaces how are these people supposed to get around. I have lived in many cities in the world but I have never seen a place where planners plan public transportation without access to it.
I demand an explanation.

1Thank you for sending these materials. It's hard to decifer how this BRT differs from the Roosevelt Repaving Project which has already gone through all of these reviews, meetings, and analysis. They are already constructing "bus bulbs" in the RR project. Will the BRT use these same stops or will we have to construct new ones for the BRT with different criteria? Will the BRT use different stops than they are building into the RR project (in lane stops with pedestrian waiting bulbs projecting into the bike lane)? If there will be different, and separate, stops for the regular buses and the BRT, how is this doubling up of our investment warranted?

And are you taking away the parking on the East side of Roosevelt too?

Firefox 43.0.4 is the browser I'm using

My name is... I am the owner of the… The proposal of eliminating our parking to bicycles will be devastating to all small businesses. My customers drive to the Cafe. I would put a key and walk if I cannot provide street parking to my customers. The taxes that we pay, bicycles donot. Let's find something more equitable for the business owner. I donot see bicycles on Eastlake now.

There are many difficulties involved in squeezing many humans into narrow corridors and I applaud all efforts to incorporate better public transportation as every large city must do.

BUT there is way too much allowance in Seattle plans for cars in the same corridors as public transportation vehicles. In the case of this proposed improvement with Rapid Ride Buses - I am simply aghast that they will not have dedicated lines, although sharing with the Street Car is fine in my book, along Fairview Avenue North. This section is the worst of all the headaches out of Eastlake and to lose the Route 66 that avoids this mess, and not disallow two lanes of car traffic in this funnel, at least during the busy morning and late afternoon into evening is ridiculous.

No one can get downtown, bus or car passengers. My husband and I ride our bikes as that way is feasible but not all can manage this. No one can get to our city cultural center, over there on the other side of 99 with only Mercer as access.

It is all so bloody stupid - just bite the bullet and put up with the car driver fussing - allow someone to get somewhere anywhere near on time and without stress.

Please.

Hi there,
I work at 1616 Eastlake Ave E. and I live in the Maple Leaf neighborhood, less than a block off of Roosevelt.

The safety of those who live and travel in this area is by far the most important priority.

I would like to bike more frequently but I do not do so because of safety concerns. I own a car and see the value of driving for certain trips; however, it's only a few miles to my work from my home, which are both located in the corridor. During the warmer months I quite frequently bike to and from work and for recreation, so I have experience commuting in this corridor.

The area from 45th Street to the University Bridge on Roosevelt is extremely dangerous. Heading

south on Roosevelt in that stretch, I have seen vehicle-bike collisions, and I have witnessed many more close-calls. I've also noticed how sometimes I will pass an accident that has just occurred between a bicyclist and motorist and in many cases, if I ask those involved, it turns out the police are not being called. As a result, it seems that the data may be under-reported as sometimes both cyclist and motorist are hesitant to report.

The area is very confusing for drivers, bikers and pedestrians. There is often heavy traffic and the bike lanes themselves are confusing, especially with the many interruptions of drive-ways and even cross-walks. Cars are frequently exiting and entering the UW medical complex or other buildings, which means these cars are constantly coming in and out of the bike lanes, sometimes blocking the bike lanes. The bikers then either need to brake abruptly, or move into traffic, both of which can be dangerous. Braking too fast can lead to an accident, such as propelling over the handlebars or having another biker who has not sufficiently slowed down, running into you. Weaving into traffic can potentially lead to a collision with a car, if the car changes lanes abruptly or simply doesn't expect the biker to be coming into the regular traffic lanes.

The same situation can happen when motorists slow down or stop for a pedestrian to cross at a cross walk, but the cross walk is not at a red light. The biker is gaining speed going down-hill in its dedicated bike lane, and then all of a sudden, a pedestrian who is much harder and smaller to see than a moving car, is crossing that bike lane—the biker again may need to make split-second decisions about braking or weaving into traffic.

Another hot spot for safety concerns is the area just north of the University bridge and the turning lanes when heading north, when exiting the bridge to 40th Street. Quite often (nearly a daily-basis) there are near-misses with cars and bicyclists at that turning area, despite the green-painted pavement.

Also, the areas where there has been construction (ex: the construction just north of Trader Joe's) where bikes have to abruptly merge with vehicles, spots like that pose safety challenges to the most careful drivers and bicyclists and should minimized as much as possible. I consider myself a very considerate driver because I often bike and tend to be looking for bikers in my side and rear-view mirror, but even with my keen focus to be careful, I have nearly clipped bicyclists as they were going downhill with speed or turned onto the street, and the next thing I knew the biker was almost squeezed into an orange barrier next to my vehicle. It's scary enough to be in a car when this is happening but I cannot even touch on how scary and dangerous it is to be a biker in that same situation, especially when the vehicle is a bus or truck with less visibility and literally simply did not see you as a biker, and you nearly got slammed into a barrier or another car. One on occasion, when I was traveling by bike in that construction area, I almost ended up underneath a metro bus by way of stopping suddenly and skidding—luckily I did not, but again, it's hard to describe the spit-second decisions that are made when in traffic on a bike in compromised-lane situations. Bicyclists in this corridor brush with life or death situations on a near-daily basis and that is simply something that must stop.

In one sense construction is "temporary" and situations where a temporary barrier or lane closure is happening seems to be a momentary construction situation that can exacerbate traffic yet is to be expected. But we all know that the growth and new construction projects continue to be a daily aspect of travel in Seattle, so it's really important to keep this in mind for future planning. Those abrupt merging with vehicles, particularly in tight spaces, where there is barrier, leaves bicyclists (and

sometime motorists) with literally nowhere to go.

The same can be said for delivery vehicles that may also temporarily block bike lanes, creating dangerous situations. In this planning, I hope that SDOT gives consideration to how both of these impediments to bike lanes can be eliminated or reduced in the future.

I understand that many people have been working on making this area safer. As a commuter and community member, I am thankful for all of their efforts. I understand that more cross-walks and protected bike lanes on Roosevelt by the 43rd Street UW medical complex, are meant to make it safer for all the pedestrian and bike traffic, as well as cars. The truth is this area remains very dangerous right now but I am hopeful that continued planning and subsequent changes could lead to more safety. I have read about and applaud the Vision Zero initiative for our city. As a part of eliminating death and serious injury in this area, I believe that something must be done to help alleviate the congestion in this area of Roosevelt, particularly to address the safety of bicyclists.

I hope that SDOT will consider more safety options. If Roosevelt has so many businesses and complexes (such as the UW 43rd complex), that it would make it impossible to have bike lanes that don't interact with lots of cars, an idea could be to direct bicyclists to a lesser-traffic motorist road (with clear bike lanes), such as re-routing a bicyclist route on Brooklyn or 12th Ave NE.

Alternatively, I wonder if there is any way to route motor traffic that is not thru-traffic on Roosevelt (headed to the bridge), but traffic that needs to park or pull into a business, to be routed to an alley behind Roosevelt. That alley or alternative drive would be only for vehicles entering/exiting businesses on Roosevelt, thus the slower / turning car traffic would be there and remove so many vehicles on Roosevelt making turns into a main bike-thoroughfare.

I am really grateful to be able to share my feedback about these areas that I travel in and care about the safety for myself, and all my fellow commuters.

March 7, 2016
Alison Townsend, Transit Strategic Advisor
Seattle Department of Transportation
700 5th Avenue, Suite 3800
P.O. Box 34996
Seattle, WA 98124-4996
Dear Ms. Townsend,
Thank you for the opportunity to comment on SDOT's proposed Roosevelt to Downtown High Capacity Transit (HCT) project. Transportation Choices is a statewide organization working to bring reliable, affordable and sustainable transportation choices for all Washingtonians. We strongly believe that the full Bus Rapid Transit (BRT) alternative is the best option to improve transit reliability and provide a safer and more comfortable experience for the thousands of riders in the Roosevelt to Downtown corridor. We want to offer our full support for this project. The Roosevelt to Downtown corridor connects some of Seattle's most populous neighborhoods: Roosevelt, UW, Eastlake, South Lake Union and Downtown and several residential, employment and activity centers in Seattle. With more than 83,000 residents and more than 167,000 jobs, and up to 21,000 new households and 36,000 new jobs are expected in the next 15-20 years,1 it is important for the city to invest in reliable and frequent transit to get people where they need to go.
Existing transit service along this corridor has several issues, including unreliability, crowding, low speeds and a lack of amenities. Therefore, we believe that the center-running service, transit signal priority, dedicated transit lanes, enhanced stations with shelters, off-board fare collection, real time arrival information, level boarding, and corridor-wide pedestrian and bicycle facility improvements that comprise the full BRT alternative (as described in the December Open House presentation) are the best options to meet current and projected demand for transit in this corridor.
Due to the importance of this corridor, benefits from transit improvements here will likely be felt all across Seattle. Therefore, we urge the City to continue to improve transit access and service by implementing the full BRT alternative for the Roosevelt to Downtown HCT corridor.
Sincerely,
Shefali Ranganathan
Executive Director
Transportation Choices

Don Wood
POB 675
Seattle, WA 98111

18 May, 2015

Re: Roosevelt To Downtown High-Capacity Transit Study

Dear Alison Townsend,

I appreciate the mailer informing me of the proposal. On the face, it appeared deceitful, when it was called the Roosevelt to Downtown. It appears that it is going to stop short of any part of Downtown. It will not even reach the Westlake Station Tunnel, let along serve any part of the Downtown Core.

Second, it will not serve the University District, but instead be nearly 1/2 mile away.

Third, I am concerned what it will do to my existing Route 66.

In addition, it appears to merely duplicate the service that will be provided by the Light Rail.

How does this serve the Maple Leaf District? Would it be wiser to route it along Roosevelt instead of 5th Ave?

Personally, I will greatly miss the service along Eastlake between Fairview and Stewart.

Bus service would be greatly improved if enforcement would prevent delivery vehicles from using the existing bus zones.

Granted my concens will be in the minority, as I am both Movility Impaired, and Blind. (I am aware of two typing errors, but hope you can make out the thoughts I have tried to express.)

Thank you for your time,

Don Wood

Donald Wood

Lake Union Mail

117 East Louisa Street • Seattle, WA 98102-3203 •(206) 329-1468
Jules James, Owner

ALISON

Questions for the Roosevelt-to-Downtown High-Capacity Transit Study of 2019

Monday May 18, 2015

What is the roadway width of Eastlake Avenue? OK 50'

What are the current transit times between the NE 45th Avenue and Westlake Station for the bus service?

What is the desired transit time between the NE 45th Avenue and Westlake Station via this HCT?

What is the expected transit time between the NE 45th Avenue and Westlake Station via Sound Transit?

Assuming a parallel parking space on an arterial is 20 feet in length, how many parallel parking spaces now exist on Eastlake between the University Bridge and the Steam Plant? This information would be most helpful if counted by northbound, southbound, between Furhman and Hamlin, between Hamlin and Newton, and between Newton and Galer.

How many parking spaces will remain if an HCT is run down Eastlake Avenue?

How many transit riders currently use this corridor prior to this HCT?

How many riders are expected via Sound Transit between NE 45th and Westlake Station?

How does SDOT expect to replace the floating sidewalk over the Submerged Parcel in front of the Fairview Trestle?

THX,

EASTLAKE COMMUNITY COUNCIL

117 E. Louisa St. #1
Seattle, WA 98102-3278

January 7, 2016

Alison Townsend, Strategic Advisor
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council (ECC) appreciates very much that the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study team will be in Eastlake on January 12 for our public meeting about this project. In preparation for this meeting, the ECC board of directors has been reviewing the Existing Conditions Report as well as the display materials from the December open houses. Based on this review, we have a number of questions and concerns about the proposed Targeted Investment options for Eastlake Avenue E, some of which are addressed below, along with ECC's request that SDOT and its consultants devote more study to an option that retains the current center turn lane.

Value of the Center Turn Lane

Both of SDOT's options for Targeted Investment involve the removal of the center turn lane and median planters on Eastlake. SDOT instituted this center turn lane because of serious problems from its absence. The center turn lane provides a number of important functions, as follows:

1. Improves traffic flow

a. The center turn lane removes left-turning vehicles from the traffic lanes. Vehicles turning left would otherwise block thru-traffic, especially when needing to wait for a break in oncoming traffic, oncoming cyclists, or pedestrians crossing either Eastlake Avenue or the side street.

b. In segments where it is not needed for turns, the center turn lane is used extensively as a loading zone for delivery vehicles and less frequently for emergency parking. It is unclear from the information presented thus far how the proposed Targeted Investment options would accommodate loading zones and emergency parking. Vehicles that are loading or are there for emergencies are more likely to block traffic lanes without the center turn lane.

c. The center turn lanes allow motor vehicles and bicycles, especially those turning left onto Eastlake Avenue from side streets, to choose when to merge into the oncoming traffic, thus allowing the Eastlake Avenue traffic to move more freely and averting slowdowns. Without the center turn lane, traffic already on Eastlake Avenue must immediately slow down to accommodate them.

2. Improves safety for motorists, cyclists, and pedestrians

a. Lanes of traffic moving in opposite directions that have no appreciable buffer between them pose a well-known risk of head-on collision. It was in part to reduce this danger that SDOT introduced the center turn lane on Eastlake Avenue, providing a lane-wide buffer and in some places also a median island.

b. The center turn lane also reduces the risk of back-end collisions that occur when a vehicle or bicycle slows in the traffic lane to turn left. Vehicles and bicycles that leave the traffic lane for the turn lane are less likely to be hit from behind.

c. The center turn lane provides a refuge for pedestrians (especially seniors, the disabled, or others who cross slowly) and bicyclists halfway across the street; this refuge is doubly safe where the lane is occupied by a median island. Note that the proposed cycle track does nothing to ensure the safety of bicyclists as they cross Eastlake Avenue. Removing the center turn lane creates as dangerous a situation for bicyclists as it does for pedestrians.

d. As mentioned above, the center turn lanes enhance traffic flow by accommodating motor vehicles and bicycles that are turning left onto Eastlake Avenue from side streets. This is also a major safety advantage, reducing the chances of side collisions and back-end collisions. Without the center turn lane, there is increased risk of traffic collisions from cars entering Eastlake Ave.

3. Increases neighborhood access and quality of life

a. By facilitating left turns off of Eastlake, the center turn lane provides an important means of access to Eastlake residences and businesses.

b. Removing the landscaped median islands would reduce greenery and tree canopy in the neighborhood. This may also be a costly element of re-engineering the street.

c. The center turn lane provides loading vehicles a space (explained above) that can be important for businesses and residences alike.

4. Reflects significant prior neighborhood and SDOT planning

a. Both the *Eastlake Neighborhood Plan* (1998) and the *Eastlake Transportation Plan and Related Design Issues* (1994) identify the importance of the center turn lane and call for landscaped median islands. Both of these plans were achieved with significant neighborhood outreach and collaboration with SDOT. Neither is listed among the previous planning studies reviewed in Appendix A of the Existing Conditions Report.

b. SDOT has long advocated center turn lanes and introduced them on Eastlake Avenue for many of the above reasons. We did not find any reference to these SDOT

and consultant studies that led to this decision referenced in Appendix A of the Existing Conditions Report.

5. Significant left-turning traffic is identified in the Existing Conditions report's Appendix E.

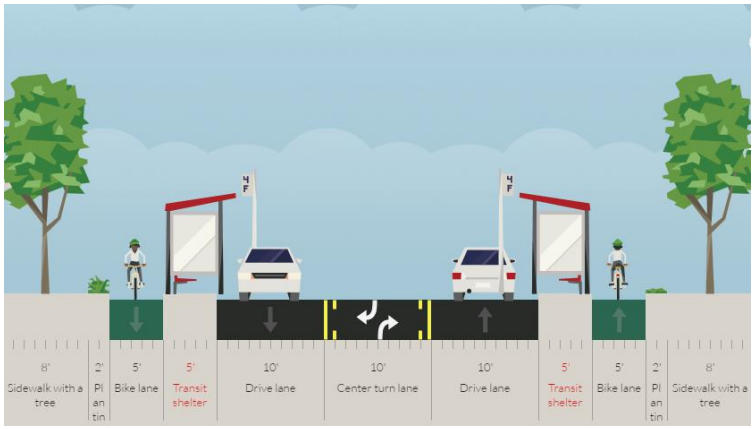
a. During one hour in the AM Peak period, 82 identified left-turns were made by vehicles traveling northbound, and 249 left-turns were made by vehicles traveling southbound. The total: 331 left-turns per peak hour (Appendix E, Table 4) whose safety and flow for themselves as well as other vehicles, bicycles, and pedestrians are greatly facilitated by the center turn lane.

b. During one hour in the PM Peak period, 106 identified left-turns were made by vehicles traveling northbound, and 349 left-turns were made by vehicles traveling southbound. The total: 455 total left-turns per peak hour (Appendix E, Table 5) whose safety and flow for themselves as well as other vehicles, bicycles, and pedestrians are greatly facilitated by the center turn lane.

c. This analysis includes intersections at Garfield, Boston, Lynn, Louisa, Roanoke, and Hamlin streets. Thus it does not include the positive contributions of the center turn lane at Allison, Edgar, Blaine, Howe, Shelby, and Newton streets. The analysis also does not include traffic making left turns into private parking lots, of which there are many on both sides of Eastlake Avenue that currently benefit from the center turn lane.

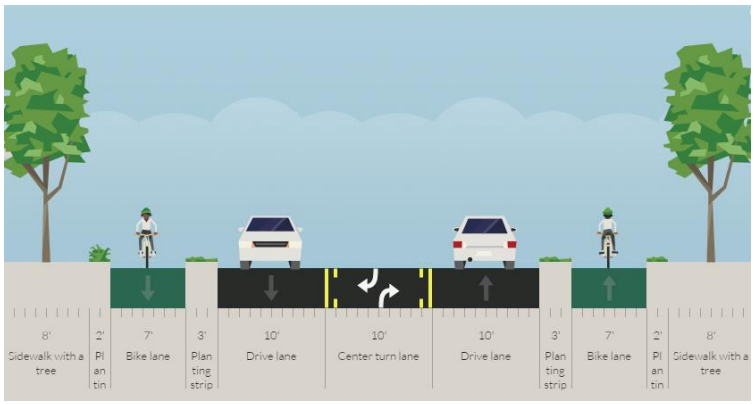
Request: In view of the above considerations, ECC requests that SDOT and its consultants analyze as a full public alternative an option that retains the current center turn lane and median islands. We are confident that there has been some discussion of such an option within your team, but given its many strengths, we think it important for this option be addressed publicly. Figures 1 and 2 below provide one potential cross-section.

Figure 1: Potential cross-section at intersections with a bus stop



[Note: this cross-section envisions a long and narrow bus island and a bike lane that narrows at the intersection to slow bike traffic as it approaches interactions with other modes.]

Figure 2: Potential cross-section for areas outside of intersections/bus stops



[Note: bike lanes are slightly widened to account for more traffic and differential speeds on the hill. Also, in places where a median island exists instead of the center turn lane, the median island would be kept.

We look forward to the RDHCT study team presentation and the discussion on Jan. 12, and would deeply appreciate whatever background you can develop by then on the center turn lane option as outlined above

Sincerely,

Eric Suni, Vice President
eric.a.suni@gmail.com

Chris Leman, President
cleman@u.oo.net

117 E. Louisa St. #1
Seattle, WA 98102-3278

January 11, 2016

Alison Townsend, Strategic Advisor
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council (ECC) appreciates very much that the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study team will be in Eastlake on January 12 for our public meeting about this project. In preparation for this meeting, the ECC board of directors has been reviewing the Existing Conditions Report as well as the display materials from the December open houses. This letter serves as a follow-up to our letter from January 7 and submits additional questions and concerns about the street design for Eastlake Ave.

Turning Traffic

Our previous letter focused largely on the center turn lane and traffic turning left off of and onto Eastlake Avenue. Attention must also be paid to right-turning traffic. Right-turns off of Eastlake Avenue provide neighborhood and business access. However, right-turns also pose challenges as turning cars will, as they do now, cross the path of bicyclists. In the proposed Targeted Investment options, cars making right-turns would cross the path of a protected bicycle lane. As is also the case at present, right-turns will require a car to slow down, increasing rear-end collision risk and slowing overall traffic flow. As turning cars must wait for bicycles and pedestrians to exit the intersection, delays in turning would, as they do now, slow thru-traffic, including transit buses.

In light of these issues, ECC would like to know if the current proposed Targeted Investment cross-sections, or the center turn lane option that ECC has asked SDOT to study publicly, would include any provisions restricting right turns.

a. If not, how does the project team anticipate that any negative impacts of right turns – in terms of both safety and traffic flow – would be avoided?
b. If yes, what are those provisions?
    1. How would those provisions be enforced?

2. How would those provisions affect access to neighborhood residences and businesses?

Expanding Curb-to-Curb Width of Eastlake

Targeted Investment Option 1 for Eastlake Ave assumes a 54' curb-to-curb width. Because the current street includes only 50' curb-to-curb, widening it by four feet would apparently require removing planting spaces between the roadway and the sidewalk and/or reducing sidewalk width.

ECC has very strong concerns about any removal of the planting spaces or reduction of sidewalk width. To do so would seem to reduce walkability and pedestrian safety by eliminating an important barrier between pedestrians and the roadway. Because the project reduces transit stop spacing in Eastlake (requiring commuters to walk further to reach bus stops), it would seem vital to keep existing sidewalk space.

The 1998 Eastlake Neighborhood Plan designates Eastlake Avenue as our neighborhood's "main street." Its 1999 approval and adoption and matrix (under which the Mayor and City Council unanimously adopted the Eastlake Neighborhood Plan) states (p. 13): "This strategy accepts Eastlake Avenue's arterial status, but works to make it safer and more pleasant for pedestrians, bicyclists, transit riders, and local traffic." On this same page, the integrated executive response to the Eastlake Neighborhood Plan states: "Eastlake Avenue is the main street for the neighborhood. It defines the character of the neighborhood. This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment for pedestrians and the local business district and to guide future development to more clearly delineate residential and commercial areas."

ECC will try to remain open-minded about proposals to reduce the width of planting areas and/or sidewalks on Eastlake Avenue. However, without more information on the design and financial investment contemplated, it is difficult for us to believe that the widened roadway in Option 1 will not detract from the convenience and safety of pedestrians and the vitality of the business district. We request that you please provide specific details about any conceived change to existing street infrastructure envisioned by either Targeted Investment option.

Peak Traffic/Parking Lane

Targeted Investment Option 2 includes the maintenance of one Peak Traffic/Parking lane. It is unclear from the diagram alone exactly how this lane would function, and we have some questions and points of clarification:

1. Would the Parking/Peak Traffic lane maintain the current hours of existing Parking/Peak Traffic lanes?

2. Would the lane be on the northbound or southbound side?
3. Could one of the lanes be reversible in the direction of peak flow?
4. Do SDOT's models indicate whether traffic flows in the alternate direction would be different enough to support such a format?

Safe Bus Loading

Both of the Targeted Investment options involve potential risks to safe bus loading, especially in that a bicycle lane would be in place between the sidewalk and the bus/traffic lane on at least one side of the street. We have several questions about this design:

1. How would the bus safely cross the bicycle lane(s) in order to load passengers?
2. If the bus leaves the general purpose traffic lane to load passengers, what would be the impact on bus travel time?
3. If a bus island or other loading site is used, what steps would be taken to help ensure that bus riders can safely cross the bike lane?
4. How would a bus island or loading site fit within the 50' curb-to-curb space?

Protected Bicycle Lanes

A primary difference between the two options SDOT has presented is whether the northbound and southbound bike lanes are adjacent (two-way) or separate (one-way).

On its page regarding protected bicycle lanes, SDOT refers to design guidance from National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. NACTO's Guide indicates that both one-way and two-way cycle tracks can offer numerous benefits; however, they also indicate that two-way cycle tracks are typically applied "on streets with few conflicts such as driveways or cross-streets on one side of the street" and "on streets where more destinations are on one side thereby reducing the need to cross the street." (http://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/two-way-cycle-tracks/). The ECC is concerned that Eastlake Avenue does not meet this description. There are numerous street intersections and driveways on both sides of Eastlake Avenue that could pose significant safety challenges with a two-way cycle track on either side of the street. While driveways and intersections are also a potential hazard for one-way cycle tracks, when bicycle lanes flow in the same direction as vehicle traffic, cyclists are generally more visible and their presence is more predictable.

In addition, ECC worries that a two-way cycle track could pose risk to cyclists and probably to pedestrians as well because of the immediate proximity (within arm's length) of riders traveling in opposite directions. This concern is magnified on a street like Eastlake Avenue with sloped portions in which the bike lanes that operate in opposite directions are likely to have very different speeds.

We are also puzzled about the chosen amount of space allocated to the bike lanes in the two Targeted Investment options. In Option 1, a total of 14' of right-of-way is dedicated to the one-way bike lanes (two 5' lanes plus two 2' buffers). In Option 2, a total of 16' of right-of-way is dedicated to the two-way bike lanes (two 6' lanes plus one 4' buffer).

In light of these issues, we have several questions:

1. Our understanding is that a primary benefit of the two-way bike lanes is reduced use of right-of-way. If this is the case, why does the two-way bike lane option take up 2 additional feet of ROW in comparison to the option with one-way cycle tracks?
2. Does SDOT agree that in general separated bicycle lanes are preferable from a safety perspective on a street with the large number of intersections and driveways such as Eastlake? If not, why not?
3. If a two-way cycle track were to be implemented, what steps would be taken to increase safety at intersections and driveways?
4. Would these measures to increase safety at intersections and driveways also be used with a one-way cycle track?
5. How does the project team envision that the proposed bicycle lanes would connect with the Fairview Ave N bridge (which will be reconstructed in 2017-2018)?
6. How does the project team envision that the proposed bicycle lanes would connect with bicycle lanes on the University Bridge?
7. Should the preferred width of the bicycle lane be larger when it is on sloped parts of Eastlake Avenue? It would appear that whether going uphill or downhill, there would be a wider range of speeds among cyclists on these sloped parts than on the flatter parts of Eastlake Avenue.

Project Budget

At the December open houses, it was stated that the proposed budget for this project is approximately $30 million. By contrast, the Madison BRT project has been allocated approximately $120 million. We have two questions and a concern with regard to this budgeting:

1. Is there any specific policy document or guideline outlining these funding proposals and why they are so divergent?
2. What are the provisions for reallocation of funds among HCT projects if it can be documented that investments in one corridor would have a larger proportional benefit in terms of achieving SDOT's goal of achieving a rapid transit network?
3. Given that the BRT plans are part of creating a city-wide network of rapid, high-capacity transit, we are concerned about this imbalance in funding. The levels of transit and bicycle usage and the difficulty of squeezing in a workable multi-modal cross-section seem at least as great for Eastlake Avenue (and for much of the rest of the Roosevelt-to-Downtown corridor) as for Madison Avenue. We request that the two projects receive more comparable funding levels than the current funding proposals suggest.

We look forward to the RDHCT study team presentation and the discussion on Jan. 12, and would deeply appreciate whatever background you can develop by then on the issues outline above.

Sincerely,

Eric Suni, Vice President
eric.a.suni@gmail.com

Chris Leman, President
cleman@u.oo.net

117 E. Louisa St. #1
Seattle, WA 98102-3278

January 29, 2016

Alison Townsend, Strategic Advisor
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council (ECC) appreciates very much that the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study team took part in our public meeting on January 12. As a result of that meeting and continuing discussions among the ECC board of directors, this letter serves as additional follow-up to our prior two letters and submits additional questions and concerns about the street design for Eastlake Ave.

Parking

Many community members expressed concern during our January 12 public meeting about the potential loss of on-street parking as a result of this project's implementation. On-street parking is important to the Eastlake community for a number of reasons.

1. Business access: Many businesses rely on customers arriving by car. This includes businesses of all types including restaurants and retail stores. Many businesses, especially small businesses, have limited access to off-street parking of any kind and would be adversely affected if customers choose not to visit because of an inability to park.
2. Access for people with limited mobility: While ECC supports efforts to enhance walking, bicycling, and mass transit, it must be recognized that some individuals are either permanently or temporarily unable to utilize these transportation modes. There are various reasons why a person may be of limited mobility, and many of these individuals rely on the ability to park near their residences and/or near businesses.
3. Quality of life: Parking also affects quality of life for many residents. For those who drive – either out of necessity or preference – finding a parking space close to their home is extremely valuable. Regular activities such as grocery shopping become considerably more difficult if the closest available space is many blocks from someone's home. The inability to find parking may also limit the ability for guests to visit. In general, a lack of available parking can make a neighborhood less desirable both to live in and to visit.

The existing lack of parking in Eastlake is identified both in public comments and in the Existing Conditions Report.

1. Many residents have complained about a lack of available on-street parking in response to projects and policies of SDOT and other City agencies over the past several years.
2. Demands for parking have also risen along with an increase in neighborhood density. As Eastlake is an Urban Village along a bus route, new developments here are currently exempt from off-street parking requirements. While not every resident in these new developments owns a car, many (including in microhousing projects) do and have no option for parking besides on streets, which are already near capacity.
3. Parking is further strained by "hide and ride" commuters who take advantage of Eastlake's proximity to large employment centers and its areas of unrestricted parking. These individuals may work in downtown, South Lake Union, or at the University of Washington (or are students there) where off-street parking is expensive. Rather than pay to park at their office, they drive and park in Eastlake and then use Metro to reach their final destination. As off-street garages can cost $100-200 per month, this "hide and ride" approach is worth well over a thousand dollars annually to these individuals. Improved bus service to downtown and UW through BRT that comes without further parking restrictions would only encourage this type of activity.
4. Unrestricted on-street parking encourages car commuting. Especially in the southern part of Eastlake where there are a number of large employers and office buildings (e.g., the Alexandria properties, Zymo Genetics, Fred Hutch, etc.), unrestricted parking or parking with long permitted time windows provides de facto free parking to those driving to Eastlake for work. The City should not be incentivizing employees to drive by providing what is in effect a subsidy.
5. Section 4 ("Findings) of Appendix B of the Existing Conditions Report states on page 7, "Along Eastlake Avenue NE [sic], in the Eastlake neighborhood, there are no paid parking spaces. Approximately 22% of the spaces are time-limited and 26% of the time-limited are within an RPZ. The remaining spaces are unrestricted. **A high parking utilization was observed**." [emphasis ours]
6. While the Existing Conditions Report focused on parking along Eastlake Avenue, it did not, despite ECC's requests, address parking on side streets. Numerous comments from residents of Eastlake have noted that on-street parking on the neighborhood's side streets is extremely limited.

Appendix B of the Existing Conditions report identifies 327 on-street parking spaces along Eastlake Avenue between Galer Street and the University Bridge. 18 of these are 30-minute load zones or 3-minute passenger load zones, 57 are time-limited, 15 are RPZ, and 237 are unrestricted parking spaces. Many of the proposals for a new Eastlake street design would involve the loss of some or all of these parking spaces, and the ECC has considerable concerns about the ability of Eastlake's side streets to meet the neighborhood's parking needs should parking along Eastlake Avenue be reduced.

ECC repeats its request that SDOT conduct a parking study for the Eastlake neighborhood that evaluates the availability of parking, both on- and off-street, throughout the neighborhood, not just on Eastlake Avenue. While the Existing Conditions Report provides useful information about Eastlake Avenue, it is woefully inadequate for understanding the full existing conditions for parking in Eastlake. More data would allow for a more thorough evaluation of alternatives for HCT in this corridor and would also help to identify the most effective mitigation strategies if the final design includes the loss of existing parking.

If any parking is removed from Eastlake Avenue as part of the implementation of HCT in this corridor, ECC believes that measures must be taken to reduce the impact of this parking loss on the Eastlake neighborhood. High-use bicycle facilities and mass public transportation may create new clientele for local businesses as they make it easier than before for some people to get to and from Eastlake. However, it is still reasonable to expect a period of disruption as new business is fostered. In addition, certain businesses are less likely to benefit from potential new customers arriving by bus and more likely to be hurt by the loss of nearby on-street parking. There are a number of ways in which the project team could help to address these concerns:

1. SDOT could conduct intercept studies in which customers at local businesses would be asked about the transportation mode that they used to arrive at that business. This data would provide more information about the risk of parking loss to business and could help to identify businesses most at-risk from the loss of parking. ECC would be open to collaborating with SDOT to develop a proper methodology and to conduct this type of study in order to produce the most relevant data.
2. SDOT and other City departments should consider programs to provide support to small businesses to help them manage a transition to a new Eastlake Avenue format. These programs could include initiatives such as marketing assistance (to reach potential customers who commute by walking, biking, or riding the bus), tax relief, or other supportive measures.
3. In order for bicycle commuters to stop and patronize local businesses, they need a place to safely lock-up their bike. As part of its corridor analysis, SDOT should identify viable options for bike parking, especially near the business district and other areas of higher economic activity.

The parking situation in the Eastlake neighborhood could potentially be improved through changes in the restricted parking zone (RPZ) program. Another branch of SDOT is beginning a review of the RPZ program, and ECC will be participating in that review. While some possibilities (such as to increase the price of RPZ permits and limit the number available per household) will be very controversial in Eastlake, there will be little controversy to expanding the RPZ to more of the blocks that are eligible.

To aid in our review, ECC requests more data from SDOT about the RPZ permit program. In particular, we would like to receive data about

a. The number of eligible RPZ households in Eastlake

b. The number of active RPZ permits
c. The number of households with more than one RPZ permit
d. The concentration of RPZ permits by block.
e. A comparison of the number of RPZ permits in buildings with on-site parking vs. in buildings without on-site parking
f. A comparison of the number of RPZ permits in microhousing projects vs. non-microhousing projects

ECC would like to work with SDOT to investigate programs that would help to more effectively utilize the available off-street parking in Eastlake. Many off-street parking lots or garages have very high occupancy only during certain times of day and can be virtually empty of parked cars at other times when the owner could be making some additional revenue by charging for this use. Such programs may best be facilitated as a type of public-private partnership coordinated by SDOT.

Cut-through Traffic

Traffic congestion on Eastlake Avenue already motivates some drivers to use side streets as a way to try to avoid traffic. As drivers taking these routes are focused on reducing their commute time, they often travel at high speeds (relative to posted limits) and with less regard for people walking or biking in the area. ECC is concerned that the reduction of general purpose traffic lanes could increase the amount of cut-through traffic in Eastlake. Some locations of particular concern with regard to cut-through traffic include

1. E. Boston Street between Boylston Ave. E. and Eastlake Avenue (because it provides a means of reaching the on-ramp for I-5 South while avoiding E Lynn Street, this is a common site of cut-through traffic).
2. E. Hamlin Street and E. Edgar Street between Boylston Avenue East and Eastlake Avenue (this provides a means of accessing I-5 North without using E Lynn Street).
3. Fairview Avenue East between Fuhrman Avenue East and E. Hamlin St.; and between Roanoke Street and Fairview Avenue North.
4. Minor Avenue E. between E. Roanoke St. and E Newton Street
5. Yale Avenue East between E. Edgar St. and Eastlake Avenue
6. Many residents also report that various alleys (such as the alley between Franklin Ave. E and Eastlake Ave. and the alley between Eastlake Ave and Yale Avenue E.) are commonly-used for cut-through traffic.

In light of these concerns, ECC has a number of questions for the RDHCT project team:

1. Has SDOT done any origin and destination studies that would help to identify the current extent of cut-through traffic and model the possible increases in the future? If not, we request that SDOT conduct such studies soon.
2. Does the modeling for the different RDHCT street design alternatives include any accounting for cut-through traffic, and if so, how?

3. What steps would SDOT recommend to reduce the amount of cut-through traffic in existing hotspots?

Walking Time Methodology

The proposed Roosevelt-to-Downtown BRT line is intended to be a part of the City's BRT network. The goal of this network, as outlined in SDOT presentations, is by 2025 to have 72% of City residents with 10-minute or better all-day transit service within a 10-minute walk from their home. ECC requests more information about the methodology for calculating a 10-minute walk for the purposes of this metric. If this is calculated simply based on distance, it may give an inaccurate description of actual walk-times as some Seattle neighborhoods (certainly Eastlake) have significant hills adjoining transit routes that will slow walking speed to and from the bus. This issue takes on added importance because the BRT proposal includes the elimination of several bus stops in Eastlake, so that RDHCT could conceivably increase rather than reduce the walking time for many Eastlake residents to and from the bus.

ECC looks forward to the project team's response to our concerns and to continuing dialogue about the key issues involved in this corridor study.

Sincerely,

Eric Suni, Vice President
eric.a.suni@gmail.com

Chris Leman, President
cleman@u.oo.net

Lake Union Mail

117 East Louisa Street • Seattle, WA 98102-3203 •(206) 329-1468
Jules James, Owner

RDHCT Business Access Survey
c/o PRR
1501 Fourth Avenue, Suite 550
Seattle, WA 98101

March 29, 2016

Dear Folks:

Your survey did not ask questions regarding the potential positives and/or negatives if arterial parking was removed from Eastlake Avenue for the High Capacity Transit corridor. The survey never asked what percentages of customers arrived via car, bike, bus or walked. So I felt it better to write than to allow my opinion manipulated by a survey's design.

Dedicated bus lanes are not needed on most of Eastlake Avenue. Bottlenecks to the north and south impede the traffic. Through Eastlake itself, non-Rush Hour buses roll just fine in the general purpose lanes. So the "HTC" through Eastlake really comes down to installing dedicated bike lanes – the lowest capacity transit of all!

I hire locally so that my employees can walk or bus to work. My storefront is intensely provincial – my customer base is 90% within a half-mile. But probably 80% drive to my shop, 15% walk/bus and barely 5% bike. Some are with kids; others are too old to walk blocks in the rain; many are on their way to or from work.

Arterial parking on Eastlake Avenue is an essential asset for my neighborhood-oriented small business. Essential when employees must drive to work, for me on errand-running days, for the parcel delivery drivers in and out of my shop all day long, and for the parent-volunteers at the school that come fundraising to us.

Cars parked along Eastlake Avenue also create a pedestrian safety buffer. (SDOT traffic counts show twice as many pedestrians as bicyclists along Eastlake. And it is logical to assume the economic value of a pedestrian to a neighborhood commercial area exceeds that of a bicyclist many times over.) I believe kids deserve the freedom to explore. Prudent parenting needs to be arm's reach close to a kid under 8 years old when moving bicycles, busses or cars are only a stumble away. City Hall is about to turn Eastlake Avenue into parent-pedestrian unfriendly.

I realize that bicycles reign politically supreme in Seattle at the expense of children, the elderly, employees, customers and storefront economics. I realize this survey is written only to rubberstamp the plan to trade 239 arterial parking spaces along Eastlake Avenue for dedicated bike lanes.

Next time, please at least ask in your survey: "What daily dollar value for your business would you assign to nearby arterial parking spaces?" But next time around, I won't be.

Jules James

Seattle Cancer Care Alliance

Fred Hutch · Seattle Children's · UW Medicine

FRED HUTCH
CURES START HERE®

June 23, 2016

City of Seattle, Department of Transportation
Attn: Alison Townsend
PO Box 34996
Seattle, WA 98124-4996

Email: Alison.townsend@seattle.gov

Subject: SDOT's Roosevelt-to-Downtown High-Capacity-Transit (HCT) Study Comments and Concerns Regarding Current Proposal

Dear Ms. Townsend:

Fred Hutchinson Cancer Research Center ("Fred Hutch") and Seattle Cancer Care Alliance ("SCCA") appreciate the time SDOT staff and the project team spent on June 14, 2016 presenting information about plans and upcoming analysis for the Roosevelt HCT. Fred Hutch and SCCA also appreciate the opportunity to comment on issues and concerns with the current proposal. As you know, the Fred Hutch campus, which houses both Fred Hutch and SCCA, is located on Aloha Street between Fairview Avenue N and Eastlake Avenue E. Fred Hutch brings together interdisciplinary teams of world-renowned scientists and humanitarians to prevent, diagnose and treat cancer, HIV/AIDS and other diseases. SCCA is the outpatient cancer clinic serving the National Cancer Institute-designated Comprehensive Cancer Center made up of SCCA, University of Washington Medical Center, Seattle Children's, and Fred Hutch. US News & World Reports recently ranked SCCA the 5th best cancer center in the USA. SCCA is an epicenter of clinical research and treatment, with more than 200 clinical trials currently open for patients. Both institutions on campus take their primary access from Fairview Avenue N at Aloha Street and Fairview Avenue N at Campus Drive, just north of the Mercer Street corridor.

Fred Hutch and SCCA support the implementation of additional high-capacity transit options for the South Lake Union neighborhood of Seattle and believe some components of the proposal, including the relocation of the South Lake Union Streetcar and pedestrian/bicycle facilities outside of the existing roadway, would benefit the area.

However, Fred Hutch and SCCA are deeply concerned about the potential loss of roadway capacity, particularly along Fairview Avenue N between Yale Avenue N and Valley Street. This segment currently experiences substantial congestion and queuing that makes it difficult for patients and employees of these institutions to access and egress the area. The potential loss of 50% of the southbound capacity approaching Mercer Street is likely to significantly increase queues and delays throughout this corridor and may also cause delay impacts to the very transit service the project is working to provide. In addition, we are concerned about the proposed location of a near-side northbound bus stop on the southeast corner of the Fairview Avenue N/Aloha Street intersection. This stop and associated transit

activity from two RapidRide routes (potentially with buses stopping every 3 minutes) is likely to interfere with and cause confusion for patients (many of whom are unfamiliar with the area) arriving at the Fred Hutch and SCCA and turning right from Fairview Avenue N onto Aloha Street.

We request that SDOT and its team develop options that will maintain the existing capacity of Fairview Avenue N and find an alternative location for the northbound bus stop south of Aloha Street. We also request that SDOT and its team provide the analysis, modeling, and simulation results for review and comment as soon as they are available.

Without modifications, we fear the project will have significant adverse impacts on the health and well-being of the hundreds of patients who come to our campus daily, as well as the our staff, physicians and scientists. With appropriate modifications, the Roosevelt HCT project has the potential to improve the access and well-being of our patients, staff, physicians and scientists. Fred Hutch and SCCA look forward to continuing a cooperative approach with SDOT staff and its team through the design, SEPA environmental review, and permitting efforts as they proceed.

Thank you again for the opportunity to comment.

Sincerely,
Fred Hutchinson Cancer Research Center

VP, Facilities & Operations

Sincerely,
Seattle Cancer Care Alliance

Director of Facilities & Patient Access

APPENDIX H: ONLINE OPEN HOUSE SUMMARY

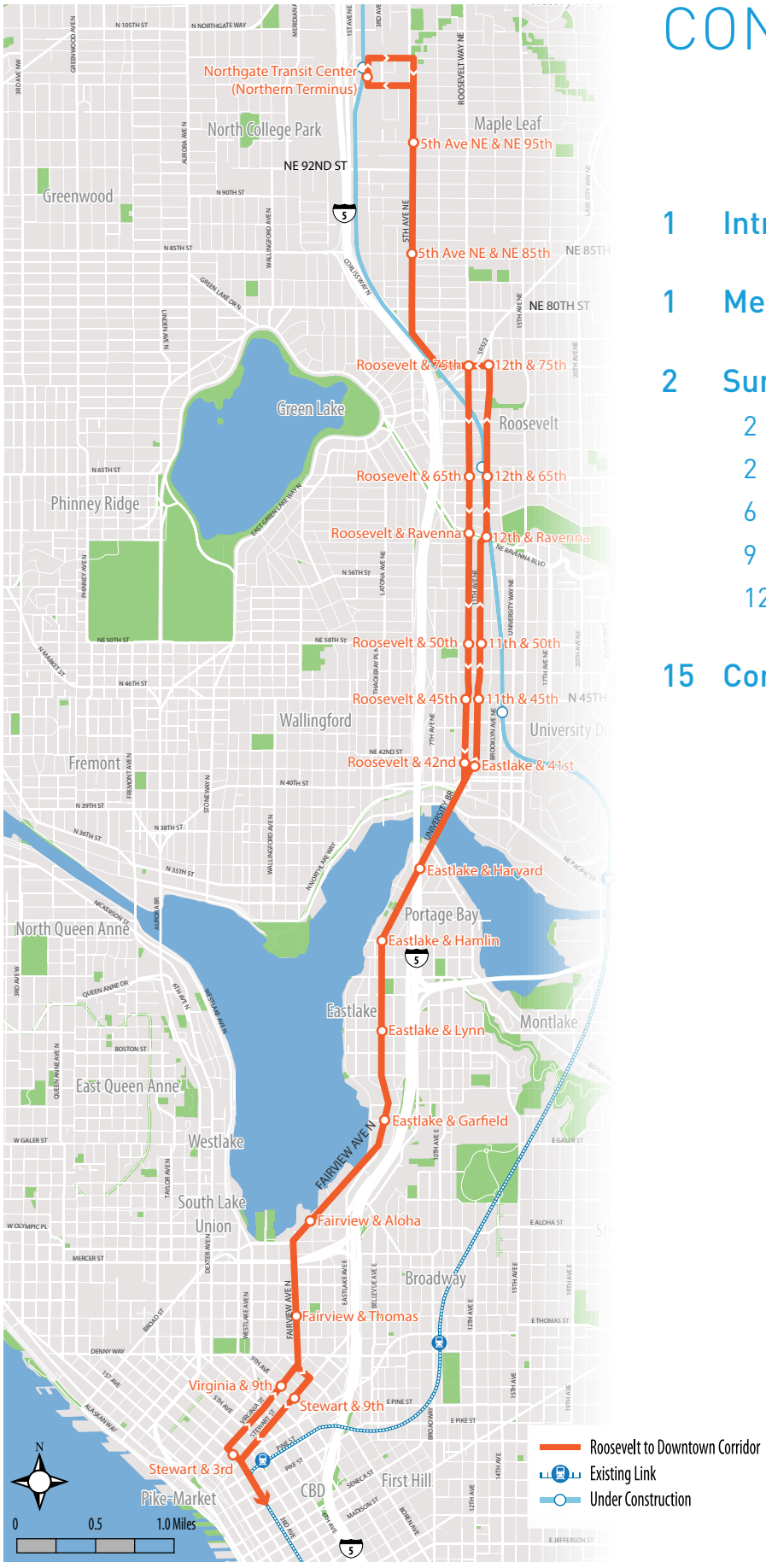
Seattle Department of Transportation

ROOSEVELT TO DOWNTOWN HIGH-CAPACITY TRANSIT STUDY

Online Open House Summary

May 2016

SDOT
Seattle Department of Transportation



CONTENTS

INTRODUCTION

An online open house for the Roosevelt to Downtown High Capacity Transit (HCT) Study was held as a follow up to public open houses held in Eastlake on December 9, 2015 and the University District on December 10, 2015. The online open house was conducted in the form of an online survey from January 13 to February 7, 2016. The purpose of the online open house was to gather input from those who were unable to attend the December open houses.

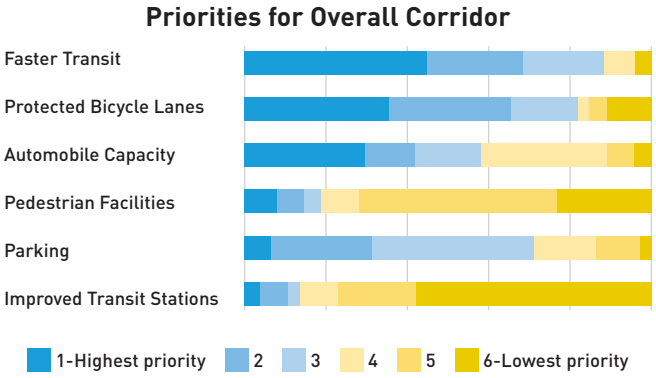
METHODOLOGY

The online Open House was divided into five sections or pages: Overall Corridor, South Lake Union, Eastlake, Roosevelt, and Northgate & Maple Leaf. Respondents could provide input and answer questions for all sections or just the one of interest to them. In the Overall Corridor section respondents were given the opportunity to rank their modal priorities. In the other four sections of the online open house, questions were asked that were specific to that segment of the corridor and included allocation of the right-of-way among modes, preference on station locations, and input on the tradeoff between on-street parking and improved transit and bicycle facilities. A total of 307 responses were collected over the five sections on the online open house.

SUMMARY OF RESPONSES

Overall Corridor

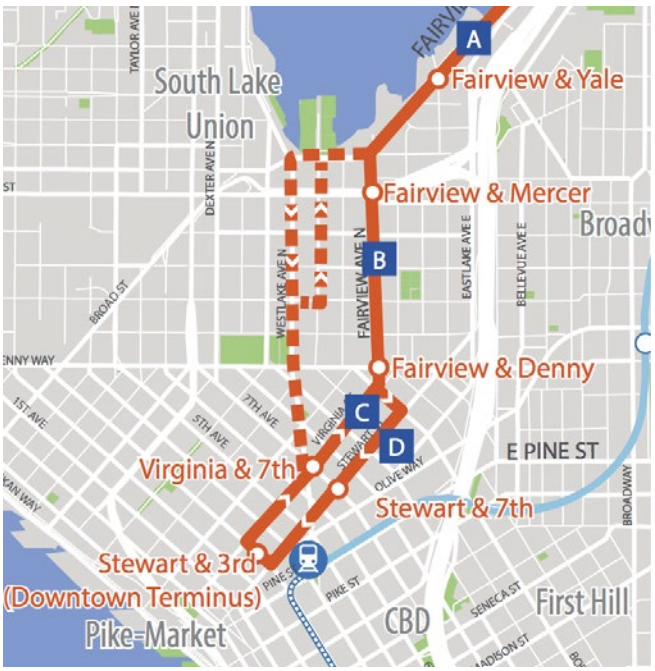
The Overall Corridor page, which allowed people to provide general comments, received a total of 73 responses.



Respondents were asked to rank infrastructure improvements by mode with 1 being most important and 6 being least important. The survey found that nearly half of the respondents prioritized faster transit, with 34 respondents ranking this as their top priority. In second place were protected bike lanes with 26 high priority votes, followed by automobile capacity with six high priority votes, pedestrian facilities with five, parking with three and improved transit stations with only one high priority vote.

South Lake Union

The next page of the online open house asked people specific questions about the South Lake Union section of the corridor.



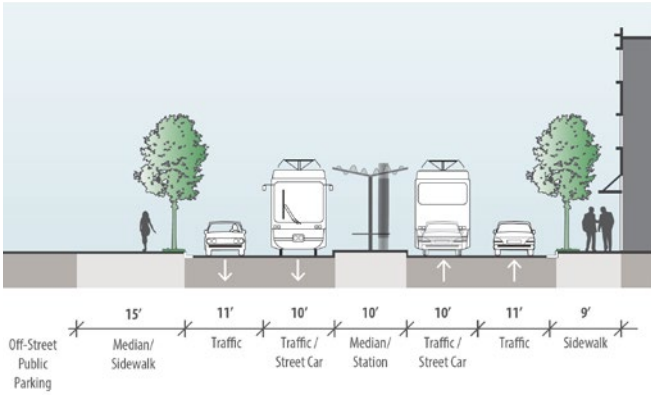
The first question asked people to respond to the proposed station locations for this part of the corridor. Stations were proposed at the following locations:

- Fairview and Yale
- Fairview and Mercer
- Fairview and Denny
- Stewart and 7th
- Virginia and 7th
- Stewart and 3rd

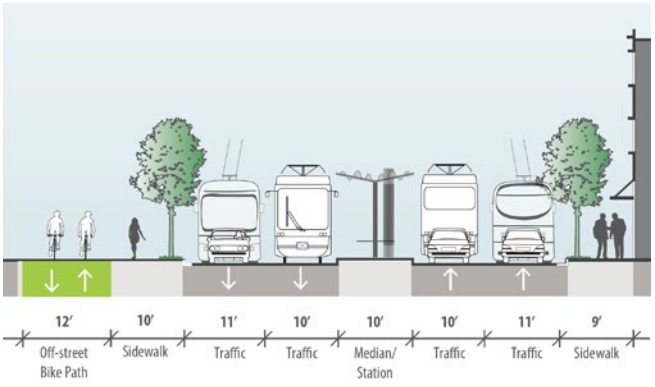
Thirty-one respondents liked the proposed station locations as shown, with only nine respondents asking to add a station and three respondents asking to remove a station. Two respondents suggested a stop at Mercer.

The next question in the South Lake Union section of the online survey asked respondents their preference for road design at **Fairview Avenue near Aloha Street**. Of all the respondents, 33 preferred full BRT in the center lane (A3), eight responded in favor of targeted investment with bike lanes (A2), and two preferred the existing roadway allocation (A1).

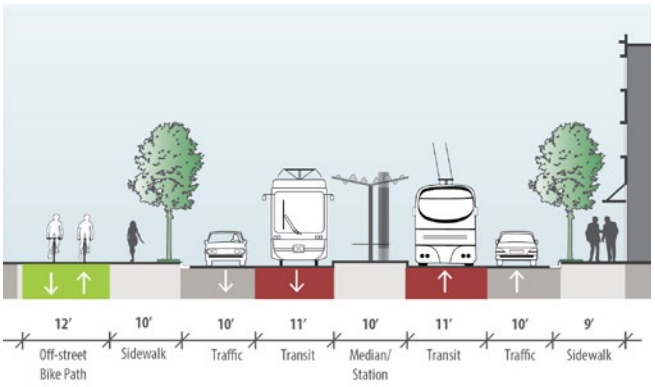
A1: Existing (preferred by two respondents)



A2: Targeted investment w/ bike lanes (preferred by eight respondents)



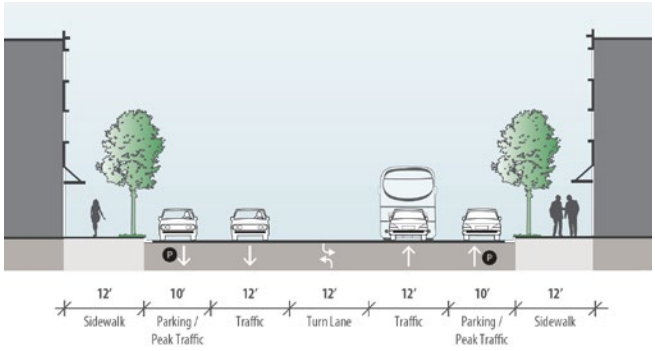
A3: Full BRT (Center) (preferred by 33 respondents)



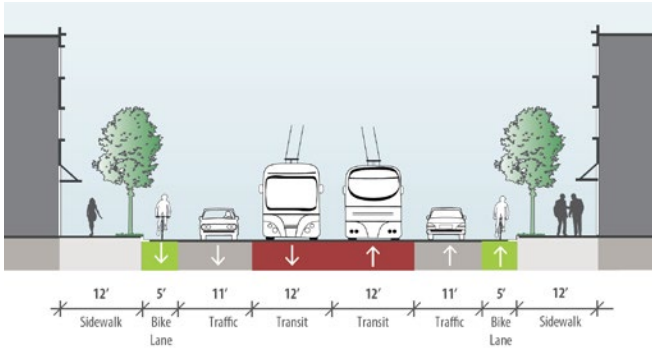
SUMMARY OF RESPONSES

Regarding the preferred design on **Fairview Avenue between Denny Way and Valley Street**, respondents preferred a full BRT in the center lane (B2) as opposed to the existing roadway (B1). There were 38 respondents in favor of a full BRT in the center lane, and four choosing the existing roadway allocation.

B1: Existing (preferred by four respondents)

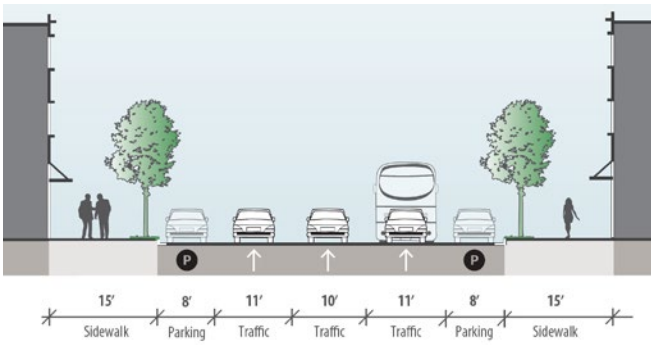


B2: Full BRT (Center)
(preferred by 38 respondents)

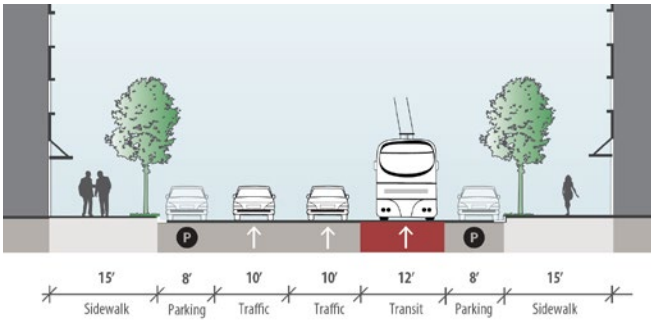


On **Virginia Street** between 3rd Avenue and Boren Avenue, respondents overwhelmingly preferred the roadway design for full BRT with 38 in favor of the full BRT- right side (C2). Four respondents preferred the existing design (C1).

C1: Existing (preferred by four respondents)

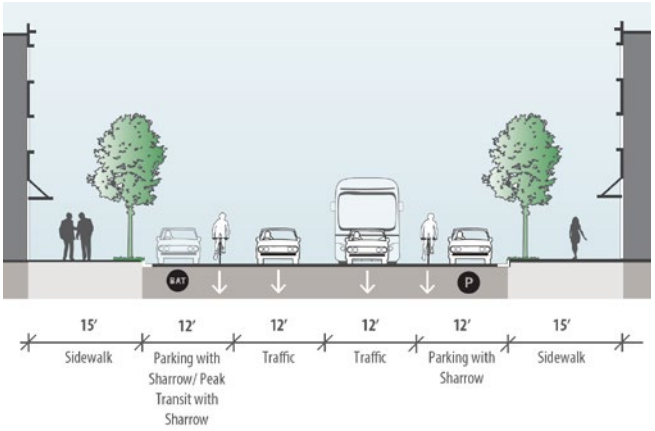


C2: Full BRT (Center)
(preferred by 38 respondents)

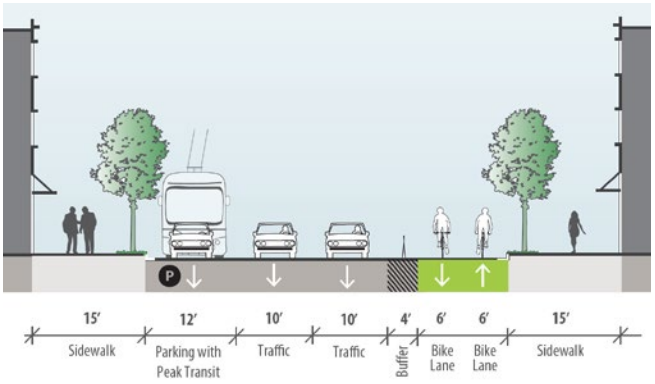


On **Stewart Street** between 3rd Avenue and Boren Avenue, 31 respondents preferred full BRT on the right side design (D3), while four preferred the existing design (D1), and seven responded positively to targeted investments with bike lanes (D2).

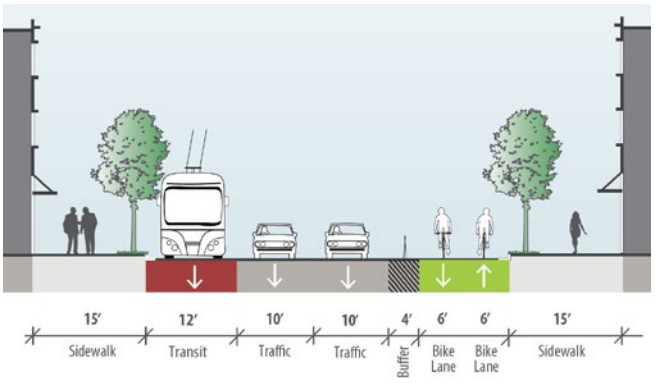
D1: Existing (preferred by four respondents)



D2: Targeted investment w/ bike lanes (preferred by seven respondents)



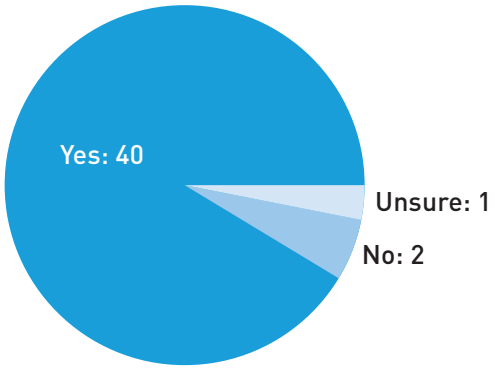
D3: Full BRT (Center) (preferred by 31 respondents)



SUMMARY OF RESPONSES

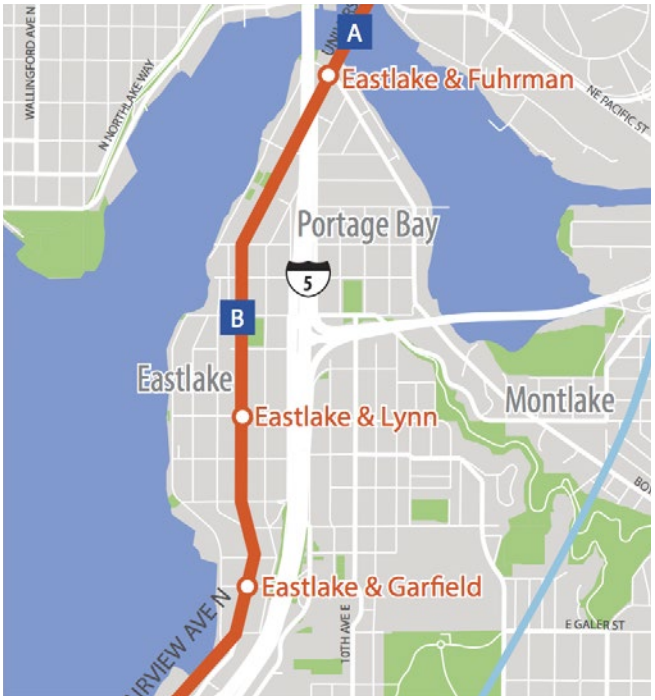
People generally agreed that the trade-off of losing parking is worth the improvements in transit service and protected bike facilities. Forty people favored giving up parking for improved transit and bike facilities, two respondents preferred to keep parking, and one respondent was unsure.

Is the trade-off of losing parking worth the improvements in transit and protected bicycle facilities?



Eastlake

The next section of the online open house looked at the Eastlake corridor. For the Eastlake page, a total of 89 responses were received.



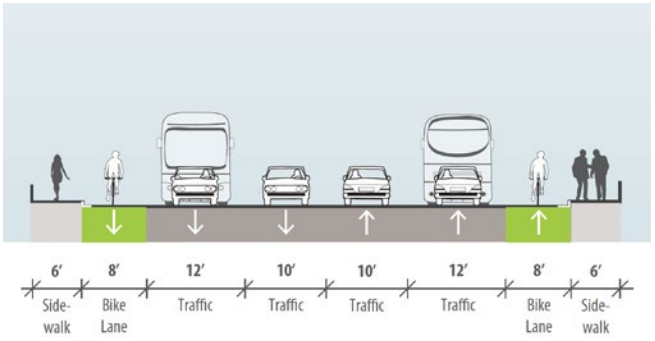
When looking at the map of proposed station locations, most respondents were satisfied with the suggested stations. The following station locations were proposed:

- Eastlake and Fuhrman
- Eastlake and Lynn
- Eastlake and Garfield

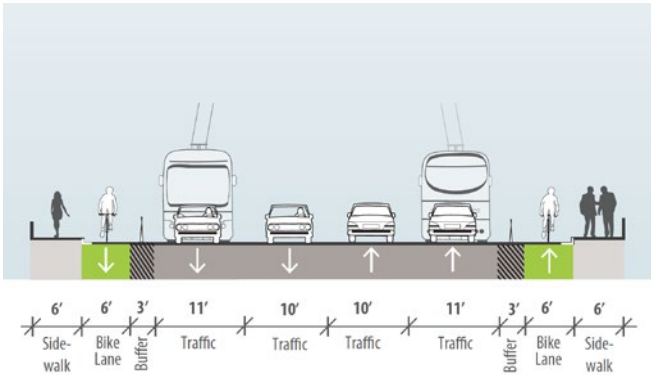
Fifty people responded favorably, 26 wanted to add stations, and 6 wanted to remove a station. The most commonly requested additional station was at Eastlake and Hamlin.

Respondents were asked their preferred roadway allocation of the **University Bridge**. Forty-six people would prefer to keep the existing roadway design (A1). Twenty-four people voted for target investments with bike lanes (A2), and 14 people want to see a full BRT running in the center lane (A3).

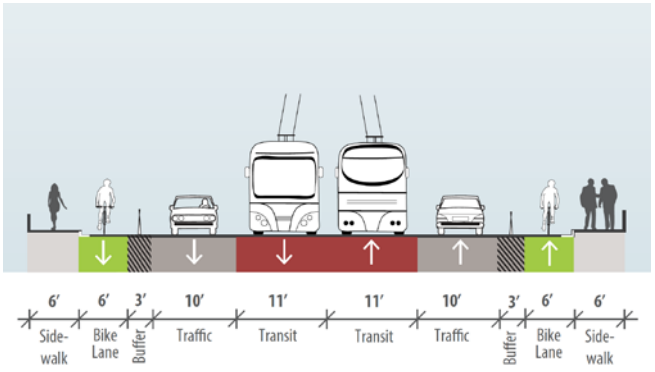
A1: Existing (preferred by 46 respondents)



A2: Targeted investment w/ bike lanes (preferred by 24 respondents)



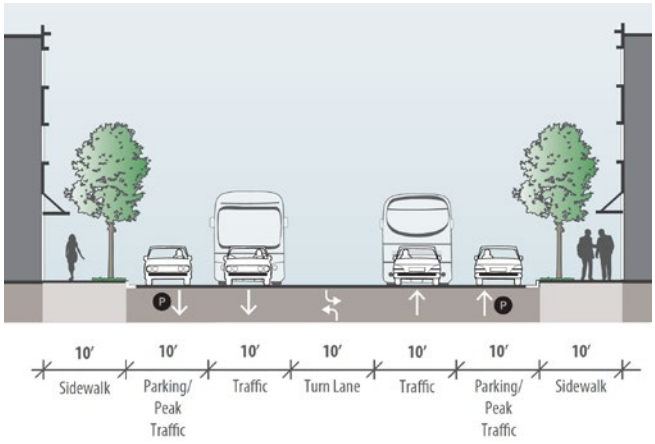
A3: Full BRT (Center) (preferred by 14 respondents)



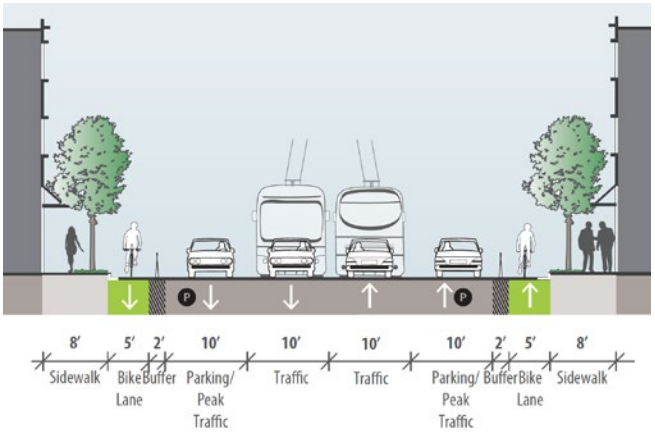
SUMMARY OF RESPONSES

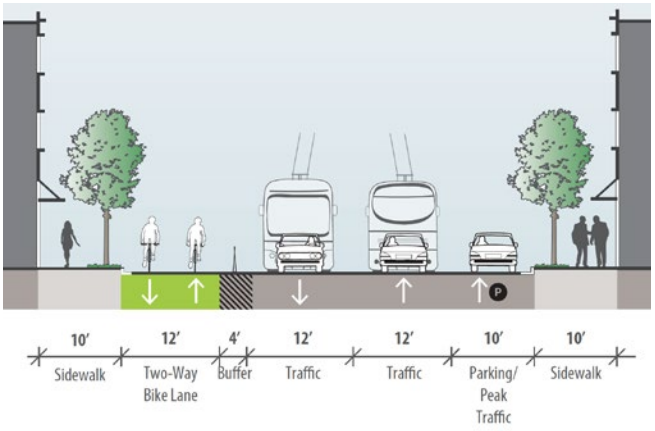
There was a tie between which preferred design respondents want to see on **Eastlake Avenue N** with 32 votes each for both Full BRT (B3) and target investments with bike lanes (B2). Nearly twice as many respondents preferred the option with a single direction bike lane on each side of Eastlake Avenue as opposed to a two-way facility on only one side. Meanwhile, 18 respondents preferred the existing design.

B1: Existing (preferred by 18 respondents)

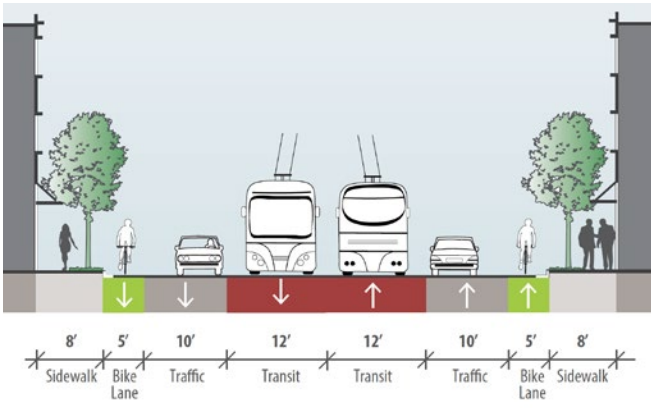


B2: Targeted investment w/ bike lanes (two options) (preferred by 32 respondents)



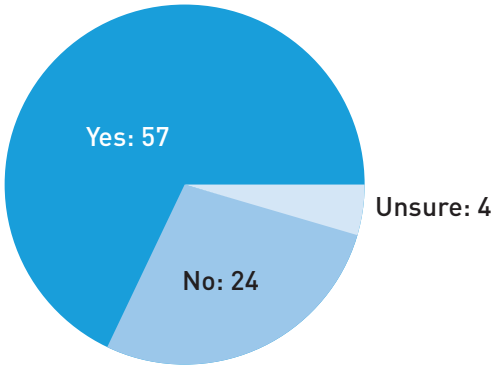


B3: Full BRT (Center) (preferred by 32 respondents)



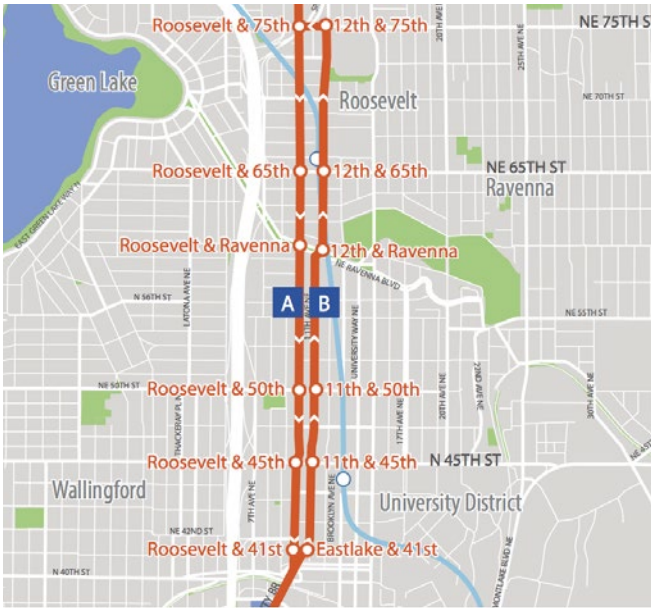
When asked if losing parking is worth the improvement in transit service and protected bike facilities, 57 people said yes, 24 people said no and four weren't sure, showing that most people agree that the gains in transit and bike facilities outweigh the loss of parking.

Is the trade-off of losing parking worth the improvements in transit and protected bicycle facilities?



Roosevelt

The next section of the online open house dealt with the Roosevelt section of the corridor.



Forty-eight respondents liked the proposed stations, with only 8 respondents asking to add a station. Stations were shown at the following locations:

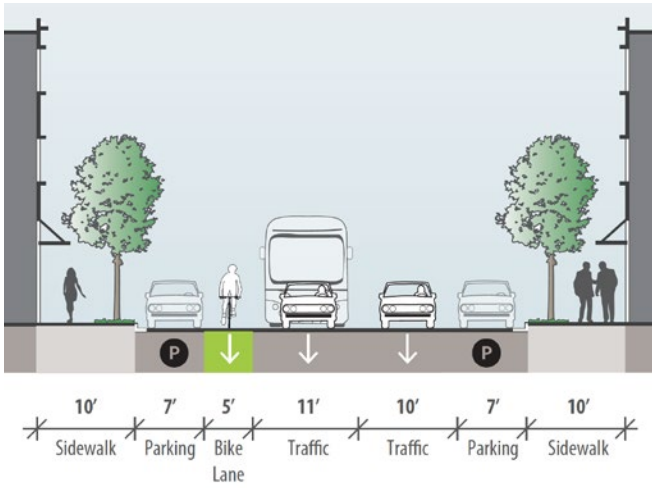
- Roosevelt/Eastlake and 41st
- Roosevelt/11th and 45th
- Roosevelt/11th and 50th
- Roosevelt/12th and Ravenna
- Roosevelt/12th and 65th
- Roosevelt/12th and 75th

Commonly noted locations to add stations were 55th Street and 70th Street.

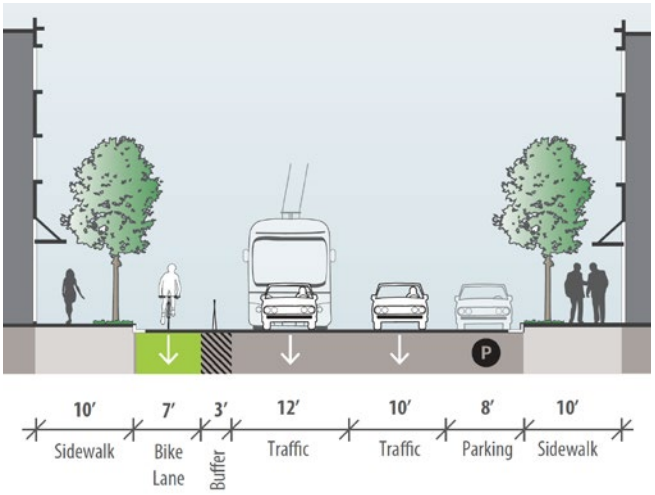
SUMMARY OF RESPONSES

Regarding the allocation of right-of-way on **Roosevelt Way**, respondents highly favored a Full BRT configuration (A3) over the existing configuration (A1) or a targeted investment approach with bike lanes (A2). The preference was 43 favoring Full BRT, eight selecting the existing design and nine for targeted investment with bike lanes.

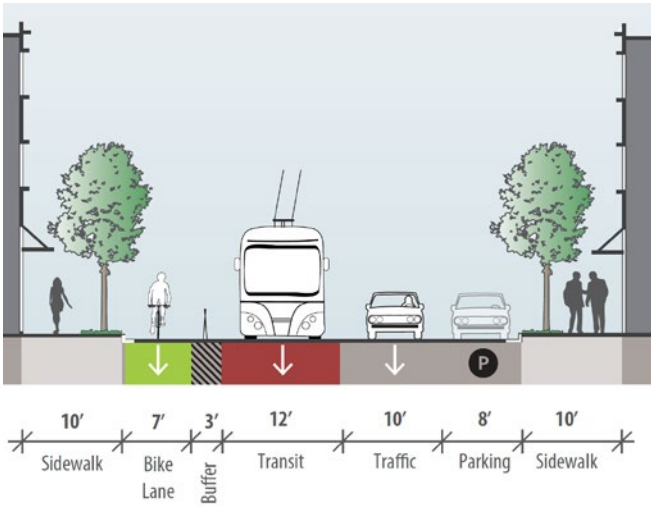
A1: Existing (preferred by eight respondents)



A2: Targeted investment w/ bike lanes (preferred by nine respondents)

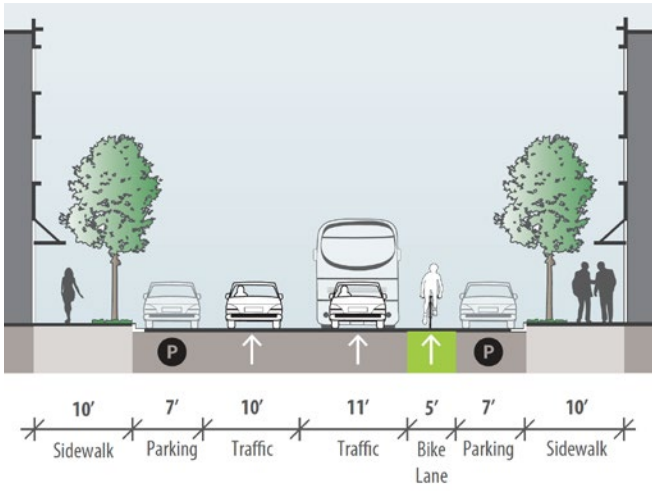


A3: Full BRT (Center) (preferred by 43 respondents)

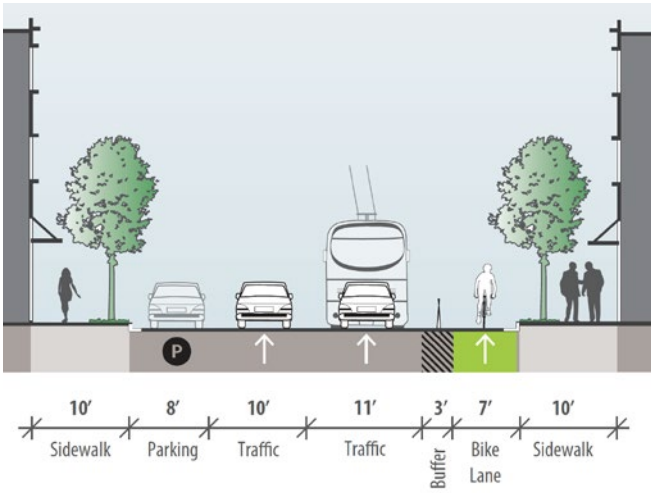


For the preferred design on 11/12th Avenue North, respondents again overwhelmingly chose Full BRT with 44 responding in favor of full BRT (B3) and the existing design (B1) receiving 9 votes and 8 people responding favorably for targeted investment with bike lanes (B2).

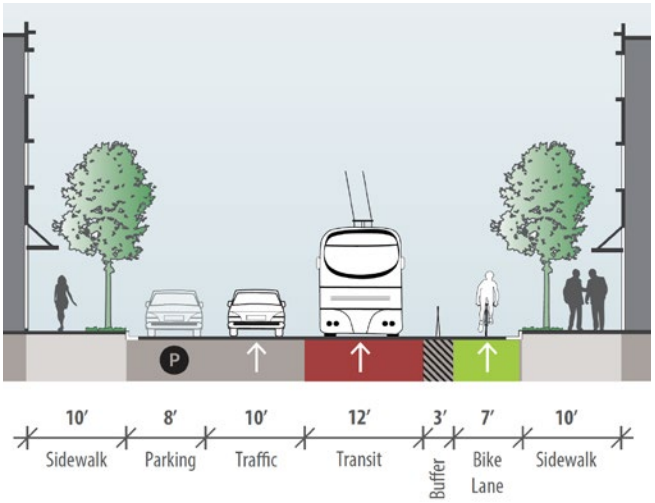
B1: Existing (preferred by nine respondents)



B2: Targeted investment w/ bike lanes (preferred by eight respondents)



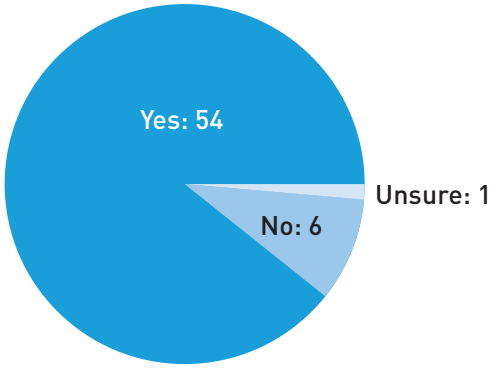
B3: Full BRT (Center) (preferred by 44 respondents)



SUMMARY OF RESPONSES

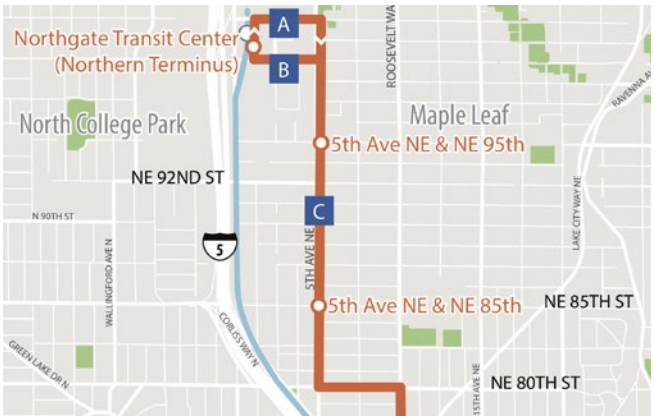
Respondents felt that losing parking was worth the tradeoff of improving transit service and providing protected bike facilities. 54 selected yes, 6 selected no, and 1 person was unsure.

Is the trade-off of losing parking worth the improvements in transit and protected bicycle facilities?



Northgate & Maple Leaf

The next section of the online open house addressed the Northgate and Maple Leaf section of the corridor.



The following station locations were proposed for the Maple Leaf and Northgate area:

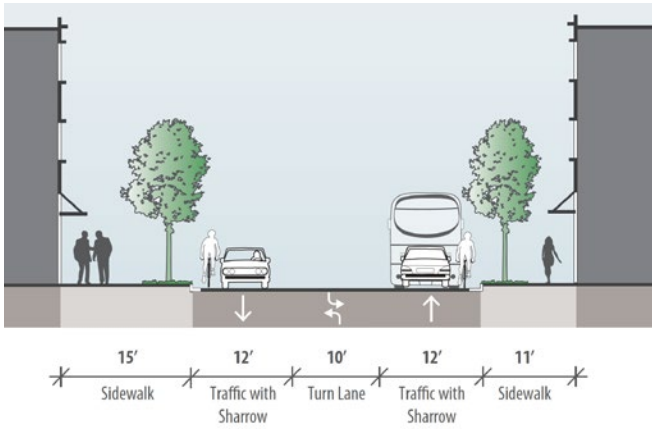
- 5th Avenue and NE 85th
- 5th Avenue and NE 95th
- Northgate Transit Center

When looking at the map of station locations, most respondents were satisfied with the stops. Thirty people responded favorably, 11 wanted to add a stop, and four wanted to remove a stop. Common stops to add were 5th Ave and NE 80th Street and 5th Avenue and NE 90th Street.

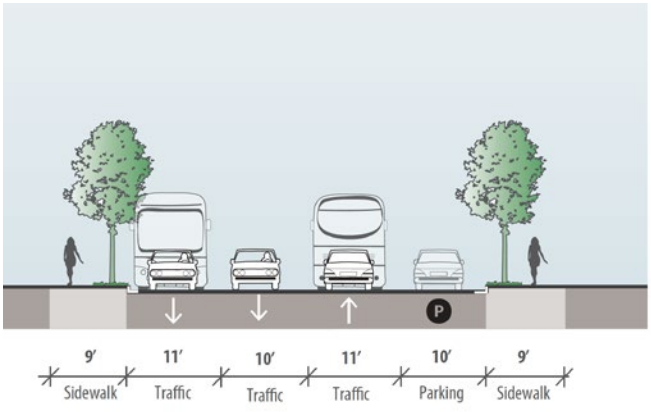
At **103rd Street NE**, most respondents preferred targeted investments with bike lanes (A2) instead of the existing design (A1), with 35 to nine in favor of the change.

At **100th Street NE**, 39 respondents preferred targeting investments with bike lanes (B2), while 5 preferred the existing design (B1).

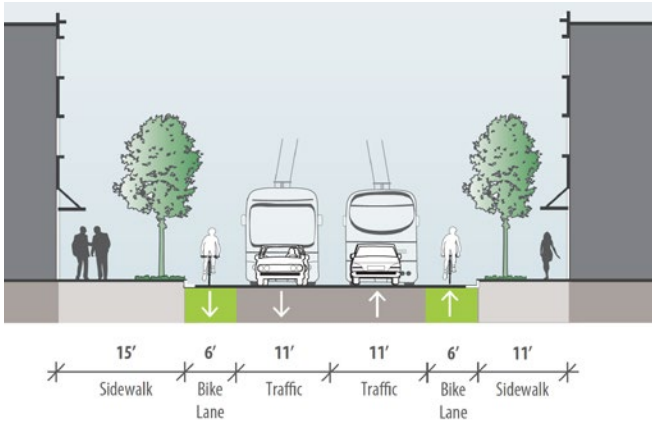
A1: Existing (preferred by nine respondents)



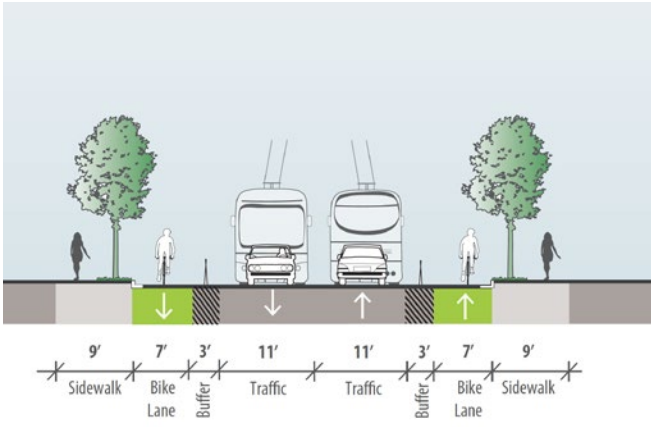
B1: Existing (preferred by five respondents)



A2: Targeted investment w/ bike lanes (preferred by 35 respondents)



B2: Targeted investment w/ bike lanes (preferred by 39 respondents)

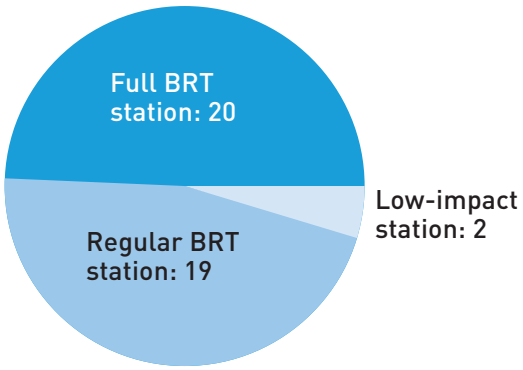


SUMMARY OF RESPONSES

The majority of respondents, 25, shared that they would prefer to see BRT routed on Roosevelt Avenue, and 13 respondents voted for 5th Avenue. Routing on Roosevelt requires identifying an appropriate east/west street to access the Northgate Transit Center. Common suggestions were Northgate Way or 80th, 85th and 92nd Streets.

Unfortunately each of these options faces major challenges in space available, grades, and/or travel time reliability. Northgate Way is too congested and would add too much time to the route, 80th is already the identified east/west street and 85th and 92nd would require removal of all on-street parking on these residential streets.

Of the 46 total comments received on the Northgate/Maple Leaf page, there was a close vote between the regular BRT station and the full BRT station. 20 people preferred the full BRT station and 19 people favored the regular BRT station. Two respondents voted for the low-impact station.



Low-impact Station (preferred by 2 respondents)

Regular BRT station (preferred by 19 respondents)

Full BRT station (preferred by 20 respondents)

CONCLUSION

The results of the online open house indicate a preference by respondents for allocation of right-of-way to transit and bicycle infrastructure in this corridor. This is evidenced by the majority choosing transit and bicycle facilities when asked about roadway allocation across all segments of the corridor as well as noting that the trade-off of losing parking is worth the improvements in transit and protected bicycle facilities. The information collected through the online open house as well as the public open houses held on December 9th and 10th, 2015 will be used to refine a corridor concept design moving forward. This process will include adding or moving station locations as proposed by online respondents and public open house participants.

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SDOT
Seattle Department of Transportation

May 2016

APPENDIX I: JUNE 2016 OPEN HOUSE SUMMARIES

Comments from comment forms collected.
From Eastlake Open House - at TOPS School - 6/15/16
Please have protected bike lanes (one each way going with the flow of traffic) and don't feel bad about taking away parking and prioritizing mass transit. You are doing the right thing for us, the planet and our ability and quality of transportation. Please continue to de-prioritize cars! They aren't sustainable no matter how much these NIMBYs complain.
Consider ending phase 1 at 75th vs 65th. Looks great, hurry up and build it. Parking loss is not a large concern of mine as a cyclist and transit user. Keep off-board payment no matter what.
Use streets for moving people, not private storage of cars. We need more bus lanes in this transit project once again transit comes last in a "multi-modal" transit Project. Bus lanes are missing at Mercer where they are most needed as well as on Virginia in Denny Triangle.
More bus lanes on Eastlake and Fairview. Longer and more continuous. Too much on Eastlake, place bike lanes/bike boulevard/greenway one block over on Fairview and fill missing gap on Fairview for bikes. Dedicated bus-only lanes between Downtown and Univ. District Bus lanes in both directions especially northbound needed around Mercer St. – this is the biggest bottleneck on the corridor. Please stop accommodating the single occupant vehicles that clog up the streets and are the source of congestion Please look at a routing north of Roosevelt that hits Green Lake – run on Weedin Pl NE and 66th Transit needs to be the priority" parking, loading, and bike lanes cannot ruin this transit project like Broadway on First Hill.
What options for a person who cannot ride a bike to get between Eastlake and Lynn St. and the U.W Hospital, U.W. Husky Stadium. Transit Center, Cap Hill Transit Center, SeaTac, Harborview. Someone on foot with a bag or baggage to carry, efficient use of time, limited mobility (to climb up to Broadway, for example). Availability of parking near hubs? If you remove all on-street parking along Eastlake will provide parking facilities? The traffic and parking situation in Eastlake has become dramatically worse in the past year or so due to increasing overflow from the Amazonia/ SLU growth. Parking on Fairview East, for example, is now at near-capacity both day and night. It seems many people drive to this neighborhood and then walk, bike, or bus to SLU. Narrowing Eastlake will exacerbate this problem and adversely affect local residents and businesses, whether or not they are using public transport. Alternative access routes or widening streets – has this been considered? Basically 2 ways to get to transit: walk – needs to be close with a dense network or drive to hub – need to have adequate nearby parking.

I really appreciate SDOT living up to its vision zero goals by prioritizing peoples' safety and mobility of people not cars. I would like to see them fulfill this even more by creating solid, physical banners rather than just buffered lanes/flexible bollards. It's also a shame SDOT can't find more room for buses to escape traffic, when they are the ones helping to alleviate congestion. Finally, please make sure all intersections and driveways are thoughtfully designed to ensure infrastructure is used appropriately (i.e. cars don't block bike lanes when pulling out).
There should be PBL's the entire length of the corridor. There should be more consideration of bike accommodation through the intersections. In the scenarios shown, the intersections are the weak link. Example: northbound on 11th at 45th, the PBL drops 100 feet south of the intersection. Eastlake – Eliminate parking –Yay! 5 ft bike – not an all ages and abilities facility Eastlake and Fuhrman section is not adequate. Intersections and transitions need much more consideration throughout the entire corridor. Intent for PBL transitions from 1-way to 2-way are unclear. All bike facilities should meet the goal of the BMP.
The plans as proposed do not reflect the reality of Eastlake neighborhood as a residential area where people live and a business district which draws customers from other areas. Buses are fine, many people will use them for work commutes. But for other transportation – for activities in other parts of Seattle, entertainment, Dr. apts. Etc. many residents will still have cars! And for 50+ age, a car is often the only realistic transportation to stay active in volunteer work, family involvement etc. Please do not advance a plan that handicaps Eastlake residents and could seriously hurt our business owners. Find me some regular patrons who ride the bus to Serafina Restaurant?!
I am aware that you have decided to go with Bus Rapid Transit in the Roos[evelt]to Downtown HCT corridor. I am, however, also aware that the Eastlake corridor will receive an influx of residents by 2021. And I'm aware that Amazon, Google, etc… are all in the process of building new offices in South Lake Union and adding new job there. I would like to point out that the SLU streetcar already has ROW in the Downtown to South Lake Union corridor. It also has the potential to have ROW along Eastlake Ave E, all the way to Allison St. (along medians, central turning lanes, etc…) this would create a high-capacity transit module that, not only commutes many people, but it does it quickly, and on time. It narrows the road, which decreases speed for cars and increases safety for cyclists. And, finally, it provides a system independent of the congestion downtown. If you so please, you may even connect a functioning BRT system with the streetcars terminus at the University Bridge in the short term, and then look at connecting Roosevelt, Northgate, as well as Wallingford, Fremont, U-Village, Magnusson with functioning streetcar network later on. A network is vital. If you build a functioning, large network that services many areas, many neighborhoods, many people, then people will use it! But not if it's clogged downtown. Not if the system doesn't have ROW. Not if it doesn't work. It is far cheaper to build a working, expensive, good system first rather than doing it on the cheap, wasting money, and then having to do the expensive thing anyway, only 15 years and many, many broken hearts later.

Overall this seems very reasonable. Some minor improvements could be made. 1. Align protected bike lanes to not cross rail tracks whenever possible. This is very dangerous and a cyclist was recently killed on First Hill when they biked onto tracks. If this is not possible use treatments to prevent cycle tires from sliding into tracks. 2. Use permeant objects /bollards to create separated bike lanes. Otherwise, motorists will not respect them and use them as parking. 3. Careful design to minimize conflict between cyclists and pedestrians at transit (streetcar stops and BRT stops). What do you expect to happen when a full bus or streetcar lets out next to the bike lane? 4. As far as transit goes not having dedicated ROW for transit through the Mercer mess is complete insanity. There's really no point unless transit is prioritized. 5. There needs to be some bicycle facility on Fairview Ave between Republican and Mercer, what is a cyclist supposed to do in that stretch? Merge across the right turn lanes to proceed northbound? No!!!!
I do see a lot of parking open when I bike through at 10 am-ish Glad to see bike lanes on Eastlake in the plan – thanks! Please consider a protected intersection for bikes at Fairview and Valley I've already switched from driving to bus/bike as parking got expensive Looking forward to frequenting Eastlake businesses more when this is done Terminating at 65th would be much more useful than U District
Excited to see the improvements since December in terms of connecting bike infrastructure, dedicated transit lines through SLU and downtown and a willingness to actually prioritize safe movement of people and goods over parking. Questions to consider: Transit lane approaching Mercer disappears Can we lose a SBGP lane under I-5 to buffer bike lanes? What is happening on the SB approach to University Bridge? No bike lane?

Alison Townsend, Project Manager:

Eastlake benefits little from a Northlake- Southlake HCB. Eliminating 2 HCB stops (Garfield and Allison) will improve transit times for everyone else. If exclusive-use bike lanes are not part of this project, Eastlake's portion of this project drops from 1.5 miles of curb, gutter and sidewalk improvements- perhaps $1.5 million saved.

As a live-work local, my preferred alternatives are:

1. The 70 Bus through Eastlake at 10-minute intervals during peaks, 15-minutes intervals non-peak. Eastlakians can reach 3rd and Union in 20 minutes. Rapid Ride will terminate short of downtown and our Southlake commuters are within reasonable walking/biking distance. Eastlake needs bus service to and from downtown, not Southlake. Improve the 70.

2. Rapid Ride bus transit through Eastlake with one stop. Within 5 years, we can expect transferring from Metro 70 to Lite Rail in the University District as the most efficient public transit access to Northgate. A Rapid Ride stop at Lynn and Eastlake might make sense for local ridership.

3. Recreational bike traffic encouraged to the Cheshiahud Lake Union Trail by the purchase of 100 East Edgar. Although this is a "high capacity" transit study and bicycles are low capacity, bike interests want exclusive-use bike lanes through Eastlake. They accurately consider Eastlake Avenue to be an unpleasant portion of the ride. But one block west is a heritage trail. As a recreational bicyclist, a leisurely ride along water is better than sucking noise and fumes from Eastlake. Complete the Cheshiahud Trail through Edgar.

4. Bike commuter traffic encouraged to residential streets. For commuting bicyclists passing through Eastlake: improve signage to access Franklin Avenue at Allison and Garfield, Minor Avenue and the Fairview Trestle. Commuter bicycle traffic at peak hour at Eastlake and Lynn is 65. Vehicles peak hours at Eastlake and Lynn are 1,200-1,600, many of which are high capacity busses, shuttles and carpools. If this study, intends to recommend cutting vehicle capacity on Eastlake Avenue by 20% for the exclusive use of bicycle commuters, please first remove "high capacity" from the project's name.

5. Economic Impact Statement for arterial parking included within this study. I have seen no examination of the economic consequences for the loss of arterial parking spaces. Before 327 arterial parking spaces used at 80-95% occupancy rates –expect for when they serve as peak hour traffic lanes – are given over to exclusive use by a 5% population, I'd like to know what value is being taken from the other 95% -- the customers, clients, patrons, patients, employees, students and teachers that live and work in the neighborhood rather than just ride through it.

I am excited for Eastlake to be safer to bike on and to become a more efficient corridor for moving people to their destinations. The street being safe for people, especially pedestrians, will improve the Eastlake neighborhood. Please include protected bike lanes. I know so many friends who have been hit riding on Eastlake, and our lack of bicycle infrastructure is to blame. Protected bike lanes going both directions is the right thing to do. Thank you!

SLU/DNTN Concept:
Cross Section A – At Fairview & Aloha if you narrow car lanes to one and Valley and Yale each way the traffic, which is already often backed up for several blocks, has no alternative routes. Cannot get to other streets easily because of Fred Hutch Campus. Coming around through Stewart is also very congested already. What alternative routes will you provide? For automobiles?

We need a fast solution to continuous/consistent late buses. Taking away 66 and other routes such as the 71, 72, 73 have made my life on Eastlake hell. It takes over 60 minutes to get home from Elliott Ave to E. Edgar. Buses are always late getting me to work and I've been warned at my job. It is more reliable to walk and less frustrating. It's too uncomfortable to ride it when it does show up because 40 people hopped on one stop. We need a solution fast, not 2021!
You really need to work on better meeting management. People shouldn't feel like they're able to derail a presentation to complain about parking. Anyway, Thank you for working on this corridor- it needs so much help. We need a protected bike lane along Eastlake Avenue that is safe and connected to light rail, SLU, UW, and the BGT. It needs to be same direction of traffic on both sides of the street. Thank you!
Bike lanes on Eastlake look great this a long overdue improvement.
Interim improvements on Eastlake for bikes. Consideration for Mercer/Valley/Fairview area. Back up on Valley is dangerous to bikers now. SDOT w/ SPD needs to enforce not blocking bike lanes. More lanes w/o enforcement (parking, stopping, etc.) is an issue.
Thrilled to see bike lanes coming to Eastlake. Very daunting/dangerous now and sacrifice of some parking well worth it.
1. 2-way cycle track on Fairview doesn't work considering # of driveways on the west side. Bike lanes from Valley turn to right lane on NB Fairview. The bike facility from SLU needs to be connected better with Eastlake Bike Lanes and the Cheshiahud Trail. 2. Parking = hard to find parking – lived on Boylston/Lynn
Love the plan for new bike lanes on Eastlake! Great because of the disconnect and steep hill between Eastlake corridor and the lake front.
I support dedicated bike lanes along Eastlake Ave.
Great looking concept, I wish it included extension of the streetcar to 45th.
This is a much needed project to get people moving safely. We need to get buses out of traffic and protect people walking and biking. This is going to be a though transition for some in the neighborhoods. But a life changer for others. Please implement!
Please don't let folks who complain about losing parking sway you. We shouldn't make it too easy for cars to dominate our neighborhoods. Help us develop a way to do car sharing.
You are killing Eastlake. You are sacrificing businesses and culture. You are making a big disaster. Developers, Microsoft, Amazon, Google are dictating life in Eastlake and Seattle.
Thank you for showing PBLs on Eastlake Ave & Roosevelt and 11th and 12th couplet. Please keep the bus going to Northgate, and extend the bikeways to the south on Fairview to Boren and north via Banner, 4th Ave and 1st Ave to Northgate.
Protected bike lanes are important – but can they move to Yale rather than Eastlake. Parking and businesses concerns are paramount. We could lose our community vitality if parking is lost. We are also seeing many "apodments" and there is little evidence. They ride the bus vs. driving their cars. Again parking is an issue. How can you limit travel on one of the few north/south corridors in the city? Rapid bus will be a joke. Stops do not seem to reflect where large groups of people live.

From Roosevelt Open House - at UW Tower - 6/16/16
TSP at every intersection is great! (Hopefully that remains) Queue jumps are more important than electrification Queue jumps at Fairview & Mercer (NB), University Bridge (SB), 45th (NB), 50th (SB) should be studied Stop calling it BRT! The term is becoming meaningless!
Please build a continuous protected bike lane corridor along the Roosevelt to Downtown HCT corridor. We need protected bike lanes particularly from the U-District thru Eastlake to Downtown. Thank you! Also, I am concerned about the concept evaluation summary as it appears to miss several key criteria, including walking and biking mobility and walking and biking safety.
I think you need to stop making more congestion by making bicycle lanes for 4% of commuters. These even slow down your buses.
Living on Roosevelt currently. The noise and exhaust/soot from the (former) 66 and now 67 can be intrusive (especially in the mornings). Bus drivers also have difficulties intersecting bike lanes as well. I'm strongly in favor of using electric trolleys on this route to both (a) minimize KCM's reliance on diesel, and (b) significantly reduce the noise for residents along the route. It would also be very helpful if the buses ran past last call at bars. Link does not currently run late enough, so people are often relying on Uber/Lyft for safe rides home – but I think the city can do a better job at this. Ride-sharing services are not environmentally-friendly and there are increased ethical questions about them.
Excited to see bike lanes and transit infrastructure coming to Eastlake! There are a few areas for improvement: Maintain protected bike lanes throughout corridor More landscaping is needed, potential GSI
Confusing address- put some cross streets next time. We are at the UW Tower. More directions on postcard. Got lost because address says 43rd.
I love the project on 50th and Roosevelt. Please teach more civics to the voters. Thank you.
I strongly support these bike and transit improvements in the Eastlake corridor. Thank you!
I live near 50th and Roosevelt and bus service on Roosevelt was severely reduced with R[ou]te 66 elimination. I am very excited to have that service restored, to have bus service between light rail stations, and to have a new and needed-connection to SLU. Thanks. I love this project!
Interim improvements on Eastlake for bikers. Consideration for Mercer/Valley/Fairview area. Back up on Valley is dangerous to bikers now. SDPT with SPD need to enforce not blocking bike lanes. More lanes without enforcement (parking, stopping, etc) is an issue.
You really need to work on better meeting management. People shouldn't feel like they're able to derail a presentation to complain about parking. Anyway, thank you for working on this corridor – it needs so much help. We need a protected bike lane along Eastlake Avenue that is safe and connected to light rail, SLU, UW, the BGT. It need to be same direction of traffic on both side of the street. Thank you!

At E Lynn St/ Eastlake Ave E and areas similar:
Is traffic light timing included in the revamp plan? It seems when a bus stops at a station taking up the only travel-thru lane, cars behind might switch lanes quick to swerve around bus to beat the light.
How can we solve this…install sensors at light to correspond with bus approach?

At South Lake Union:
Traffic impact of taking away one lane of freeway entry on Fairview/Mercer. Schedule "Transit only" bus lane – non/commute hours only?
How involved are the tech companies in South Lake Union in the traffic impact report?

65th is better than 45th to serve the entire dense mixed-use corridor. Terminating it at 45th splits it in the middle and prevent it from reaching its potential.
More transit lanes and/or BAT lanes. To save money, consider deferring electrification and truncating the streetcar just after Lake Union Park Station. Move Seattle was supposed to bring significantly higher speed bus service, not just a few queue jumps here and there. Consider transitioning to 5th Ave NE earlier at Weedin Place rather than NE 8 75 street. That would serve the emerging higherdensity development around 5th and Green Lake. IT would still be only a few blocks from Ballard High School.
It doesn't make sure that the percentage of new boardings for downtown – 65th is so much lowerthan for downtown – 45th (6% vs 29%; 500 new boardings vs. 1500). Extending it to 65th makes more trip combinations feasible that are a poor transfer now, so the number of new riders should be greater than a line that ends at 45th. So something seems to be wrong in the calculations.

Thank you for taking the time to listen to my concerns and I hope SDOT takes the opportunity to study these suggestions and (hopefully) incorporate them in to the final design of the Roosevelt HCT corridor.

Yes to dedicated bike lanes and smoother roads!

Hi, Tim:

Good to meet you at the TOPS school open house last Wednesday evening. You may recall that we spoke a bit after the presentation about parking demand and how a number of buildings in Eastlake are being built with zero parking requirements.

Here's a comment, below, that I submitted to the project down the street from where I live. It includes the URLs for the recent King County "Right Size Parking" study that I mentioned during our chat. The study found that the ratio of parking spaces to building units in Eastlake should be about
0.5 and I believe this ratio actually governed parking requirements in Eastlake for a few years. But in 2015 the Director of the Seattle Department of Construction and Inspections issued Director's Rule 6- 2015 (attached), which exempts many new building from any parking requirements at all.

Workshops are good for fine-tuning designs and making the transportation system more effective. But the more effective it is, the more easily can Seattle officials justify higher density. The higher density eventually spawns additional transportation problems. Workshops are then held to help develop improved transportation systems, which make it possible to again justify even higher density
... etc.

This cycle is due to strong economic and cultural forces — urban areas are where the jobs are, and nice urban areas are interesting and fun places to live. So I guess the process we're involved in is a natural one, albeit frustrating and stressful for current residents that, naturally, feel squeezed and put upon.

Rob, Mike, Alison.
I wasn't able to make either of the recent open houses presenting the preferred concept for the on the Roosevelt high capacity corridor plan, but as a lifelong resident of Ravenna/Bryant who works at 8th an Stewart I'm well acquainted with the deficiencies of bike and transit infrastructure along this route. I was very excited by the BRT concepts presented at the initial open houses that could have made this an excellent project. The scaling back of the BRT concept in favor of parking preservation and general purpose lanes is disappointing, especially between Westlake center and the university bridge. Virginia to aloha needs to have a Northbound dedicated bus lane. The recent metro restructure of the 64 to this northbound routing is unbearably slow. General traffic turning to Boren, Denny, Mercer and I-5 backs up all lanes and make this dozen blocks regularly take 20 minutes.
North of Aloha, I agree that separated bike lanes on the east side of Fairview are the best configuration, but the bike route should stay on Fairview all the way to the university bridge. Build a regional bike trail on Fairview! Then buses on Eastlake could have dedicated lanes or bat lanes as needed without conflicting with bikes.
University bridge to downtown is a critical corridor for bike commuting, but is hilly, has lots of stop lights, bad pavement, and the right of way is narrow. (I'll usually ride Boylston / Lakeview to avoid it). This bike corridor is deserving of more than shoulder lanes. Please, please direct staff to look into completing the missing link on Fairview between Roanoke and Hamlin, either by constructing a bridge/pier in the Fairview ROW or by acquiring the private shoreline for a boardwalk. This would immediately make Fairview a major asset to the city's bike network, not just for commuting, but also leisure -far more than Eastlake bike lanes ever can be. If the costs of a bridge, pier, or boardwalk are prohibitive, perhaps the funds could come from a reduction in streetcar service. I would guess that the northernmost streetcar stop is the lowest performing, and will be better served by the new bus service anyway. Truncating the streetcar in a tail track at south lake Union park would eliminate much of the track relocation cost. And with the Eastlake corridor becoming a trolley bus corridor, there is no realistic future in its northward extension anyway. Better to trim it back a stop, keep it out of mixed traffic on Fairview, and possibly set it up for an extension to Fremont via Westlake.

Thank you for considering my comments.

Hello

If you don't do something to expand the capacity of the buses heading downtown, this plan will utterly fail as people will never give up their cars. Lately, on many occasions during rush hour, you have to wait for 3-4 buses to pass you by before they have enough capacity to let others on.
I can't rely on a public transit system that fails to transit the public. You must increase the routes and number of buses.
If not, I am adamantly against more bike lanes as it will not solve the problem and just force more of us to use our cars.
No bus fix/no support for bike lanes. The two must go hand in hand.

Comments collected from Project Phasing Station

From Eastlake Open House - at TOPS School -6/15/16

I like the motor vehicle diverter with the bus island on Roosevelt at NE 45th

From Roosevelt Open House - at UW Tower -6/16/16

This plan brings a bus route closer to my house. I want that.

Comments collected from Downtown/South Lake Union Station
From Eastlake Open House - at TOPS School -6/15/16
More bus lanes than proposed
More bus lanes than proposed especially through choke points such as Fairview at Mercer
Stewart St & Boren Ave
· Bike lanes must be continuous otherwise they are of little use (+2----- 2 other people marked agreement with this statement)
· Partner with other projects to ensure this bike lane is not an island and connects to other bike facilities
Virginia St & 8th Ave
· Look at contraflow bus lane on Virginia west of 8th Ave in order to have two-way operations.
Denny Wy & Fairview Ave
· Why no stop at Denny? Denny is the transfer point for Metro 8, a very high ridership route. (+1---- 1 other person marked agreement with this statement)
6th Ave & Stewart St
· Check bike lane compatibility with C3 on Stewart St. C3 tracks to run on south side of Stewart.
· How does this fit with the Center City Street Connector Project?
9th Ave & Stewart St
· Your corridor bus travel time models show lot of red co-10 MPH bus streets in this stretch where are the bus lanes?
8th Ave & Stewart St
· Where are the bus lanes on Virginia?
Minor Ave & Stewart St
· Continue Steward PBL from Boren to Eastlake
7th Ave & Stewart St
· Must upgrade rails on Westlake if PBL is (0000) it. Very dangerous for cyclists.
From Roosevelt Open House - at UW Tower -6/16/16
Boren Ave & Fairview Ave
· Why are there no lanes on Boren? Need lanes.
Stewart St & Terry Ave
· What happens to this 5 block section of a 2-way protected bike facility? What does it connect to?
Stewart St & Minor Ave
· PBL/ AAA Bike infrastructure is badly needed between Stewart/ Boren through Eastlake {and} Fairview
5th Ave & Stewart St
· Why stop bus lane at Westlake? Need to continue bus lane past Westlake to 3rd. City Center Connector need to be well integrated.
2nd Ave & Olive Wy
· Southern Terminus should be at King Street Station.
Need to add bus lane on Virginia. It is desperately needed.
Stewart St & 6th Ave
Continue bike lanes to the route on 2nd Avenue

Comments collected from Eastlake Station
From Eastlake Open House - at TOPS School - 6/15/16
General Comments
You are killing the neighborhood. Businesses will go away- why sacrifice businesses and [the] neighborhood? Why call it "…village" in the Comprehensive Plan?
[It's a]Corridor, not [a] "village" or "neighborhood"
How are we supposed to be unconcerned with 3rd Ave[nue] when most of our delays come from there?
When buses inevitably become clogged through downtown and unzoned Eastlake, how much will it cost to pay for [a] "grade separated" subway or "right of way" streetcars? Are we simply banking on technology (busses)? That doesn't work in urban areas.
Bike lanes will be separated by curbs…right?
Thanks for saving lives and making it easier to catch the bus.
If you have to remove the planted median north of Allison, put in a new one south of Allison.
Concerned about eliminating parking on Eastlake along with increased density with microhousing that have no parking – we need parking solutions other than RPZ such as parking structures – we need more parking solutions
Recommend adding turn-only lights on intersection of Lynn and Eastlake to avoid accidents since the bus stop is relocating to that spot
Eastlake street parking currently uses an entire lane and forces bikes closer to traffic, creating a pinch point. Strongly suggest adding bike lane on far side of any parked vehicles, to protect bikes from traffic (1+ -- other person agreed with this statement)
Not convinced microhousing will flood neighborhood with ranking demand. Mass-transit should reduce their need for parking.
Sorry, most will still own cars and need to park somewhere
Please include protected bike lanes. So many cyclists get hit on Eastlake. Safety and comfort for people who ride bikes and walk will improve our neighborhood for everyone
Please study the cost of losing arterial parking
Do a parking utilization study for on-street parking on all the side-streets in Eastlake
Could Eastlake have help from SDOT or other regarding its unique parking dilemma due to geographic location? Please!
Make the buses useful instead of all the billons going the Light Rail! Quit killing heavily used routes!
Valley St & Fairview Ave N
· Ensure the connection through SLU park is intuitive for people biking
· Bicycle cross-over fill with cars on Valley St
· How will EB bicycle turn north to cycle track?
· Bike lanes need to be continuous this seems to dead-end here leaving cyclists stranded plus how do they access northbound?
· S bound lane leading to left turn onto I-5 will back up to rush hour thru lane of traffic. No one will get thru.
Aloha St & Minor Ave N
· Please be sure to design this so that vehicles exiting driveway don't block bike lanes tracks. (Is there a stop light?)
Mercer St & Minor Ave N
· Bus lanes missing northbound to Mercer St Bottleneck congestion
Fairview Ave N and Aloha St
· Have two traffic lanes in each direction! Not one lane southbound and two lanes northbound! (Fairview Bridge)

· Westbound cars and trolley constantly block crosswalk on Fairview
· We need: -Additional right turn lane from Valley onto Fairview south due to traffic back-up with traffic wanting to get on to I-5. One idea is to remove existing parking lane/trees that run along Valley so there are 2 right turn lanes. -Same area: green bike lanes that run from Valley towards Fairview south are dangerous due to poor visibility of cyclists due to heavy traffic that backs up (due to I-5) and the cars that are turning North onto Fairview.
· Find a design solution for ped (and cyclists) safety. Reduce stress for motorist too
· Free right turning care rarely stop for pedestrians (eastbound on Fairview run west of Aloha)
· Better/clear signing or marking to prevent cyclists from riding down trolley route. Unclear to neophyte cyclists.
· Access from W. bound Valley St to future Google campus on south side of for bikes.
Valley St & Fairview Ave
· Another dangerous crossing of rails for cyclists!!
· Continue 2 way cycle track to MOHAI.
· Please look to utilize more right of way width here.
· Add bus lane.
Fairview Ave N & Yale Ave N
· I cannot wait for this. When riding my bicycle here, my current options are: 1. Feel unsafe and wait in line of cars 2. Feel uncomfortable biking on sidewalk
· I don't love the design of a 2-way lane on Fairview because of the danger of exiting the Fred Hutch driveways. Wondering how this will be done?
Fairview Ave & Eastlake Ave
· Ensure the transition is safe from 2 way PBL to one way bike lanes.
· Love this but worried about right-on red turns endangering people walking or biking
· Restrict right-on-red?
Boston St & Eastlake Ave
· No arterial parking doesn't work for me
· Safe bike lanes and reliable transit reduce the need for parking in residential building. Millennials don't want to drive! (+3----- 3 other people marked agreement with this statement)
· 3 apodments buildings are planned for Yale Ave & Eastlake with no additional parking. 100 units within ½ block radius. How do you the city plan on dealing with this issue?
· More and more pleasant pedestrian access around residential density.
Eastlake Ave & E Lynn St
· Can traffic be relieved at Eastlake and Lynn by diverting westbound cars on Lynn? Send down Roanoke or other?
· Add turn lights on Lynn & Eastlake
· Lynn and Eastlake intersection move bus stop north ½ block. Light priority for biker- right turn hazard.
· People should be able to park in office lots after business hours if we won't have parking on Eastlake
· All speed limit should be set at 30 MPH and enforced. Cars speed when they can which is bad for bikers.
· Bike lanes look great! (+1----- 1 other person marked agreement with this statement)
From Roosevelt Open House - at UW Tower - 6/16/16
General Comments
· These are much needed improvements for a heavily-used bike and transit corridor.

· Indeed, this will be a second Burke Gilman in terms of bike/ped[estrian] mobility.
· Bike route parallel to Eastlake Ave E at 1-2 blocks away has merit. Provide safe through route away from buses and traffic for bicycles.
· Broadly happy! But: Prioritize bus [then] bike, [then] S.O.V, [then] parking. Make bus lanes!!! Don't wire the corridor, use the money for more bike/ ped[estrian] facilities. Upgrade to battery buses later!
· Need to investigate Minor & Yale as alternative bike lanes- Making them one-way (one going south & one going north) would solve the problem of 2 cars not having enough room to cross each other, and also make it safe for bikes to move with traffic. (As little as there is). A lot of bikes already use that route. It is no longer nor slower than Eastlake – there is a block of up
· Please note that a lot of bike riders are seasonal (6 months of the year – out of rain season) why alter Eastlake when side streets can safely accommodate bikes all year.
Mercer St & Fairview Ave N
· A lot going on at Mercer & Fairview is an argument for bus only lanes/signal phase
· Need to either bus lane or make sure queue jump gives green lights at both Republican and Mercer
· Trade off of less storage space for cars (RT Lane) vs bus-only. This is worth it (Fairview and Mercer)
· This block is of paramount importance for bus lanes
· Peak direction · Bus only between Mercer & Republican
Valley St & Fairview Ave N
· Connect the Fairview bike lanes to the Mercer sidewalk (cycle track to the west is a nice connection)
· Add NB bus lane on Fairview between Mercer and Valley. Use space on unused wonky sidewalk.
· Better bikeways needed to connect from Fairview to SLU. Protected bike lanes, please!
· Keep bike lanes on north side of tracks, connecting to Westlake. Avoid track crossing(+1----- 1 other person marked agreement with this statement)
· Light cycle enforcement · Transit lane/but enforcement can make or break any proposed improvements
· Alt. bike lane
· Need better bike connections here
Yale Ave N & Fairview Ave N
· Please extend this transit lane for this beck
Fairview Ave E & E Galer St
· Need traffic analysis for bike at this intersection. This will result in significant bike delays as facility transitions between district protected bike facilities. This is a problem
· Need room for waiting bikes. N.bound looks OK
Comments collected from Roosevelt Station
From Eastlake Open House - at TOPS School - 6/15/16
Look at route via Weedin Pl NE & 65th/66th to serve Green Lake Village esp. PCC
Would this also provide closer access to the library? Community Center? Bus #45, #16, and #22?
Bus lanes needed at this bottleneck in U-District
NE 45th St & Roosevelt WY NE
Right turning traffic cross across bus and bike seems problematic – back on bike/bus lane. Any consideration for change to this?
Protected intersection?
Do not skimp on this intersection.

Get rid of turn lane & have separate right hand turn phase (+5----- 5 other people marked agreement with this statement)
NE 43rd St & Roosevelt WY NE
Why is bike lane moving here?
11 Ave NE & NE 45th St
What's up with the bike lane here?
NE 42nd St & Roosevelt WY NE
Bus queue jumps at signals
Traffic calming and crosswalk here
Drop off for UW Clinic
42nd and Roosevelt has clinics with non-ambulating patients who must be dropped off in cars/vans the current signage is confusing and leads to drivers parking in the bike lane some "drop-off/parking" signs would go a long way.
University Bridge
Need to improve safety for people biking access and on either side of bridge!
Eastlake Ave NE & 41st
Put a crosswalk here please!
Eastlake Ave NE & NE Campus Pkwy
Widen triangle curb here, so bike lane continues currently bike here to temporarily merge with traffic. Sketchy! (+1----- 1 other person marked agreement with this statement)
This is really a challenging intersection as a bike, coming from both Campus Parkway and 40th.
Roundabout here??
Your modeling show lot of bus delays northbound here – bus lanes!
Get rid of the cloverleaf. (+1----- 1 other person marked agreement with this statement)
NE 67th St & Roosevelt WY NE
Extend trolley wire to Roosevelt in phase 1 (if not futher)
12th Ave NE & NE 64th St
Route 62 is awful
NE 66th St & Roosevelt WY NE
Look at route between Roosevelt and Northgate via Green Lake
Weedin PL NE
Hits PCC market
NE 50th St & Roosevelt WY NE
Protected Intersection?
NE 73nd St & Roosevelt WY NE
End Phase 1 at 75th instead of 65th
12th Ave NE & NE 75th St
Left for onto 75th? From 12th. 2 step left is not realistic commuters!
Lake City WY NE & NE 75th St
Need infrastructure for eastbound bike traffic.
9th Ave NE & NE 75th St
Need PBLs on Banner.
And along NE 75th cannot Roosevelt PBL with intersecting. (+1----- 1 other person marked agreement with this statement)

From Roosevelt Open House - at UW Tower - 6/16/16
Transit lanes. This is a transit project.
The North/South routes are coming along nicely. Now we need East/West routes to get to the new corridors. This may be a Metro responsibility, but you need to tie in the feeder lines at these presentations so we have the complete picture. Thank you for your hard work.
We should be penalizing autos/SOVs (single occupancy vehicles) in an attempt to get them to use transit getting rid of parking wouldn't be the end of the world since those businesses would be served by frequent transit. Get rid of parking in favor or bus lanes speeding up the service will encourage more usage of transit instead of SOV.
Battery powered busses, not OH (overhead) wire
Eastlake Ave NE & NE Campus Pkwy
· Yes! Very dangerous. Use your imagination to do something
· Redo the bridge connection much more carefully!
· The bike lane ends and for led dangerously into traffic.
Burke-Gilman Trail & Eastlake
· Needs to be safer for people who bike!
Roosevelt Way NE & NE 45th St
· Lack of pedestrian facilities: power poles in ped way. Poor sidewalk conditions, trippy hazards, tree pits, uneven surfaces, intersection: diagonal ramps pointing into intersection, left turning cars toward pedestrians? Ramps need to point toward crosswalk. See Seattle greenway FeetFirst corridor walking audit. 65th down to W Bridge and W Bridge to Mercer
NE 45th St & 11th Ave NE
· Should be a queue jump here!
Roosevelt Way NE & NE 55th St
· Add a rapid ride station at 55th
NE 55th St & 11th Ave NE
· Fix bad sidewalks
· Add a RapidRide stop here
11th Ave NE & NE 56th St
· Fix bad sidewalks here
Roosevelt Way NE & NE 65th St
· Extend Bus Island to cross walk
· Island needs to be at bus level w/o needing to kneel
8th Ave NE & NE 53rd St
· Consider transitioning to 5th Avenue NE earlier at Weedin Place, to serve the emerging higher density on 5th.
Comments collected from Northgate Station
From Eastlake Open House - at TOPS School - 6/15/16
5th Ave NE & Weedin Pl NE
Look at routing from Roosevelt on 5th Ave NE and Weedin Pl NE- hits Green Lake
5th Ave NE & Banner Way NE
Support BRT on Banner. Need new traffic light at 5th Ave and Banner
Or something. Crazy intersection
Banner Way NE
Build a greenway on 1st and 4th to connect Northgate to Banner Way
Extend a trail to Banner Way direct to 1st NE

Roosevelt Wy NE & NE 75th St
Need PBLs on Roosevelt
1st Ave NE
Provide separated cyclists and motor vehicles along 1st NE
Northgate Transit Center
There's way too much parking here
Make a world-class transit center. Extend daylighting of Thornton Creek to the college
From Roosevelt Open House - at UW Tower - 6/16/16
NE 75th St & NE 12th
Location of current bus stop on 75 this very dangerous. Support moving function west as shown on Plan
NE 12th Ave & NE 75th St
Suggest NB bike box for NB 12th Ave left to WB NE 75th St
NE 11th & Roosevelt Wy NE
Traffic SB from Roosevelt to Safeway (also from 75th) cross traffic and creates a dangerous conflict
NE 75th St & 9th Ave NE
Traffic too heavy for stop signs. Need signals
NE 75th St & Lake City Way NE
Remove bike lane on NE 75th and move it to NE 70th all the way from Magnuson Park to Green Lake
NE 100th St & 5th Ave NE
Staircase needed here with channel for bikes
Where do the bike lanes connect to? There is a greenway on 100th? Need to ride continuous routes, not token bike lanes.
Connect this to the Northgate ped/bike bridge!
Northgate Transit Center
Clearer, protected elevated pedestrian wallways from Northgate TC to Thornton Creek
5th Ave & NE 105th St
Bus lanes needed on 5th. This street gets a bus every 5 mins or so
Add transit only lanes here that antbuap to Park and Ride/Link opening
Comments from project website
During the final project period (June 17 - July 31 2016)
I live in East Wallingford and work downtown. I bike Eastlake several times a week. It\'s a mess, especially during the hours when parking is allowed along the curb lane. You\'re forced to ride in a \door zone.\" Also
Andrew Squirrel apparently requested. Remove 100% of parking along Eastlake from University Bridge to SLU Prioritize bus travel as #1, Cycling #2 & turn lanes if they can fit! NO cycletracks or protected bike lanes please. Normal Bike lanes with a little hashed buffer would be perfect and much easier to keep clean.Please mirror the wonderful Dexter Bike lanes as much as possible. I just want to say that I totally disagree with the request to avoid cycletracks. Protected bike lanes are important for many riders and something is needed to stop cars and delivery trucks borrowing the bike lane for short term parking
I\'ve lived in Eastlake for more than a decade and recent purchased a duplex in the neighborhood, so skin in the game and all that. I bike commute daily on Eastlake Ave E because I don\'t have any better options, the crazy-big hills on the Cheshiahud loop make it an unusable alternative. Eastlake currently sucks for cycling and decent (protected?) bike lanes could hugely change that. I\'ve had conversations with three neighbors recently where each one, after hearing I bike commute on Eastlake, vowed that they could never do such a thing because the tiny space between parked cars and fast moving traffic was terrifying. Let\'s get these folks on bikes and make the neighborhood more livable. Obviously this is all from the perspective of someone who lives in Eastlake. Such connections are going to be even bigger boons for folks in U-dist, Ravenna, Roosevelt etc who

are trying to commute to SLU or downtown. I\'ve got friends in those areas who I\'d love to see freed from the mercer mess.
Protected bike lanes along Eastlake and Fairview would be tremendous. As the neighborhood grows and becomes busier, the limited parking along Eastlake is no longer an effective use of street space and would be much better dedicated to biking and transit purposes. And a couple additional pronto bike share stations as part of any new infrastructure would connect the network in UW with the SLU stations, really increasing opportunities for casual bike travel in that neighborhood.
Yes to dedicated bike lanes and smoother roads!
Please provide safe, barrier-protected bike lanes on Eastlake. We need a safe, family-friendly connection between South Lake Union and northeast Seattle.
As a bike commuter, NE Seattle resident, and employee of a company moving to South Lake Union in the next few years (Google), I am *very* excited about the plan to add bike lanes on Eastlake Ave. There is currently no good cycling route between the U District and SLU. Filling this gap will increase the number of cycling commuters to SLU, reducing congestion. Ideally, bike lanes on Eastlake should:1. Be physically separated from traffic, similar to the hashed line separators adjacent to the very pleasant Dexter bike lanes2. Have a physical or visual barrier to discourage cars and delivery trucks from temporarily using the bike lanes for parking
Yay protected bike lanes! Yay bus priority infrastructure! Those will both boost the numbers of people able to move through and to stop and enjoy the businesses along the way. A few vocal people will mourn loss of on street parking, but the rest will quickly forget it was there and happily enjoy the new sense of calm, the new sense of being somewhere rather than being on a raceway that you want to flee. On street parking for used cars is not the highest and best use of public land. Our roadways should be used to get people (in various modes) where they are going, safely.
Please add protected bike lanes to Eastlake! There is no safe way on a bike from NE Seattle to downtown, and there needs to be. A good bike land on Eastlake would be a big help. The city\'s population is growing so fast there is simply no way to just keep making room for more cars - we ran out of the room awhile ago. We need good biking and walking options, and good mass transit options.
Normally my errands to the U District take me from the CD neighborhood over the University bridge and up 12th Ave. The scariest part of this is the connections to the University Bridge and Eastlake. The Roosevelt bike lane is a big improvement over no bike lane, but the awful merge just before the bridge is very dicey. After the bridge there is no clear and safe way to merge left to the bike lane up to Roanoke. These connections need a redesign and safety overhaul. Last week a downtown errand changed my usual route to Eastlake. As a teenager in the 1980s Eastlake was my bicycle commute route from the U District to Downtown. Back then you had to watch for cars but it was fairly straightforward riding. Fast forward to today and the car traffic is quite heavy on Eastlake, and the bike traffic has increased as well. There was much more of a sense of impeding cars as a cyclist on Eastlake and there was some very close passing going on at pretty high speeds. Eastlake is the only direct link for cyclists between the U District and Downtown, and it is surprising that there is so little accommodation for cyclists along it. Eastlake would serve its neighborhood and the city better if it were less of a cut through for cars avoiding I-5, and more of a neighborhood connector with better sidewalks, bike lanes, and transit.
The Roosevelt to Downtown route should have protected bike lanes, due to the high volume of bicycle and motor vehicle traffic, and the elevated occurrences of bicycle/motor vehicle crashes.
Please proceed with something like this. I generally avoid Eastlake on my bike because I don\'t feel it\'s very safe.
Eastlake homeowner and Eastlake landlord here. You have my strong support for protected bike lanes on Eastlake. I commute daily via bicycle or walking from Eastlake to UW. Eastlake businesses would benefit from increased bicycle traffic, and people riding bikes and people walking would benefit from the increased safety. Protected bike lanes on Eastlake would be a good step towards Seattle\'s Vision Zero!
High-quality, protected bike lanes on Eastlake are a huge opportunity to improve Seattle transit at low cost. I am one of many, many people who take buses across 520 to the University district in order to bike to Seattle. As my Google office is currently in Fremont, I\'m able to use the terrific Burke-Gilman trail across north Lake

Union, but as Google moves to south Lake Union, this mode will be significantly improved by a similar bike trail down Eastlake.
I am eager to see a safe, separated bike lane on Eastlake Ave that would be available to riders of all abilities. Eastlake Ave should be prioritized given it\'s potential to become the go-to flat, scenic route between Northeast Seattle and Downtown. Currently it is far too dangerous and disjointed to feel like a viable option for most riders. Here are the additions I would love to see:-Protected bike lanes on 11th/12th Ave NE-Protected bike lanes on Fairview Ave N (connecting South Lake Union to Eastlake)-Protected bike lanes on Fairview Ave N between Stewart and Valley Please, prioritize bike lanes, bike parking, and transit on this high-potential transit corridor!
+1 for bike capacity. I live it NE seattle and commute via the Burke Gilman. My employer (Google) is moving to south lake union in a few years and currently there is no good bike route there from the U-district. You have to go all the way around lake union
I recommend including protected bike lanes on Eastlake. It\'s a major bike corridor, and it should include protected lanes. Thank you.
I live at 65th Street and 17th Ave NE, about an 8-minute walk from Roosevelt. I also routinely commute to work via bicycle, and really appreciate the improvements just made on Roosevelt to provide a protected bike lane to Eastlake. However, the commute to Roosevelt along 65th Street is incredibly dangerous, whether as a bicyclist, pedestrian or a driver. Why? It\'s a high-traffic road with space for two lanes in each direction, but no lane markings. Traffic is encouraged to treat it as two lanes westbound in the morning (with no parking on the north side of the street) and two lanes eastbound during the afternoon commute (with no parking on the south side of the street). Drivers routinely use the innermost lane to turn north or south on 15th Ave NE, and thus many drivers try to cut around turning traffic by dashing over to the outermost lane to make it through the light (otherwise 65th Street would back up for many blocks). Other drivers get upset at people \cutting\" the line
Hi, I just wanted to express my desire for bicycle lanes that connect the University District to Downtown Seattle via Eastlake. I think it is very important to carve out bicycle lanes from University Bridge down to South Lake Union, a critical flat corridor. I am opposed to so called \protected bike lanes\" and \"Cycle-tracks\" since they require too much investment with very little returns and safety improvements. I vastly prefer wide bicycle lanes to the right of main traffic lanes. I would be in favor of replicating what is already done on Dexter Avenue but feel strongly that parking should be removed from this primary transportation corridor since parking can be offset with underground parking garages and side street shoulders. I think Bus lanes should be given first priority with cycling infrastructure taken into account second and vehicle parking should be removed. Thank You!"
I love to ride this Eastlake because it gets directly downtown. However, the many cars and close travel lanes with parked cars makes it a bit scary. add some rain and wet streets and it is really scary. I wish this was much safer to ride my bike.
Eastlake IS an important commuter route for bicycles and it is also essential to keep the buses moving when traffic is congested (which will continue to increase, of course). 2 dedicated bus lanes, 2 dedicated car lanes with minimal chance to turn left (ala Denny), and protected bike lanes will get my vote. If shopkeepers are too worried about loss of parking we can close down a side street and enhance spaces there.
I am strongly in support of safe bike lanes between the udistrict and downtown. This is a major transit corridor, but cycling in this area is currently scary as the bikes are squeezed between parked cars and a narrow lane of fast moving cars. Adding the bike lanes will help not only for cyclists, but also for drivers who want to pass cyclist safely and respectfully. Thanks!
I\'d be super happy to see an eastlake bike path. I didn't expect it to actually happen so this is great news to me!
Please make sure to include protected bike lanes Fairview. There are a lot of bikers on Fairview and it would improve the biking experience a lot to have protected bike lanes all the way down to Valley.
The thought of having protected lanes of bicycling travel on these routes is fantastic! I\'ve sat in my car on

these routes many a day, and thought \if it were only safer
The \current conditions\" study is already outdated since it does not show the currently planned improvements on Roosevelt Way. For example
Please include protected bike lanes in this project! There is a huge need for safe bike infrastructure, especially in Eastlake. I bike this route every day to commute to work.
As a household living in Eastlake, and a small business owner on a shop with eastlake. I am very concerned about the loss of parking on eastlake, especially due to the protected bike lane component. Due to the abandonment of parking considerations the residential area around Eastlake has become a parking nightmare. Over 200 new units are planned with may be 6 new parking units. The residential streets on either side of Eastlake cannot absorb the loss of retail parking due to the protected bike lane model. At the neighborhood public forum on the plan, bike advocates (non-residents) showed up in force. There was no opportunity for public comment from residents and businesses.
Bus Route #66 was well used and very missed.
Merely a smiling visitor here to share the love , btw outstanding style. Audacity, a lot more audacity and always audacity.
Now that Metro has effectively cut the NE neighborhoods off from downtown by eliminating several major and long established bus routes, this Roosevelt to Downtown HCT project is essential. Is it progressing? I encourage it to be implemented as soon as possible. Thank you.
HCT to downtown is a critical need with the opening of University Link today, pending proposals to creatively improve bus speed, and the projected growth of ridership to/ from downtown.unityeng.com
Bring back Metro bus route 66 until the Roosevelt HCT is up and running!
I drive the Roosevelt corridor up to 6 times daily for work, business and personal. All of my major vendors are along this route or this route carries me to the next arterial of my destination. My banks, stores groceries, gyms, library, doctors including a majority of business suppliers are on this route. As a service provider I use my vehicle for business, and work from my home office. The construction creating a density of affordable housing has ruined the surface streets and created a level of traffic that costs me money. Not only for a service provider such as myself, but also for every individual shop owner and small business along the Roosevelt corridor. It raises the costs of doing business and reduces profits by : income not billable caused traffic delays, increased cost of parking due construction vehicles taking the spaces, for vendors with store fronts reduces customer traffic since there is no parking is created. It moves the traffic onto residential streets and parked vehicles during business hours into private streets It has increased the audible level of traffic noise to unbearable levels with multi axel trucks and semi-trucks with multiple trailers on all the streets and artilleries, and running through the weekends, not just M-F business hours. The tragedy is that there is no end date in sight. SDOT continues to push out completion dates: The Sound Transit Light Rail tunnel is attempting to do ground freezes at tunnel exit points and will not offer any time frames with definite dates. One such tunnel has blocked off access to residents at 62nd and 12th NE and another is infant of my home. I also note a significant increase in illegal encampments, trash litter and graffiti. Regardless if this is a result of the dense construction and traffic congestion, it needs to be addressed simultaneously as it is a plague spreading through our once beautiful neighborhood. These issues create an unsafe, uninspired environment in which to raise children.
It is unfortunate that the city failed to provide a grade-separated option for residents to comment on. Numerous choke points along the HCT route make any meaningful improvement to wither capacity or trip duration questionable at best, and all the proposals serve to eliminate hundreds of parking spaces from an area already critically short on parking for residents. Any commuter who has travelled across the University drawbridge at rush hour, or along Fairview Avenue at Mercer can tell you that no grade integrated transit solution is going to provide meaningful benefit. All the plans submitted suffer from the same problems.

This entire process needs to be taken back to square one and reconsidered with "capacity" as the absolute baseline criteria for measuring the viability and ultimate success of this project. With a need to increase transit capacity along this corridor by 3-400% over the coming 24 years, all these proposals are essentially dead on arrival.
It seems that targeted investment doesn't provide enough of a speed up along the corridor to justify the Rapidride brand. Also, I don't think extending HCT to Northgate makes sense. Link is likely to be faster from Northgate to Downtoen and SLU than a bus and Metro will run shadow service to Rosevelt and the U-District with frequent local buses.
I am in full support of maximizing our shared public right-of-ways for multi-modal transportation that is forward-thinking: bikes, transit, walking, and less about cars. Therefore, improving the reliability and speed of transit through BRT is a great idea. It will require educating citizens about the different modes, etiquette, and how each share our common roads.
Also, I don't think extending HCT to Northgate makes sense. Link is likely to be faster from Northgate to Downtoen and SLU than a bus and Metro will run shadow service to Rosevelt and the U-District with frequent local buses.
This project needs to have protected bike lanes for the entire length. As you design roads, ask yourself if you would let your children ride on your design. If the answer is no
Hi,As a South Lake Union resident, I urge you to reconsider your plan for the Roosevelt HCT Corridor. Simply put, do more & do it better. As the current plan stands, the Roosevelt to Downtown HCT plan is inadequate for our current needs and would not provide suitable service in the future as traffic worsens. I encourage
Hello,I\'m very disappointed that portions of this plan prioritize on-street parking over transit reliability. There should really be no question as to whether or not transit speed and reliability should be handicapped for the preservation of on-street parking. There are also sections, such as at Eastlake and Fuhrman, where four GP
Protected bike lanes on Eastlake would add safety and encourage bike use along this critical corridor. Currently a massive stress driving or biking with the incredibly varied street design along the route. Fewer ER visits from crashes, healthier population with exercise AND breathing less crap from cars will benefit us all.
Hello, I have lived in the Eastlake neighborhood for 28 years. I attended the Open House on June 15, 2016. I am concerned that the HCT project will not benefit the people who live and work in Eastlake. It will benefit commuters who will get a fast ride through the area. Parking: The project will take away street parking on Eastlake. Parking has been at a premium for some time, and those of us who live here can attest to that. Parking is continually being eliminated in the neighborhood due to new housing projects approved without parking. Businesses in Eastlake need short-term parking for customers. People will not patronize businesses if there is no parking. Bike lanes: Apparently the city decided to prioritize bike riders over others. Bikes already take up one lane of traffic during commute times. High capacity transit concept: Faster rides, fewer stops. What about people who can't walk far? People with walkers/wheelchairs? Guess public transit is not for them. Eastlake has only 1 bus line serving it now. Buses are overcrowded and don\'t stop at many stops. Express buses were eliminated and now Eastlake residents have no alternative. We are not near light rail. The streetcar is not a viable option for most of us, and it is so slow it is not worth taking.Width of the roadway: I watch the activities on Eastlake on a daily basis, and I wonder what you have done to accommodate all of the delivery trucks, moving vans, and construction vehicles here on a daily basis. Eastlake Avenue does not seem wide enough to me to accommodate all the lanes you propose. Further, while construction project drawings show street trees, in reality these new projects (2701 Eastlake, for example) are built right up to the sidewalk so there will be no room for trees or shrubs - and the sidewalk is narrow to begin with.Quality of Life: How will this project maintain or improve the quality of life for

move over two lanes while traffic headed northbound has to wait. A few seconds before this happens, the northbound traffic lights for Fairview at both Mercer and Valley should turn green. That will allow those cars to move through, opening up space for the bus (thus avoiding gridlock).2A) Make the left lane between Republican and Mercer a BAT lane. Cars headed straight or taking a left can use it. This makes it an unusual BAT lane, but this will prevent people from changing lanes at the last second (between Republican and Mercer). With proper signs and striping, it is pretty easy to understand. This would simply be making something that is implied more official (left lane is for cars going straight or turning left, right two lanes are for those going onto the freeway).2B) An alternative to this would be to change the second to the right lane between Republican and Mercer into a bus lane. An added benefit to this change is that it would allow commuter buses (such as the 63, 64 and 309) to get onto the freeway more easily. I realize the city is reluctant to reduce the number of lanes entering the freeway, I but I donâ€™t see this as being a big loss. If traffic is light, then it doesnâ€™t matter (one lane is fine). If traffic is heavy, then I-5 traffic is usually heavy, and you really havenâ€™t gained anything. Gone are the days when heavy traffic flowed out of Seattle, onto a free flowing freeway.3) Southbound Fairview between Mercer and Republican â€” This has not received as much attention, but I think it deserves special scrutiny. At the next intersection, two general purpose lanes will squeeze into one. That will cause congestion and greatly reduce the value of the BAT lanes farther south. If you remove a general purpose lane, then you would probably change the off ramp. This should be easy. Right now the exit lane for Mercer widens to include a couple left turn lanes (it goes from three to five). Simply have it widen to include one left turn lane (from three to four). There would be no significant change, as the lane isnâ€™t long enough to hold a significant number of cars anyway.4) Roosevelt and 11th/12th â€” North of the ship canal, change general purpose lanes to BAT lanes, and parking lanes to general purpose lanes. The right lane (heading both directions) would be BAT lanes next to the bike lane. This is the current plan for the bus stops right now, so it is cheap to make this change (just add paint). The parking lane (on the left side of the street) would be available for parking, but not during rush hour. This would enable the same amount of traffic flow during rush hour, while allowing people to park during off hours. For much of the day, this means 11th/12th as well as Roosevelt is one lane for general traffic. This would have the added benefit of making the street more pedestrian friendly while allowing merchants to load/unload as well as provide adequate parking. The only parking removed would be at rush hour (which is the only time this needs as many general purpose lanes).5) Convert a general purpose lane southbound across the ship canal to a bus lane. This is by far the most disruptive suggestion. With this project, SDOT has tried very hard not to screw up general traffic. But in this case, the penalty for drivers is minimal. Southbound on Roosevelt, there are no exits from Campus Parkway until Harvard. After Harvard, the two lanes converge into one. You might as well move that convergence north. I would add a BAT lane on the left left side of the street, just south of 42nd. Those turning left onto Campus Parkway (or 41st) would be able to use the lane. South of Campus Parkway, it would be a bus lane. Drivers heading straight would merge into the right lane. This would have an added safety benefit. By having one lane on the more dangerous (if not most dangerous) section of this road (the 40th on-ramp to Roosevelt â€” https://goo.gl/maps/6CjRRMPb1Us) you improve safety significantly. I can easily see how a driver headed southbound on Roosevelt, in the left lane, might change to the right lane at the last second to avoid a slow car. Someone riding a bike (entering the roadway headed south) sees a gap in the nearby lane and decides to pull out. Next thing you know, we have another ghost bike. Having one lane through there wonâ€™t prevent accidents, but it should reduce them (as it has throughout the city).The only negative I see with that proposal is that folks trying to get from southbound Roosevelt to westbound Campus Parkway would encounter more congestion. Traffic could back up that far. However, I don\'t see that as being a terrible thing. There are alternatives, including taking a right on 42nd, which appears safer. But if backing up traffic that far south is unacceptable, then the merge

could be moved closer to the bridge. The bus lane would likely end at Fuhrman. A Queue jump would probably be a good idea there. Adding a lane here would greatly improve the performance of the bus, while not altering general purpose congestion significantly (only changing where it occurs). 6) Save money by simply truncating the streetcar line. The plan is to spend seven million dollars to move the track for one single stop. It isnâ€™t worth it. People who transfer will have to walk a very short distance on flat ground. We shouldnâ€™t spend that kind of money for so little. Thank you for your time.
I want full BHT please!
I am an Eastlake resident who believes HCT through Eastlake should be on a dedicated lane. The ECC's focus on retaining parking and a LTL are not good for the neighborhood or city as a whole. ECC\'s views do not reflect the silent majority of Eastlake residents, who are transit-dependent, young, renters. ECC is headed by a small, loud minority of home-owners and business owners. Please do not take their regressive views as anything but self-interest.
Thank you for ensuring that bike lanes will be continuous from South Lake Union to Roosevelt. Even as an experienced cyclist I find this route dangerous but choose to ride it every day during my commute as it is the most direct route. Please continue moving forward on this project quickly as it is a huge need already that will only grow over time. Thanks for addressing the needs of the many people who use this corridor daily, and recognizing that drive-alone transit is not sustainable, especially with the city\'s growth.
I have several comments. First of all, thank you very much for a great open house. I know it is difficult to deal with people that don\'t like what is proposed (whether it is lack of parking or the opposite). I was impressed by the way the planners handled the tough (if not downright rude) questions and enjoyed chatting with several of them. Here are my suggestions:1) Virginia â€” There are no special treatments for Virginia, despite the fact that it is an obvious congestion point. There is parking there that could be taken and used as a bus lane. Please consider doing so.2) Northbound Fairview between Republican and Valley â€” This is the area that has raised the most concern amongst transit advocates (for good reason in my opinion). Proper traffic signal management is essential and an additional bus lane may be necessary. I see a couple possible ways to make this better without great cost:Improve the traffic signal management. This was not called out in the meeting, nor is there any mention of it in the literature. The bus lane is on the right side of the road. North of Republican, the bus lane ends and the two right lanes are for traffic headed right (onto the freeway). This means the bus will have to move over two lanes, while cars do the opposite. You need very good signal management here, especially during rush hour. There should be a queue jump, which allows the bus to enter the intersection (Republican and Fairview) and
I\'m terribly disappointed by the lack of transit priority in this project: it is not the BRT or RapidRide+ we were promised, and it is terribly insufficient for this corridor. The conflict with bicycle infrastructure on Eastlake is a difficult problem, but there is no excuse for having buses stuck in traffic in SLU, the U-district, or Roosevelt. We desperately need ways to get around this city that aren\'t subject to traffic, and yet here and on Madison, SDOT continues to kick the can down the road.
I attended the TOPS school presentation and after reviewing the plans both at the presentation and online I would like to present a significant shift in how SDOT proceeds. Eastlake first and foremost is a neighborhood, where Eastlakers live, grow up, work and go to school. The core of the neighborhood cannot be considered a \transit corridor\" as SDOT presented. Eastlake Ave between E Hamlin and E Newton should be treated in the same manner as Queen Anne Ave between McGraw and W Galer. The proposal to eliminate parking and run more buses through Eastlake will only reduce the livability and opportunity for Eastlake to develop into the urban village that we are designated to be. I also understand the need to move people from the Roosevelt area to downtown and with Light Link now

open at Husky Stadium the Rapid Ride concept should be directed to that station to move commuters faster than a bus trying to drive through a neighborhood that will never be able to move bus traffic with any dependable consistency through it. I hope there is someone listening on the other end of this comments forum! Please don\'t make Eastlake suffer with this very short sighted stop gap proposal there are other and better options. "
I came to your open house on June 16th and I thought everything was well put together and well answered. The best part of the plan is what\'s being done for cyclists. For people who may consider themselves casual cyclists, having protected bike lines for their commute may turn a large number of people into daily bike commuters. The work that\'s begun on Roosevelt near 65th already is taking shape well, and I look forward to the work continuing south. I think the numbers of cyclists will go up, and hopefully bus times improve through some of the techniques being put into place, such as queue jumping. I know this likely isn\'t a part of this project, but it would be great to see more afternoon/evening bus routes originating from South Lake Union that go north. As it currently is, there are few, and they are all routed through downtown. There are large bottlenecks downtown, which causes buses to regularly be 20-30 minutes late. When I\'ve ridden the bus, there are regularly 50 or more people waiting on a single bus for up to half an hour. It is for this exact reason I and others drive single occupancy vehicles. I live within 5 miles of my work so that it does not take me an hour to get home. This is easily the most frustrating thing about Seattle, and has caused me a fair amount of stress. My hope is I continue biking through the winter months, and that the PBLs are complete all the way to SLU by that time, which would help. But making buses be able to get people home after work in a quick manner should be the most important goal of this project. I think the queue jumps will help, but I\'m not familiar enough with them to know fully. The buses will still be in traffic the rest of the time, and especially getting stuck downtown looks like it will still be an issue. Moving from beginning to end is important. Buses arriving on time or no later than 2-3 minutes late is important. Without rail coming to serve this area, building transit solutions that are able to withstand much, much more traffic without being affected is crucial to maintaining quality of life in our city.
I think the BRT will help ease traffic, but more needs to be done. Eliminate or limit parking on Roosevelt during peak commute times (AM and PM), and when creating the BRT, also add a dedicated bike lane, possibly with a barrier separating them from car traffic. Cyclists fly down Roosevelt very fast, as it is downhill. For safety reasons, a separate dedicated line should be implemented.
I was not able to make it to the open open house in the UDist this Wednesday or Thursday. However, I want my voice to be heard in support of having a dedicated protected bikelane for the the Eastlake \Roosevelt to Downtown high-capacity Transit Study\". I bicycle daily and
Pros: more bike lanes and faster transit!Cons: too much hardscape / lack of green; the 3\'
buffer is an improvement as a biker but would like a more permanent separation than just paint and the plastic bollards which wear out quickly. Sharrows along Fairview in the bus lane are not safe for bikers, especially less-experienced riders. Remove portions of the center turn lane and provide median plantings.
Riding from downtown to university district via Eastlake is my regular bike route. I admire the aim of providing safer infrastructure for bicycles, but if it\'s anything like the infrastructure added on Roosevelt north of University Bridge, I don\'t want it. That track is unsafe, it puts you right in the path of people coming out of parking and side streets, and any construction project (there are plenty right now on that very stretch) closes the whole block and creates a worse situation than if nothing had been done. And high-capacity transit? You do realize that Metro has effectively killed the 71, 72, 73 express to downtown by bringing everyone to the new light rail station? Is this something that Metro is even asking for?

I think Scott Kubly and SDOT need to get serious about providing BRT to this city, stop overpaying union employees with no skin in the game and give what the taxpayers are clamoring for: a real way to get around this city and stop getting stuck behind cars. FACT: I drive to work several days a weekFACT: I am in the upper middle classFACT: I also commute via bus and bike 1-3 times/week depending on my schedule.FACT: I\'m a registered democrat.It is an absolute disgrace to see \political\" planning for votes vs. taking care of the the very people that are paying high taxes and handing you FREE MONEY FROM MOVE SEATTLE. Come on Scott and underlings working for Scott: DO YOUR JOB AND MAKE BRT HAPPEN ASAP. Stop wasting time
I am sad about the concession of transit / BAT lanes to parking. I preferred your more adventurous plan that had more bus lanes and better planned commercial speeds. Improving transit travel times and reliability will encourage more people to take transit. Taking parking spaces away will be balanced out by the fact that people would have frequent and reliable transit to get to those businesses. Similarly, taking lanes away from general purpose traffic and giving that ROW to buses will allow transit to move more reliably encouraging people to take transit.
We voted and passed Prop 1. SDOT did not have a specific project list, and we trusted SDOT that it would be making real transit improvements in a number of corridors, including Roosevelt. These are hardly improvements; they\'re no better than what we have on the 44 now. If I had to choose between full electrification and guaranteed bus right-of-way for the entire route, I would choose bus right-of-way. There\'s no point doing electrification if the line is so bad that it doesn\'t get more people out of their cars.
Bus is fine, but it must be comfortable roomy seats vs sardine discomfort. Please do keep Bike Cycle Tracks safe, wide, clear of debris and solve for bussing turning right in front of us. The drivers get aggressive as they have to \Claim the Lane\". No rails in the road that jeopardize Bike Safety. Busses should have there own lane to avoid traffic stop and start. Would have preferred light rail
We need to get rid of the parking on Roosevelt & 12th and give the bus its own lane. There\'s plenty of side streets for parking. We shouldn\'t have empty metal boxes clogging up major arterials!
Thank you for hosting the open house yesterday at TOPS. I appreciated the visuals and opportunity to talk with city staff/consultants. I left some sticky notes but will add more comments. I work in SLU (Fred Hutch) and commute on Eastlake Ave via bike for 9 months out of the year:1. Speed limits should be capped at 30 MPH and strictly enforced. When drivers get clear or red lights or traffic, they speed quite a bit running red lights, weaving through traffic and cutting close to bikers.2. The dedicated bike lanes on Eastlake look GREAT! Please make sure they are protected by at least a curb.3. Traffic coming west, down Lynn Ave. and turning South on Eastlake backs up quite a bit. Can this traffic be rerouted to alleviate congestion at this intersection. This intersection is typically the choke point between Fairview and the Univ Bridge.4. Finally, I saw reference to trolleys being too expensive through the entire Northgate to SLU corridor. I think this should be revisited. Busses will always compete with cars on roads slowing them down. With mostly dedicated right-of-way, they will move much faster and carry more commuters than buses. If not feasible, it needs to be clearly communicated why it cannot be done. There was a lot of frustration at meeting at the same old bus, bus, bus ideas.5. Actually, one more thought. There was mention by Allison Townsend that businesses do not make all their parking available to employees or public. I\'d like to know more about. Employers are slapped with a 12% commercial parking tax on employee parking. This is in addition to sales tax. Employers should be exempt from commercial parking tax when parking is provided only to employees.Thanks, and overall, good job.Chris
find navigating Eastlake to be both necessary and dangerous to get to work

I live in East Wallingford and work downtown. I bike Eastlake several times a week. It\'s a mess, especially during the hours when parking is allowed along the curb lane. You\'re forced to ride in a \door zone.\" Also
I am writing because I cannot attend the public meeting or walk tomorrow (6/16). I am a regular bike commuter between Shilshole Marina in Ballard and the Northeast Library in Wedgwood. I go across the 70th street overpass twice a day almost every day and cross Roosevelt and 12th at 70th as well. 70th is the best way to get across--65th is ridiculously busy and drivers are often distracted--but 70th is still dangerous. In fact, because of the construction from earlier in the year on 65th, many people driving are using 70th as a cut through. The short part on the overpass that has a bike lane often has drivers cutting through it on the curves. The pavement is broken up and there is always broken glass and people often double park in the bike lane in front of the condos near the corner of 71st and 5th. There\'s also an errant construction sign that keeps showing up in the bike lane across the street from there. At Roosevelt going east, impatient drivers often cut me off to get to the next block, only to have me pass them again when I get there. They are usually turning left at 12th, but a few follow me onto the residential street beyond and again race to the next traffic calming feature. I\'ve seen a few hit them. You can see the broken curbs.I\'d really like to see some deterrents to people racing through this area, or at least a protected bike lane to help us stay away from them.Thank you for listening. Feel free to contact me if anything I wrote is unclear.
Andrew Squirrel apparently requested.â€“ Remove 100% of parking along Eastlake from University Bridge to SLUâ€“ Prioritize bus travel as #1, Cycling #2 & turn lanes if they can fit!â€“ NO cycletracks or â€œprotectedâ€ bike lanes please. Normal Bike lanes with a little hashed buffer would be perfect and much easier to keep clean.â€“ Please mirror the wonderful Dexter Bike lanes as much as possible.I just want to say that I totally disagree with the request to avoid cycletracks. Protected bike lanes are important for many riders and something is needed to stop cars and delivery trucks borrowing the bike lane for short term parking
I\'ve lived in Eastlake for more than a decade and recent purchased a duplex in the neighborhood, so skin in the game and all that. I bike commute daily on Eastlake Ave E because I don\'t have any better options, the crazy-big hills on the Cheshiahud loop make it an unusable alternative. Eastlake currently sucks for cycling and decent (protected?) bike lanes could hugely change that. I\'ve had conversations with three neighbors recently where each one, after hearing I bike commute on Eastlake, vowed that they could never do such a thing because the tiny space between parked cars and fast moving traffic was terrifying. Let\'s get these folks on bikes and make the neighborhood more livable. Obviously this is all from the perspective of someone who lives in Eastlake. Such connections are going to be even bigger boons for folks in U-dist, Ravenna, Roosevelt etc who are trying to commute to SLU or downtown. I\'ve got friends in those areas who I\'d love to see freed from the mercer mess.
Protected bike lanes along Eastlake and Fairview would be tremendous. As the neighborhood grows and becomes busier, the limited parking along Eastlake is no longer an effective use of street space and would be much better dedicated to biking and transit purposes.And a couple additional pronto bike share stations as part of any new infrastructure would connect the network in UW with the SLU stations, really increasing opportunities for casual bike travel in that neighborhood.
Yes to dedicated bike lanes and smoother roads!
Please provide safe, barrier-protected bike lanes on Eastlake. We need a safe, family-friendly connection between South Lake Union and northeast Seattle.
As a bike commuter, NE Seattle resident, and employee of a company moving to South Lake Union in the next few years (Google), I am *very* excited about the plan to add bike lanes on Eastlake Ave. There is currently no good cycling route between the U District and SLU. Filling this gap will increase the number of cycling commuters to SLU, reducing congestion.Ideally, bike lanes on Eastlake

should:1. Be physically separated from traffic, similar to the hashed line separators adjacent to the very pleasant Dexter bike lanes2. Have a physical or visual barrier to discourage cars and delivery trucks from temporarily using the bike lanes for parking
Yay protected bike lanes! Yay bus priority infrastructure! Those will both boost the numbers of people able to move through and to stop and enjoy the businesses along the way. A few vocal people will mourn loss of on street parking, but the rest will quickly forget it was there and happily enjoy the new sense of calm, the new sense of being somewhere rather than being on a raceway that you want to flee. On street parking for used cars is not the highest and best use of public land. Our roadways should be used to get people (in various modes) where they are going, safely.
Please add protected bike lanes to Eastlake! There is no safe way on a bike from NE Seattle to downtown, and there needs to be. A good bike land on Eastlake would be a big help. The city\'s population is growing so fast there is simply no way to just keep making room for more cars - we ran out of the room awhile ago. We need good biking and walking options, and good mass transit options.
Normally my errands to the U District take me from the CD neighborhood over the University bridge and up 12th Ave. The scariest part of this is the connections to the University Bridge and Eastlake. The Roosevelt bike lane is a big improvement over no bike lane, but the awful merge just before the bridge is very dicey. After the bridge there is no clear and safe way to merge left to the bike lane up to Roanoke. These connections need a redesign and safety overhaul. Last week a downtown errand changed my usual route to Eastlake. As a teenager in the 1980s Eastlake was my bicycle commute route from the U District to Downtown. Back then you had to watch for cars but it was fairly straightforward riding. Fast forward to today and the car traffic is quite heavy on Eastlake, and the bike traffic has increased as well. There was much more of a sense of impeding cars as a cyclist on Eastlake and there was some very close passing going on at pretty high speeds. Eastlake is the only direct link for cyclists between the U District and Downtown, and it is surprising that there is so little accommodation for cyclists along it. Eastlake would serve its neighborhood and the city better if it were less of a cut through for cars avoiding I-5, and more of a neighborhood connector with better sidewalks, bike lanes, and transit.
The Roosevelt to Downtown route should have protected bike lanes, due to the high volume
of bicycle and motor vehicle traffic, and the elevated occurrences of bicycle/motor vehicle crashes.
Please proceed with something like this. I generally avoid Eastlake on my bike because I don\'t feel it\'s very safe.
Eastlake homeowner and Eastlake landlord here. You have my strong support for protected
bike lanes on Eastlake. I commute daily via bicycle or walking from Eastlake to UW. Eastlake businesses would benefit from increased bicycle traffic, and people riding bikes and people walking would benefit from the increased safety. Protected bike lanes on Eastlake would be a good step towards Seattle\'s Vision Zero!
High-quality, protected bike lanes on Eastlake are a huge opportunity to improve Seattle transit at low cost. I am one of many, many people who take buses across 520 to the University district in order to bike to Seattle. As my Google office is currently in Fremont, I\'m able to use the terrific Burke-Gilman trail across north Lake Union, but as Google moves to south Lake Union, this mode will be significantly improved by a similar bike trail down Eastlake.
I am eager to see a safe, separated bike lane on Eastlake Ave that would be available to riders of all abilities. Eastlake Ave should be prioritized given it\'s potential to become the go-to flat, scenic route between Northeast Seattle and Downtown. Currently it is far too dangerous and disjointed to feel like a viable option for most riders. Here are the additions I would love to see:-Protected bike lanes on

11th/12th Ave NE-Protected bike lanes on Fairview Ave N (connecting South Lake Union to Eastlake)-Protected bike lanes on Fairview Ave N between Stewart and ValleyPlease, prioritize bike lanes, bike parking, and transit on this high-potential transit corridor!
+1 for bike capacity. I live it NE seattle and commute via the Burke Gilman. My employer (Google) is moving to south lake union in a few years and currently there is no good bike route there from the U-district. You have to go all the way around lake unio
I recommend including protected bike lanes on Eastlake. It\'s a major bike corridor, and it should include protected lanes. Thank you.
I live at 65th Street and 17th Ave NE, about an 8-minute walk from Roosevelt. I also routinely commute to work via bicycle, and really appreciate the improvements just made on Roosevelt to provide a protected bike lane to Eastlake. However, the commute to Roosevelt along 65th Street is incredibly dangerous, whether as a bicyclist, pedestrian or a driver. Why? It\'s a high-traffic road with space for two lanes in each direction, but no lane markings. Traffic is encouraged to treat it as two lanes westbound in the morning (with no parking on the north side of the street) and two lanes eastbound during the afternoon commute (with no parking on the south side of the street). Drivers routinely use the innermost lane to turn north or south on 15th Ave NE, and thus many drivers try to cut around turning traffic by dashing over to the outermost lane to make it through the light (otherwise 65th Street would back up for many blocks). Other drivers get upset at people \cutting\" the line
Hi, I just wanted to express my desire for bicycle lanes that connect the University District to Downtown Seattle via Eastlake. I think it is very important to carve out bicycle lanes from University Bridge down to South Lake Union, a critical flat corridor. I am opposed to so called \protected bike lanes\" and \"Cycle-tracks\" since they require too much investment with very little returns and safety improvements. I vastly prefer wide bicycle lanes to the right of main traffic lanes. I would be in favor of replicating what is already done on Dexter Avenue but feel strongly that parking should be removed from this primary transportation corridor since parking can be offset with underground parking garages and side street shoulders. I think Bus lanes should be given first priority with cycling infrastructure taken into account second and vehicle parking should be removed. Thank You!"
I love to ride this Eastlake because it gets directly downtown. However, the many cars and close travel lanes with parked cars makes it a bit scary. add some rain and wet streets and it is really scary. I wish this was much safer to ride my bike.
Eastlake IS an important commuter route for bicycles and it is also essential to keep the buses moving when traffic is congested (which will continue to increase, of course). 2 dedicated bus lanes, 2 dedicated car lanes with minimal chance to turn left (ala Denny), and protected bike lanes will get my vote. If shopkeepers are too worried about loss of parking we can close down a side street and enhance spaces there.
I am strongly in support of safe bike lanes between the udistrict and downtown. This is a major transit corridor, but cycling in this area is currently scary as the bikes are squeezed between parked cars and a narrow lane of fast moving cars. Adding the bike lanes will help not only for cyclists, but also for drivers who want to pass cyclist safely and respectfully.Thanks!
I\'d be super happy to see an eastlake bike path. I didn\'t expect it to actually happen so this is great
news to me!
Please make sure to include protected bike lanes Fairview. There are a lot of bikers on Fairview and it would improve the biking experience a lot to have protected bike lanes all the way down to Valley.

The thought of having protected lanes of bicycling travel on these routes is fantastic! I\'ve sat in my car on these routes many a day, and thought \if it were only safer
The \current conditions\" study is already outdated since it does not show the currently planned improvements on Roosevelt Way. For example
Please include protected bike lanes in this project! There is a huge need for safe bike infrastructure, especially in Eastlake. I bike this route every day to commute to work.
As a household living in Eastlake, and a small business owner on a shop with eastlake. I am very concerned about the loss of parking on eastlake, especially due to the protected bike lane component. Due to the abandonment of parking considerations the residential area around Eastlake has become a parking nightmare. Over 200 new units are planned with may be 6 new parking units. The residential streets on either side of Eastlake cannot absorb the loss of retail parking due to the protected bike lane model. At the neighborhood public forum on the plan, bike advocates (non-residents) showed up in force. There was no opportunity for public comment from residents and businesses.
Bus Route #66 was well used and very missed.
Merely a smiling visitor here to share the love , btw outstanding style. Audacity, a lot more audacity and always audacity.
Now that Metro has effectively cut the NE neighborhoods off from downtown by eliminating several major and long established bus routes, this Roosevelt to Downtown HCT project is essential. Is it progressing? I encourage it to be implemented as soon as possible. Thank you.
HCT to downtown is a critical need with the opening of University Link today, pending proposals to creatively improve bus speed, and the projected growth of ridership to/ from downtown.
Bring back Metro bus route 66 until the Roosevelt HCT is up and running!
I drive the Roosevelt corridor up to 6 times daily for work, business and personal. All of my major vendors are along this route or this route carries me to the next arterial of my destination. My banks, stores groceries, gyms, library, doctors including a majority of business suppliers are on this route. As a service provider I use my vehicle for business, and work from my home office. The construction creating a density of affordable housing has ruined the surface streets and created a level of traffic that costs me money. Not only for a service provider such as myself, but also for every individual shop owner and small business along the Roosevelt corridor. It raises the costs of doing business and reduces profits by : income not billable caused traffic delays, increased cost of parking due construction vehicles taking the spaces, for vendors with store fronts reduces customer traffic since there is no parking is created. It moves the traffic onto residential streets and parked vehicles during business hours into private streets It has increased the audible level of traffic noise to unbearable levels with multi axel trucks and semi-trucks with multiple trailers on all the streets and artilleries, and running through the weekends, not just M-F business hours. The tragedy is that there is no end date in sight. SDOT continues to push out completion dates: The Sound Transit Light Rail tunnel is attempting to do ground freezes at tunnel exit points and will not offer any time frames with definite dates. One such tunnel has blocked off access to residents at 62nd and 12th NE and another is infant of my home. I also note a significant increase in illegal encampments, trash litter and graffiti. Regardless if this is a result of the dense construction and traffic congestion, it needs to be addressed simultaneously as it is a plague spreading through our once beautiful neighborhood. These issues create an unsafe, uninspired environment in which to raise children.

Also, I don't think extending HCT to Northgate makes sense. Link is likely to be faster from Northgate to Downtoen and SLU than a bus and Metro will run shadow service to Rosevelt and the U-District with frequent local buses.

July 1, 2016

Alison Townsend, Transit Strategic Advisor Seattle Department of Transportation
700 5th Avenue, Suite 3800

P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Townsend,

Thank you for the opportunity to comment on the Seattle Department of Transportation's (SDOT) proposed Roosevelt to Downtown High Capacity Transit (HCT) recommended corridor concept. Transportation Choices, Cascade Bicycle Club, and Feet First appreciate Move Seattle's emphasis on developing Multimodal Corridors so that transit, biking and walking are reliable and safe for people using this facility.

In particular, the build out of protected bike lanes along most of the corridor will make it much safer for people to bike and walk. However, while the proposed transit investments are targeted to have the most benefit in challenging areas, we strongly believe that the City should commit to more transit-only lanes where right-of-way is available, especially in the most congested parts of the corridor, such as South Lake Union, Downtown, and the University District. Additionally, priority should be given to transit at specific intersections, including in and around the Mercer corridor. As the city grows, a design that contains significant elements of Bus Rapid Transit (BRT) is the best option to improve and maintain transit reliability and provide a more comfortable experience for the thousands of riders in the Roosevelt to Downtown corridor.

The Roosevelt to Downtown corridor connects some of Seattle's most populous neighborhoods: Roosevelt, the University District, Eastlake, South Lake Union, and Downtown and several other residential, employment and activity centers in Seattle. Along the corridor there is also a higher density of zero-vehicle households, meaning that there is a higher need for reliable transit, bike facilities and a pedestrian-friendly environment. With more than 83,000 residents and more than 167,000 jobs, plus up to 21,000 new households and 36,000 new jobs expected in the next 15-20 years,[1] it is important for the City to invest in infrastructure that can maintain reliable and frequent transit trips even as travel increases. This reliability also increases demand for transit, reducing congestion in general purpose lanes.

When voters approved Move Seattle, the potential of Rapid Ride+ to make bus service more frequent and reliable along high ridership corridors was an important consideration, while concurrently improving safety and mobility for those that bike and walk.

[1] http://www.seattle.gov/transportation/docs/roos/RDHCTPurposeandNeed11-12-2015FINAL.pdf

Existing transit service along this corridor has several issues, including unreliability, crowding, low speeds and a lack of amenities. Therefore we believe that more dedicated transit lanes, in addition to transit signal priority, enhanced stations with shelters, off-board fare collection, real-time arrival information, level boarding, and corridor-wide pedestrian and bicycle facility improvements are the best way to meet current and projected demand for multiple modes in this corridor. Transit-only lanes would be particularly effective north of the University district up to 65th, and south of Eastlake. As the Center City Mobility Plan is developed, we urge SDOT to incorporate transit-only lanes into the Downtown network in place of general purpose lanes, while implementing the Center City Bike Network. In the North end, the couplet configuration provides ample right-of-way to dedicate a lane each way to transit. Where concerns about parking removal are pressing, SDOT should develop and set out steps to implement shared parking programs. Although more investment will be more costly, we believe a more extensive project will also be more competitive for federal funds. While electrification is important, funds currently earmarked for trolley wire could be directed to road improvements, with fleet improvements prioritized later on.

Since this corridor is the sole direct and relatively flat connection between north and northeast Seattle and downtown, safe and protected bicycle lanes along this corridor are imperative. The bicycle facilities along Eastlake must provide a continuous and protected connection from the University Bridge with a seamless connection to Fairview that meet NACTO design standards. As the corridor continues through South Lake Union and into town, it should include protected bike lanes wherever possible that connect to the Center City Bike Network.

As part of SDOT's commitment to Vision Zero, Seattle's plan to end traffic deaths and serious injuries, all parts of this project also need to be constructed to ensure pedestrian safety. This commitment should include an adherence to Universal Design,[2] to provide safe access for people of all ages and abilities to improved transit in the project area.

Due to the importance of this corridor for transit, biking and walking, benefits from these multimodal improvements will likely be felt all across Seattle. Therefore, we urge the City to continue to improve transit access and service by implementing an alternative that brings us closer to BRT-level standards along the Roosevelt to Downtown HCT corridor, while incorporating protected bike lanes along the corridor.

Sincerely,

Shefali Ranganathan
Executive Director
Transportation Choices

Blake Trask
Senior Policy DIrector
Cascade Bicycle Club

Lisa Quinn
Executive Director
Feet First

[2] http://www.feetfirst.org/wpcontent/uploads/2013/02/UniversalDesign1.pdf

July 11, 2016

Scott Kubly
Director, Seattle Department of Transportation
Seattle Municipal Tower
PO Box 34996
Seattle, WA 98124

RE: Support for the Roosevelt to Downtown High Capacity Transit Project

Dear Mr. Kubly,

We write today to lend support to the overall direction of the Roosevelt to Downtown High Capacity Transit (RDHCT) Recommended Corridor Concept. We also offer several suggestions to ensure the project delivers improved transit reliability and safety for all road users.

A Vital Connection for Seattle Children's

The Roosevelt/Eastlake corridor connects our Northeast Seattle sites (such as 4300 Roosevelt Way and our main campus) with our growing downtown Seattle Children's Research Institute anchored at our building on the corner of 9th Avenue and Stewart Street. Seattle Children's strongly encourages our staff to use alternative modes of transportation both for commuting and for travel between worksites. Transit and bicycling on Roosevelt, Eastlake and Fairview play a critical role for people traveling to, from and between these sites.

Current Problems

Unreliable Transit Increasingly, rush hour traffic creates major problems for Metro Route 70. With the impending closure of Convention Place Station and Metro's restructure around Link, there will be strong and growing demand for a great transit connection between the U District, Eastlake, SLU and the northeast corner of downtown which is just beyond the comfortable walkshed of Westlake Station.

Unsafe Route for Bicyclists Between 2010 and 2012 Roosevelt Way *and* Eastlake Avenue both ranked in the top 5 for reported bike crashes. Not only are safety improvements warranted by existing high numbers of riders and accidents, but these streets are also responsible for many Seattleites deciding that biking in the city is simply too dangerous. Every day, bicyclists experience near misses with cars on Eastlake. Near misses discourage all but the most aggressive cyclists from using this route, leading to more cars on the road, overcrowded buses and a negative impact on overall public health. Based on our experience at Seattle Children's, employees who have access to a comfortable route such as the Burke-Gilman are much more likely to bike to work and sustain that behavior over the long term.

Support for Targeted Transit Investments

We respect SDOT's budget conscious focus on targeted investments to alleviate blockages at major choke points as long as the goal is to ensure Stewart, Virginia, Fairview, Eastlake and Roosevelt constitute a reliable transit pathway that will remain reliable even when I-5 is inevitably congested. We also support the decision to create a zero-emission, electric service.

Support for Protected Bike Lanes

We support improvements to the overall cycling network by closing one of the major gaps that exist between downtown and some of our region's best examples of bike infrastructure such as protected bike lanes on Ravenna and the Burke-Gilman Trail. A continuous, protected route from the University District to a network of downtown protected infrastructure is essential for creating a cohesive, useful network. Considering the relative low cost of separated bike lanes and this corridor's potential for bike ridership, Seattle Children's strongly supports this investment.

Suggested Improvements

While the approach of making budget conscious targeted transit improvements is a smart strategy, the current plan's travel time estimates indicate that transit trips will continue to be bogged down in traffic.

- How accurate is the traffic model that was used to inform this project's future travel times? If we trust the travel time estimates, SDOT should look to add more robust transit priority wherever it appears that buses will be getting stuck.

Under the current draft plan, SDOT would spend $7 million to move South Lake Union streetcar tracks. This is one of the few sections of the project where there is a wide public ROW.

- If possible, reconfigure the public ROW west of Fairview (which consists of a large median and angled parking) to provide space for a two way bike path and a transit lane without moving the streetcar tracks.

The current plan does not provide transit priority or protected bike lanes immediately south of University Bridge where SDOT retains space for two southbound general traffic lanes (even though these two lanes merge into one lane a block further south).

- Redesign Eastlake immediately south of University Bridge to ensure this does not become a bottleneck for transit and improve bike safety, both for people continuing on Eastlake as well as those riding up to Capitol Hill on Harvard. This is clearly a difficult section to address all competing needs, but the current design seems to favor general traffic capacity at the expense of bicyclist safety and transit reliability. Interstate 5 runs directly above this section of Eastlake, offering eight general traffic lanes plus express lanes, so please focus on safety and transit access over maintaining road capacity.

Right now, SDOT is making improvements to the area immediately north of University Bridge as part of the Roosevelt paving project. However, that project had a limited scope in terms of addressing pedestrian and bicyclist needs so there is a very high likelihood that these improvements will require further iterations and improvements. The Roosevelt HCT project should anticipate this.

- Plan to make higher investments immediately north of University Bridge. For example, new traffic signals might be needed and this could provide an opportunity to add a key transit queue jump. Once the current paving project improvements are in place and SDOT begins to collect data on how this section is working, the Roosevelt HCT project should have adequate funding to address whatever gaps in safety and transit reliability remain.

The current design for Roosevelt Way and 45th Street does not appear to adequately protect bicyclists or buses.

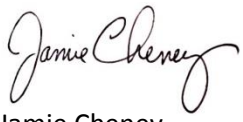
- Ensure that this intersection is safe for all users and buses are not impeded by the high volume of traffic trying to turn onto 45th St. Consider a separate signal phase for bikes as well as eliminating the left turn pocket which does not have high traffic volumes in favor of creating more space for a better configuration of bikes, buses and right turning vehicles.

Lastly, a great deal has changed since the 2011 Seattle Transit Master Plan and we recommend that SDOT reconsider this project's original goal of reaching Northgate. SDOT's own analysis has concluded that ridership gains north of 65th Street would be meager, yet no alternative extensions have been studied at this time.

- Beyond the initial terminus of Roosevelt Way and 45th Street or 65thStreet, a future extension of this line should serve a market that is less duplicative with Link. Before committing to a Northgate extension, please work closely with Metro to consider other potential destinations such as:
    - University Village and Seattle Children's Hospital (which is already slated for new trolley infrastructure in Seattle's Transit Master Plan)
    - Green Lake or Phinney Ridge
    - Lake City
- In addition to serving a higher ridership market, choosing an alternate terminus will allow Metro to preserve Route 67 which provides local service shadowing Link from Northgate to the University District (and provides direct service to University Village and Seattle Children's).

Thank you for the opportunity to provide input on this important project. We look forward to seeing how it develops.

Best regards,



Jamie Cheney
Director of Transportation, Seattle Children's

CC:	Alison Townsend	Transit Strategic Advisor, SDOT
	Ben Smith	Senior Transportation Planner, SDOT
	Andrew Glass Hastings	Director of Transit & Mobility Division, SDOT
	Edna Shim	Director of Regional Government Affairs, Seattle Children's
	Drew Dresman	Transportation Planner, Seattle Children's

117 E. Louisa St. #1
Seattle, WA 98102-3278

July 19, 2016

Alison Townsend, Strategic Advisor
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council offers the following comments on the Roosevelt-to-Downtown High-Capacity Transit study. Whatever its outcome, the RDHCT project will affect Eastlake deeply and we are glad to see that some of our prior comments are reflected in the latest design proposals.

We particularly appreciate retention of the center turn lane, a format which reduces the chance of head-on and rear-end collisions, maintains access for Eastlake's residents and businesses, protects pedestrians who are crossing, and provides a place for trucks to stop for loading.

ECC is supportive in principle of protected one-way bicycle lanes, although below we ask SDOT to study an alternative that could obviate the need for the southbound bicycle lane for a six-block segment of Eastlake Avenue between Edgar and Howe streets.

We look forward to further iterations of the RDHCT proposals and to further public events in Eastlake as the planning and design move forward. Please do everything you can to ensure consideration and, if possible, adoption of the following suggestions.

Public outreach process

For this comment letter, ECC appreciates the extension of time received from you and in your absence, further extended by Benjamin Smith. Still, ECC is concerned that the previously announced July 7 deadline gave too short a period for public comments after the June 15-16 open houses. The open house materials were not posted on-line until shortly after the meetings, and then the time allowed for additional public comment was

less than three weeks, a period that included the July 4 holiday when many would be out of town.

We continue to request that SDOT begin to hold actual public meetings in this process. The June 15 Eastlake event began with an SDOT presentation to all that allowed only limited questions from the public and no real discussion to be heard by all those attending. It quickly adjourned to an open house format surrounding drawings of several different segments of the corridor, each staffed with a consultant. This open house format allowed some valuable in-depth discussion one-on-one. But because of the large attendance and the crowd noise, only one or a few people at a time could hear what the consultants were saying, with the result of waiting, repetition and a lack of cumulative discussion.

The public meeting format is as old as our republic. As symbolized by the classic town meeting, members of the public engage with officials (or their consultants) in a way that they can be heard by all. The open house format's advantage of focusing on different corridor segments may recommend it for parts of a public meeting, but a public meeting's agenda can also effectively address different corridor segments in a way that all who are present can hear. A hybrid format is possible with simultaneous public discussions of different corridors; but special measures (such as amplification or separate rooms) are needed to ensure that group discussion is audible to all within each "break-out group."

SDOT has put considerable resources into gatherings that are not open to the public, such as invitation-only stakeholder focus groups and walking tours. While such activities can be valuable, it is basic for SDOT to organize meetings that are open to all. A publicly advertised walking tour or on-site visit can also be a form of public meeting.

The RDHCT project is not slated for full implementation until 2021. ECC is concerned that SDOT's remaining timetable would limit public input largely to being on-line, with few further public events as opportunities for public dialogue. ECC believes that at this early stage, the City and the RDHCT study need the benefit of multiple opportunities for public and stakeholder concerns to be broached and discussed; and that SDOT owes these opportunities to the public.

Public meetings, and open houses with public meeting features, allow for more in-depth understanding and dialogue than does restricting the public to providing comments on-line. The roll maps that are posted on-line are extremely difficult to view and understand on the average computer screen. Their file size makes on-line rendering slow and difficult to truly analyze. Being able to review these maps and design features on large printed maps and with members of the project team present is dramatically more productive than just opening and viewing these maps on-line.

Also, public events allow individuals in the communities affected by this project to talk with one another and with members of the project team to help identify problems and

solutions in real time. No on-line forum offers this kind of in-depth iterative and communicative deliberation.

Given that much of what is being proposed in the RDHCT study cannot be in place before 2021, ECC urges SDOT to build into the interim period additional and regular opportunities for public comment. SDOT should commit to an annual review to address whether the proposed design is still preferable or whether any changes have occurred (such as those from the substantial growth in Eastlake and other communities in the corridor) that should alter the optimal design. This process should involve both internal review and opportunities for public comment to reflect on the evolution of existing conditions.

ECC is concerned that the 2021 target for implementing the RDHCT study passes up opportunities for nearer-term improvements. While we understand the longer timetable of some other parts of the bus rapid transit network and of new light rail stations, five years is just too long to wait for some of the discussed improvements. Already, Eastlake's buses are bogged down in mixed traffic without the advantages of queue jumps, signal priority, and other "targeted investments" that could quickly improve bus performance. With a rapidly growing population and job base, Eastlake has an urgent need for improvements in transit speed and reliability. We request that SDOT give high priority to early "quick wins" that improve bus service far in advance of the final implementation date in 2021.

SDOT's failure to prioritize or even to consider near-term improvements does not seem responsive to the conditions under which the Mayor and City Council authorized funding for the RDHCT study in the July 15, 2013 Ordinance 124222. That ordinance's Attachment D "Eastlake Corridor Transit and Street Improvements" requires:

> This project will develop and implement a range of transit and street improvements in the Eastlake Avenue corridor connecting the University District, Eastlake and South Lake Union neighborhoods between Downtown and the Roosevelt Link light rail transit station area. ... This project will identify, prioritize, design and construct the highest priority 'speed and reliability' improvements to existing bus service without excluding the potential for longer-term implementation of High Capacity Transit options. The project will also consider an improved right of way profile to best accommodate the corridor's multi-modal demands, along with the recommendations reflected in each of the City's adopted modal transportation plans and the respective neighborhood plans.

Bus speed and reliability

ECC is also concerned about the current and future speed and reliability of bus transit in this corridor. Because no other bus routes or light rail travel through Eastlake, our neighborhood is highly dependent on route 70 Metro buses. The current RDHCT design

concept involves buses traveling in mixed traffic for the vast majority of the corridor, and this heightens the importance of correctly designing and implementing the "targeted investments" in key areas where mixed traffic could bog down a bus.

In particular, we are concerned about northbound buses traveling through South Lake Union and through the area immediately south of the University Bridge. For southbound buses, we are concerned about the area north of the University Bridge up to 45th Street as well as at the intersections of Fairview Avenue N. with Valley Street and Mercer Street. Mixed traffic congestion in any one of these areas will likely create significant bus delays and overall unreliability (as is seen currently with Metro route 70 where a stack of up to four buses is not uncommon). ECC has written separately to Metro and SDOT about the problems with route 70, and that letter is attached (it is also reprinted on page 15 of the summer 2016 *Eastlake News*, available on-line).

We encourage SDOT to bring to the community additional ideas for easing the flow of bus traffic through these areas. Just south of the University Bridge, please examine the implications of extending the "queue jump" or transit-only lane south of Allison Street. Because mixed traffic often backs up south of Allison St. during peak times, it is necessary to provide the bus a means of staying on schedule. In South Lake Union, it is important to ensure that the bus receives priority at the intersection of Fairview Avenue N. and Mercer Street and on the streets approaching that intersection. SDOT should consider allocating a transit-only lane or a longer queue jump so that the bus does not get caught up in the queue trying to get onto I-5.

Additionally, because the bus will move in only one mixed-traffic lane in Eastlake, we are concerned that all traffic will slow considerably in order to account for bus dwell times at each stop. The effect will be to slow down other vehicular traffic, including any buses that are approaching. The location of bus stations could matter in enhancing mixed traffic flow. Where the curb could be moved further from the center line, stations might also be designed to allow the bus to pull in and out of traffic. While we encourage consideration of new bus stop locations and designs, we are counting on SDOT to consult with us and the public about any such changes.

We also continue to be concerned about the effects of turning traffic on the flow of mixed traffic, including the bus. Any traffic turning off of Eastlake Avenue will have to cross both a bike lane and a pedestrian crosswalk, and left-turns will also have to cross a lane of traffic. With increased density in the neighborhood and increased use of bicycle facilities, we expect there to be significantly more bicyclists and pedestrians in the future. While a member of the project team told us that the modeling software takes this trend into account, we wish to learn more about the estimated number of bicyclists and pedestrians and how much and how often they would slow turning traffic.

Issues with the proposed northbound station near Lynn Street

Many in our neighborhood are concerned about the feasibility of the proposed location just south of Lynn Street for a northbound bus station. Lynn Street is a major route eastward toward I-5 and Capitol Hill. Northbound on Eastlake Avenue, a great many drivers turn right ono Lynn St., a movement that would place them directly across the path of a northbound bus leaving the station. This conflict will not be good either for bus service or for traffic flow.

While we realize that locating the bus station just north of Lynn Street is challenging because of business driveways there, we urge that continued efforts be made to mitigate these concerns. Altering the station design so that the bus pulls in and out of traffic might make more feasible the site north of Lynn St. Perhaps one or more of the building owners could even be induced to change the driveway entrance.

Save planted median north of Allison Street by redesigning the gateway triangle

ECC is emphatically opposed to removing the landscaped boulevard strip with seven mature trees that is in the center lane of Eastlake Avenue just north of Allison Street. This planted median was a major achievement of the Eastlake Neighborhood Plan as a part of establishing a north gateway to the neighborhood. Along with it came two smaller planted medians that are at the northern end of the block near Harvard Avenue E. We are counting on these two medians (which together have seven trees) also to remain. SDOT's current concept is to remove the median and trees entirely to make room for a bus lane and station. However, in recent days ECC has found SDOT staff and consultants receptive to exploring with us and with other public agencies a reconfiguration of part this block that would save the median by an eastward move of the east sidewalk, the proposed northbound protected bike lane, and part of the proposed transit station and lane into the "north gateway" triangle of land that is bounded by Eastlake and Harvard avenues and Allison Street.

The north gateway triangle is an estimated 1.5 acres of land owned by WSDOT and managed by SDOT that formerly had homes and businesses that were taken and destroyed for construction of I-5. The 1998 Eastlake Neighborhood Plan established the following vision for this land: "To create an attractive, identifiable entrance or gateway to the adjoining neighborhoods."

The Eastlake Community Council wishes to work with City agencies and WSDOT on a public process to redesign the north gateway triangle, which is currently underused and neglected. It is now occupied by Seattle Fire Department station 22 (temporary as it awaits construction of a new building at its 901 E. Roanoke Street); an SDOT/Pronto bike station; and paving, granite walls, and landscaping that WSDOT installed upon the 1962 opening of I-5.

The proposed redesign of the north gateway triangle would save the planted median by making sufficient room further east for transit improvements, the northbound bicycle lane, and a relocated sidewalk. It would include a better designed park (possibly illuminated with LEDs as is Counterbalance Park in lower Queen Anne) with a multi-use space suitable for open air markets, concerts, and other public events which would actually benefit from being sheltered by I-5 from the rain. This new space would be designed to accommodate motor vehicle parking, and part of it would normally be used for public parking of motor vehicles. This new public parking area would very partially offset the 323 public parking spaces that SDOT proposes to remove from Eastlake Avenue as part of the RDHCT project.

The electric, water, and sewer lines that were recently installed to serve the temporary fire station could be re-used to serve a bicycle shop at the site to provide expert repairs and also some space and tools for self-repairs by members of the public. A café might also be included. A public planning process would explore these and other opportunities for the site, including a signature art piece and which of the current landscape plantings to keep and what new landscaping to do.

A redesign of the north gateway triangle looks to be a win-win project, enabling the RDHCT project to save the much-loved planted median and its trees; and to create some new parking to offset some of the on-street parking that is proposed to be eliminated. The redesign could also energize the north gateway triangle by creating an event space as well as services for those passing through (especially bicyclists) as well as for those who live or work in the neighborhood. ECC looks forward to working with City agencies and WSDOT to make this project happen.

Left turn restrictions

Businesses and residents in Eastlake and the Portage Bay neighborhood are concerned about SDOT's proposal to prohibit left turns at Fuhrman Avenue East both northbound and southbound from Eastlake Avenue. Eliminating the southbound left turn from the University Bridge will bring constant traffic onto the non-arterial Allison Street, splitting the north gateway triangle from its south open space and pathways that extend further south. This traffic will continue onto narrow residential portions of Allison and possibly Gwinn and Shelby streets in the Portage Bay residential area.

Eliminating the northbound left turn onto Fuhrman Ave. E. poses different problems. Those needing to access the residences and businesses on Fairview Avenue East and the west block of Fuhrman Avenue E. will add traffic to Allison and Hamlin street and to the Fairview Avenue E. Green Street, whose fast cut-through traffic is already a problem. Compounding the problem is that, unlike the gradual slope of Fuhrman Avenue E., Allison and Hamlin streets (the only other routes to between Eastlake Ave. and this part

of Fairview Avenue E.) are unusually steep... Denying a northbound left turn onto Fuhrman may be particularly problematic for trucks trying to reach marine businesses on Fairview Avenue E., and could pose a challenge for all residents and businesses during times of snow and ice.

ECC recognizes the complexity of this intersection and the many competing needs for this right of way. However, ECC is concerned that the consequences of eliminating the northbound or southbound left turns may be unacceptable and have not been adequately explored or discussed with the affected residents and businesses. We ask SDOT to conduct and share with us additional engineering efforts to continue the existing left turns and center turn lane. For example, could any potential delay to buses from keeping the center turn lane with a left turn traffic signal cycle be substantially reduced by the buses' use of signal priority? We also encourage SDOT to conduct outreach to the residents and businesses that would be affected by elimination of the northbound and southbound left turns. These efforts would include development of an access plan to address their needs should the left turns be eliminated.

ECC wishes to be assured by SDOT that no other left turn restrictions to and from Eastlake Avenue are contemplated. In response to our previous inquiry, SDOT wrote on January 28, "[t]he project will provide left-turn lanes at all locations where left-turn demand meets thresholds for dedicated turn lanes. The analysis will consider both existing traffic levels and changes in traffic volumes and operations because of the project." Please let us know what numerical threshold you may have in mind, and how it applies to the number of left turns you have recorded and projected at the intersections along Eastlake Avenue. With Eastlake residences and jobs rapidly increasing in number, we believe that left turns to and from Eastlake Avenue are now well above necessary thresholds, and will increase substantially in the future. Please propose no further left turn restrictions.

Pedestrian Improvements

While the design and discussion have focused on transit and bicycle infrastructure, ECC is also concerned about pedestrian improvements. SDOT's January 28 letter stated, "[t]he project is considering design treatments that will improve pedestrian crossings through the introduction of new pedestrian crossing phases and geometric changes at signalized intersections, inclusion of pedestrian median refuges, and extensions of the sidewalk, as possible." We would be grateful for details on the design treatments being considered, and where they would be proposed.

ECC is particularly concerned about improving safety in pedestrian crossings of Eastlake Avenue at East Newton Street. Eastlake Avenue at this point is sloped and curved, increasing downhill speeds and making pedestrians hard to see. ECC has communicated repeatedly with SDOT about this dangerous intersection without any

improvements made. As called for by the Eastlake Neighborhood Plan, ECC recommends a traffic signal and possibly also a raised crosswalk.

Bicycle Infrastructure Planning

Eastlake Avenue has long been an unsafe route for bicyclists. The amount of collisions involving bicycles identified in the Existing Conditions Report should not be tolerated in a city with a stated policy of Vision Zero. Protected bicycle lanes along at least part of Eastlake Avenue seem necessary to meaningfully increase safety for bicyclists.

That said, ECC wishes to be assured that SDOT and the project team have fully examined north-south bicycle routes through the Eastlake neighborhood that would not use Eastlake Avenue. Given the limited right-of-way on Eastlake Ave. itself, the possibility of locating safe and easily usable bicycle routes on other north-south streets could offer tremendous benefits. The 1998 Eastlake Neighborhood Plan called for designation of Minor Avenue East as a bicycle route, but SDOT opposed this step on the grounds that Eastlake and Fairview avenues were already designated routes and that "Signing Minor will not likely be sufficient encouragement to cause bicyclists to switch routes." (p. 40 of the 1999 Approval and Adoption Matrix) SDOT needs to rethink its response.

Eastlake resident Mike Francisco, former member of the Seattle Bicycle Advisory Board, has proposed to SDOT (see also his article on page 15 of the summer 2016 Eastlake News, on-line) that to keep some on-street parking in Eastlake's central business district, the southbound protected bicycle lane on Eastlake Avenue be dispensed with between Edgar and Howe Streets in favor of directing bicyclists onto other north-south streets like Yale Place East, Yale Avenue East, and Minor and Fairview avenues.

We urge that SDOT explore this option fully, along with bicycle routes on other north-south streets besides Eastlake Avenue. Many bicyclists currently prefer these north-south side streets, where they are safer than on Eastlake Avenue.

As ECC mentioned in a prior letter, we encourage SDOT to consider bicycle parking as part of its ongoing planning for this corridor. While SDOT responded in its February 19 letter that "[a]ny citizen, business, or group can request an SDOT provided bike rack," we nonetheless believe that this type of planning is best done in conjunction with the RDHCT study's broader planning for bicycle infrastructure. A participatory process can best determine the optimal locations for bicycle parking, especially given that the pedestrian environment often overlaps with bicycle parking areas. When new bike lanes open for use, it is important to have bicycle parking already in place, and at locations that are carefully planned.

ECC is concerned about the current design plans for bicycles in the area just south of the University Bridge. This is a complicated area, with bicyclists merging between Harvard Ave. and Eastlake Ave., and many motorists turning to the east in front of them. There is a history of bicycle collisions, even fatal ones. Southbound cyclists must have a safe path from the far SW corner of the University Bridge to cross traffic to reach Harvard Avenue. Possible measures include bike boxes, a signed route to a crosswalk, and a dedicated bicycle turn lane. The design presented at the June 15-16 open houses does not adequately address this safety problem. We encourage further planning and dialogue.

Cut-Through Traffic

In a prior letter, ECC called attention to existing cut-through traffic by motorists avoiding Eastlake Avenue, and expressed concern that this problem would worsen as a result of the RDHCT changes to Eastlake Ave. In response, SDOT noted that, "[t]he scope of the Roosevelt to Downtown HCT Study does not extend to solving existing traffic problems, but seeks to provide efficient movement in the future. In terms of preventing diversion to neighborhood streets in the future with the implementation of BRT, there are traffic calming measures that can be used to minimize the use of neighborhood streets by through traffic."

This SDOT response is not sustainable. It is essential for the RDHCT study to consider and solve the ever-worsening cut-through traffic that parallels Eastlake Avenue. Otherwise, an alternative could be chosen with huge unanticipated negative consequences that would become clear only after implementation, when it is too late to build in an effective solution.

We believe that this worst-case scenario may now be happening. Cut-through traffic is already at unacceptable levels, and the RDHCT changes to Eastlake Avenue will clearly worsen it. But SDOT is not modeling these impacts nor developing a comprehensive strategy to address them. SDOT must stop ignoring the cut-through traffic problem and must make its solution a central part of the RDHCT proposals.

And as with the disappointing omission of near-term improvements in existing bus service, the lack of concern for cut-through traffic is contrary to the requirements of Ordinance 124222, whose Attachment D "Eastlake Corridor Transit and Street Improvements" requires SDOT to make use of recommendations in the "respective neighborhood plans." The Eastlake Neighborhood Plan (available on the City and ECC web sites) extensively details the problems of cut-through traffic on Fairview Avenue East. In January 2016, ECC submitted the Fairview Green Street design concept plan (available at http://eastlakeseattle.org/?page=Fairview) to SDOT and OPCD for their review prior to its adoption as a joint director's rule.

Conclusion

We again thank SDOT and the project team for their efforts to improve transportation in and through Eastlake. No neighborhood will be as deeply affected as ours by the Roosevelt to Downtown High Capacity Transit project. We look forward to the further analyses and public processes that are needed to ensure that the project is best for all parties, including our neighborhood's residents and businesses.

Sincerely,

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