

Welcome | RapidRide J Line Open House

Self-Guided Project Overview

5:30 – 6 PM

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

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

A formal presentation will start at 6 PM



Seattle
Department of
Transportation



King County
METRO



Seattle
Neighborhoods



Seattle Office of
Economic Development



Roosevelt Line



RapidRide J Line (previously RapidRide Roosevelt)

**Open House and Question & Answer
Session**



Today's agenda

- **5:30 – 6 PM** | Self-guided project overview
- **6 – 6:30 PM** | Welcome and project overview
- **6:30 – 7:30 PM** | Question and answer

Please hold your questions till the question and answer period.

Note: *This presentation will be emailed to attendees and posted to the project website*



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1 Welcome and introductions

RapidRide J Line partners



Seattle
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Goals of today's meeting

1. Review the project's history, current plans and next steps
2. Review how community feedback has been incorporated and show which elements we still need your feedback on
3. Provide an opportunity to answer questions you have about the project



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2 Project overview

Why RapidRide J Line?

- **More people and more jobs** are moving to Belltown, South Lake Union, Eastlake, University District, and Roosevelt, while the way people move through the City is changing. **Existing bus service cannot support this growth.** Improving transit travel time, reliability, and capacity increases transit ridership, which allows more people to travel to and within these neighborhoods.
- **Transportation is a leading contributor to greenhouse gas emissions** in Seattle, and reducing those emissions is a key goal as Seattle works to address climate change. Growing transit ridership and reducing driving alone are critical to meeting Seattle's climate change goals.
- We need to address the **safety of all users in the corridor.** Between 2012 and 2017, there were 39 reported collisions involving people riding bicycles along Eastlake Ave E, most of which resulted in injury.

Project Goals



Provide transit service to support housing and employment growth

By 2035 there will be 22,000 new residents and 91,000 new employees in the project neighborhoods



Provide neighborhood connections to future link light rail stations

There's currently no direct connection between the neighborhoods



Improve transit travel time and reliability throughout the corridor

30% of trips are late during peak hours



Reduce overcrowding of existing bus capacity

32% of daily trips and 63% of peak trips are overcrowded



Improve pedestrian and bicycle safety and connections to transit

From 2012-2017 there were 39 bicycle collisions on Eastlake Ave E; From 2010-2018 bicycle and pedestrian volumes have grown approximately 60%



Reduce greenhouse gas emissions

RapidRide J Line will help promote use of alternative modes of transportation to driving alone

RapidRide J Line Project

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



King County Metro RapidRide key features

Convenient and easy to use

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

Safe and smart

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

Move more, stop less

- Stop optimization helps speed up your ride
- Street and traffic improvements make it easier to get to/from the bus



Buses come so often, you don't need a schedule



Faster, all-door boarding



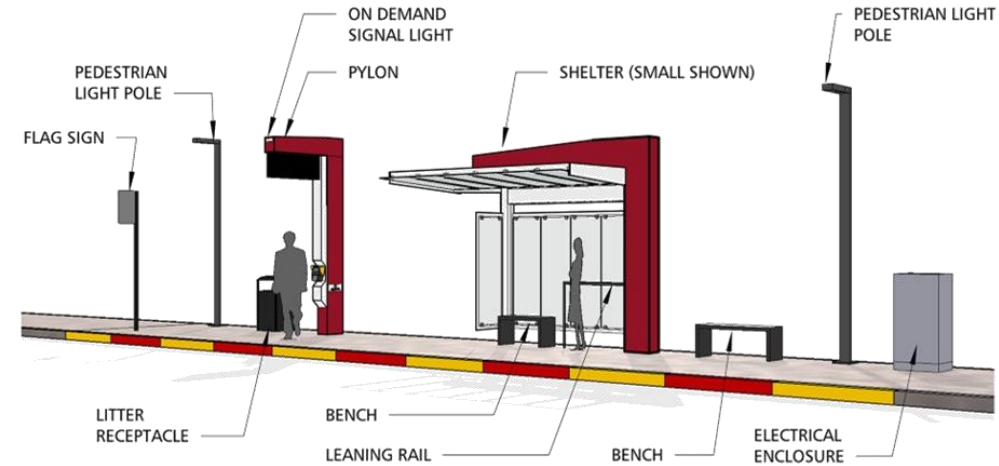
Service that starts early and runs late, every day

RapidRide stations

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

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

All stations meet Americans with Disabilities Act requirements



Improves transit travel times, reliability, and capacity

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

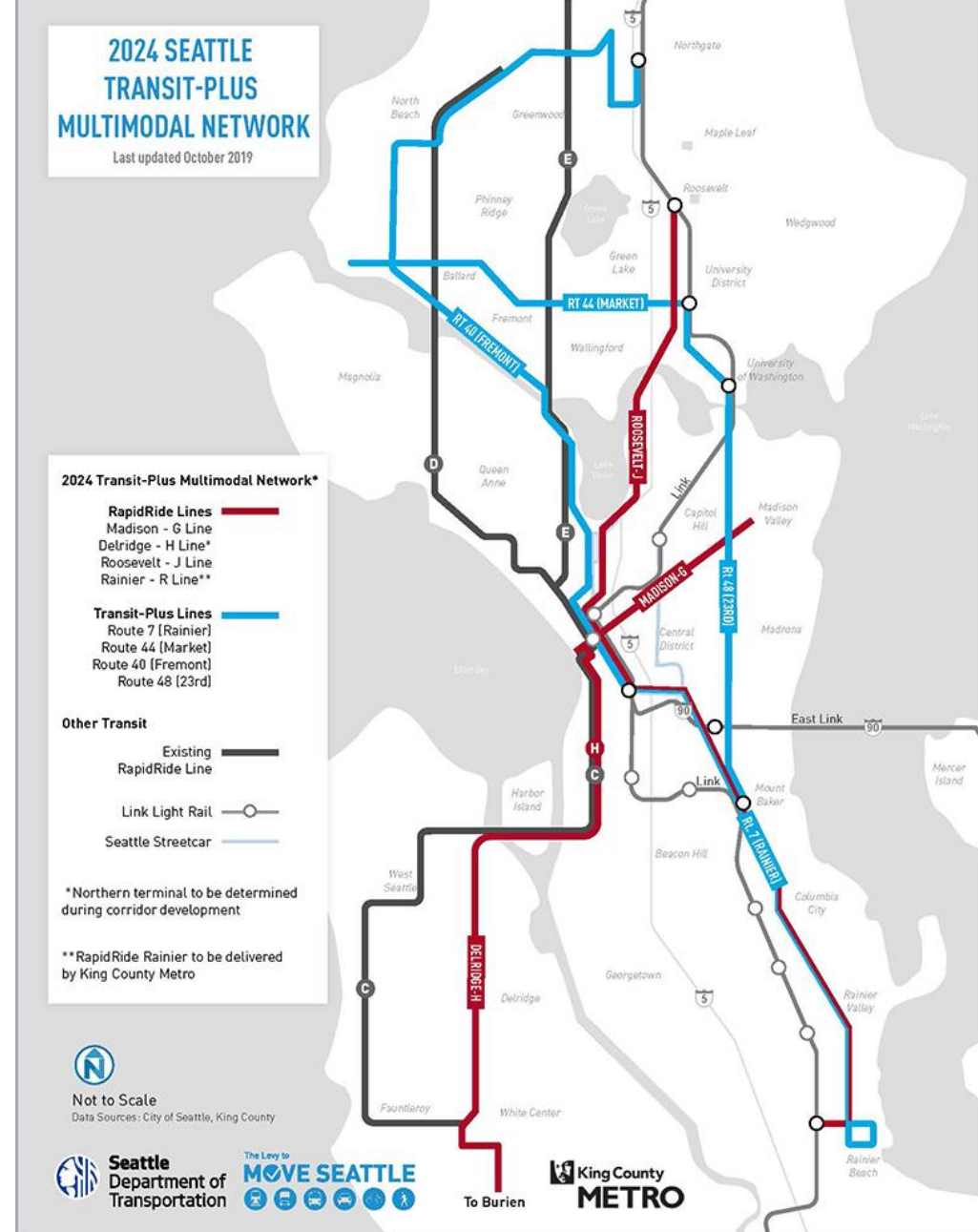
- 24/7 service and more buses at night and on weekends
- Buses every 7.5 minutes during morning (7–9 AM) and afternoon (5–6 PM) peak periods and every 10 minutes midday
- Reduces total transit travel time by 17 minutes in 2024
- Increases capacity by up to 14% by 2040

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

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

Connecting neighborhoods, transit, and bicycle facilities

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



Project History & Key Decisions

- **2014-2016** Community transportation needs and high capacity transit alternatives evaluated
- **2014** [Bicycle Master Plan](#) recommends protected bicycle lanes on Fairview Ave N, Eastlake Ave E and 11th/12th Avenues NE
- **2016** Bus Rapid Transit selected over Rapid Streetcar
- **2016** RapidRide Roosevelt project prioritized in the [City of Seattle's 2016 Updated Transit Master Plan](#) and partially funded by the voter-approved, Levy to Move Seattle
- **2017** Locally Preferred Alternative (the current design) is approved by Seattle City Council and updates project scope to end in Roosevelt
- **2017** National Environmental Policy Act (NEPA) Environmental Assessment started
- **2018** Community-requested [evaluation](#) of 9 bicycle routes determined the protected bike lanes on Eastlake Ave E are the option that best meet evaluation criteria
- **2018** Full paving of Eastlake Ave E confirmed and included in project
- **2019/20** Submit draft Environmental Assessment (EA) to Federal Transit Administration (FTA)

Community engagement to date

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

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



Ongoing Community Input

Decisions Made

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

Seeking Community Input On...

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



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3 Roosevelt and University District Details

U District and Roosevelt



Upgraded RapidRide stations and optimized locations



RapidRide stations and pedestrian access coordinated with new Link light rail stations



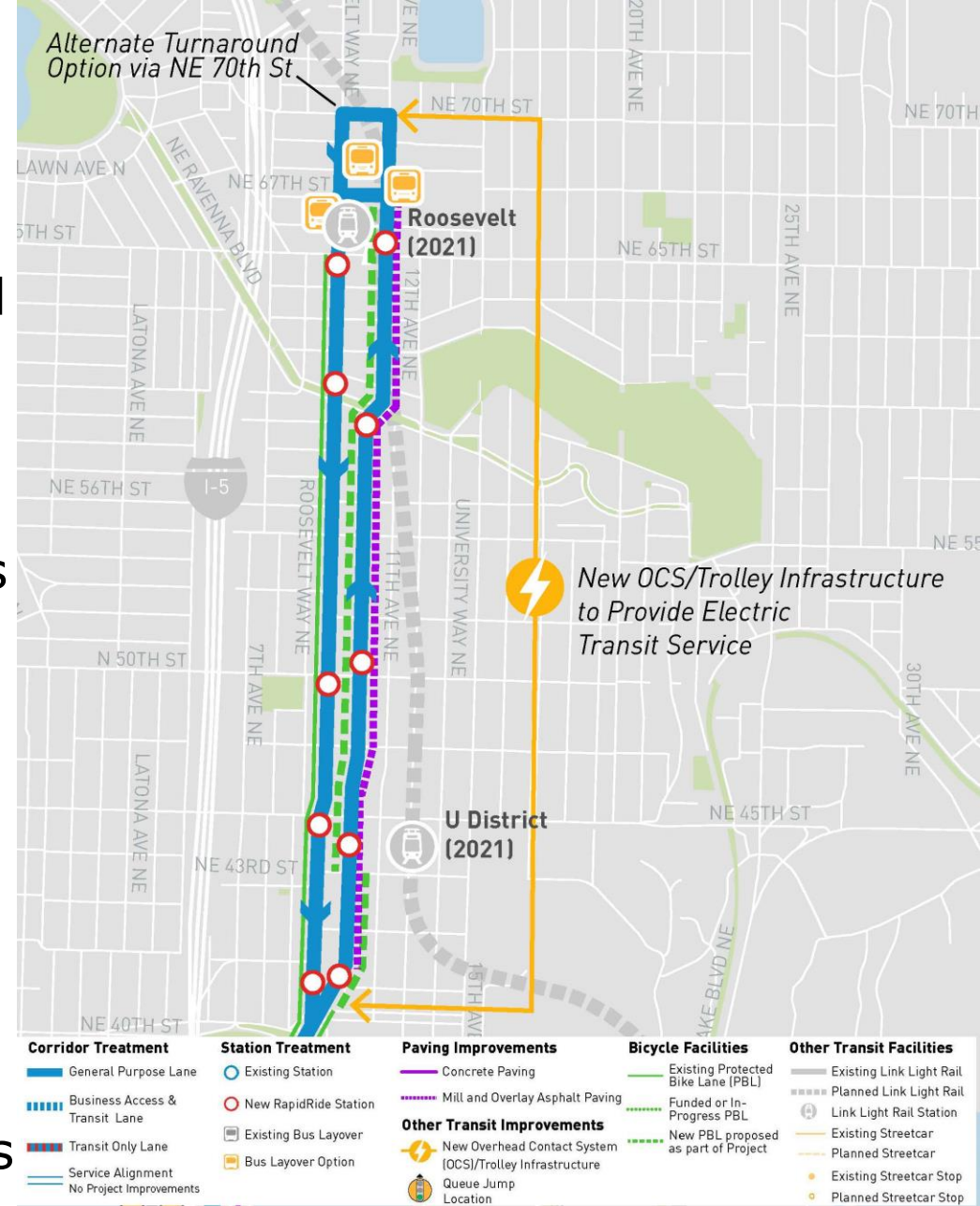
Protected bike lane on 11th/12th Ave NE from University Bridge to NE 67th St



New asphalt paving on 11th/12th Ave NE

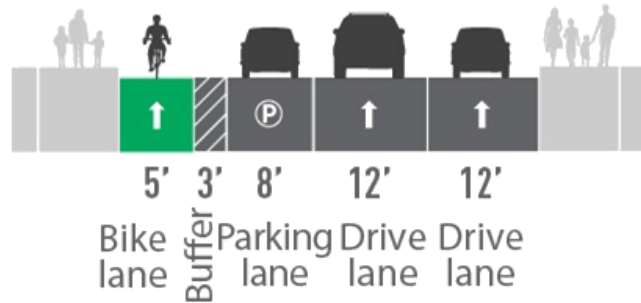


New overhead contact system and traction power substation to lower carbon emissions

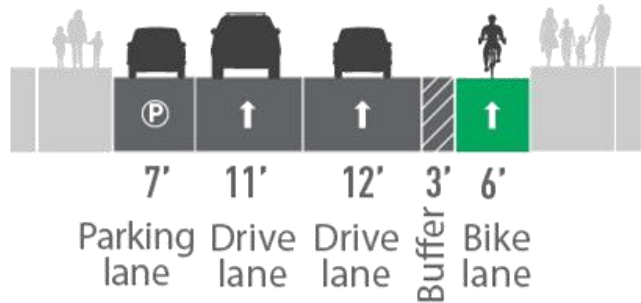


U District and Roosevelt

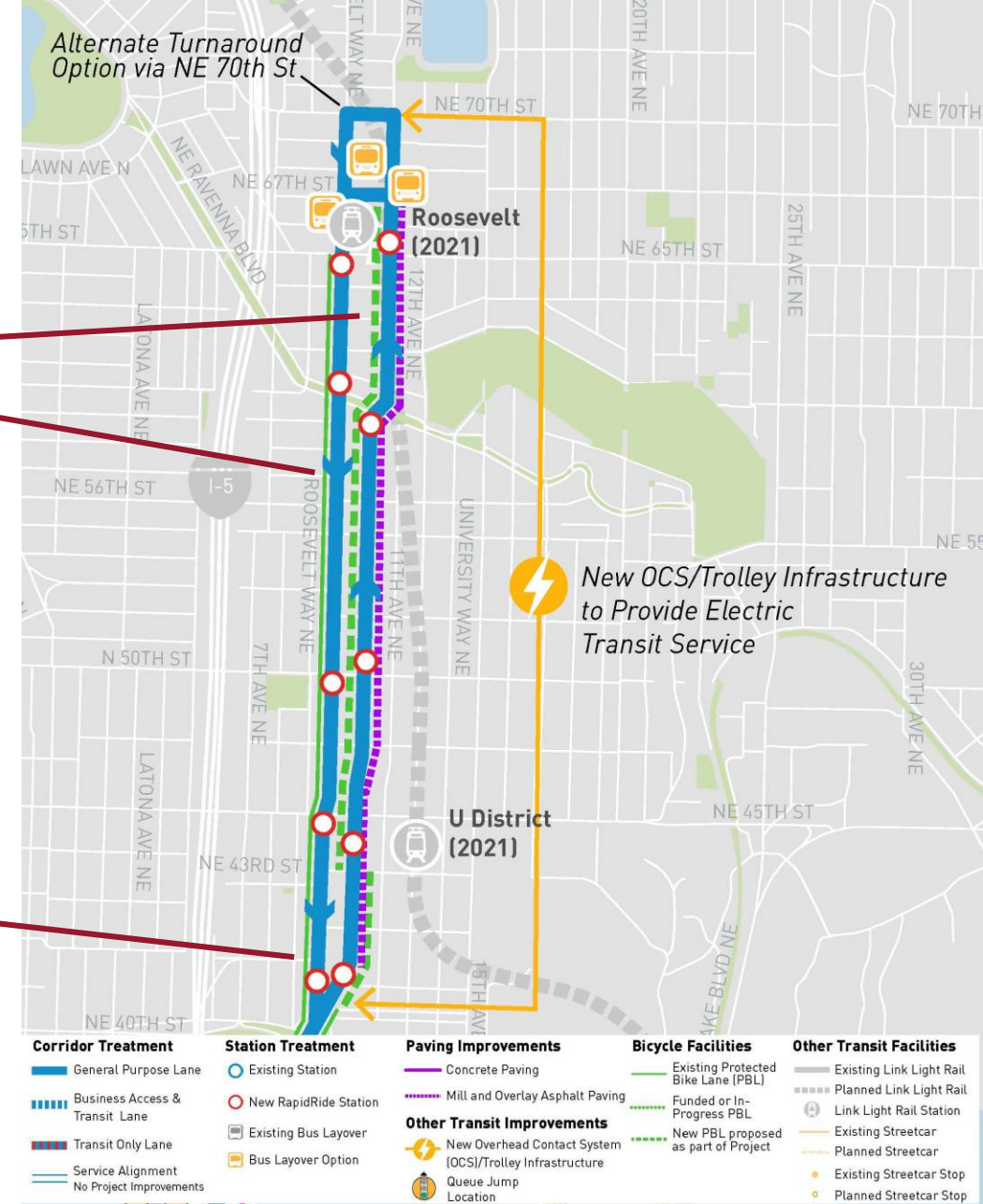
Typical Section



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



11th Ave NE between NE 43rd St and NE 41st St facing north



Parking impacts of RapidRide J Line

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

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





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4 Proposed parking and access strategies

Curbspace and access strategies

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

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



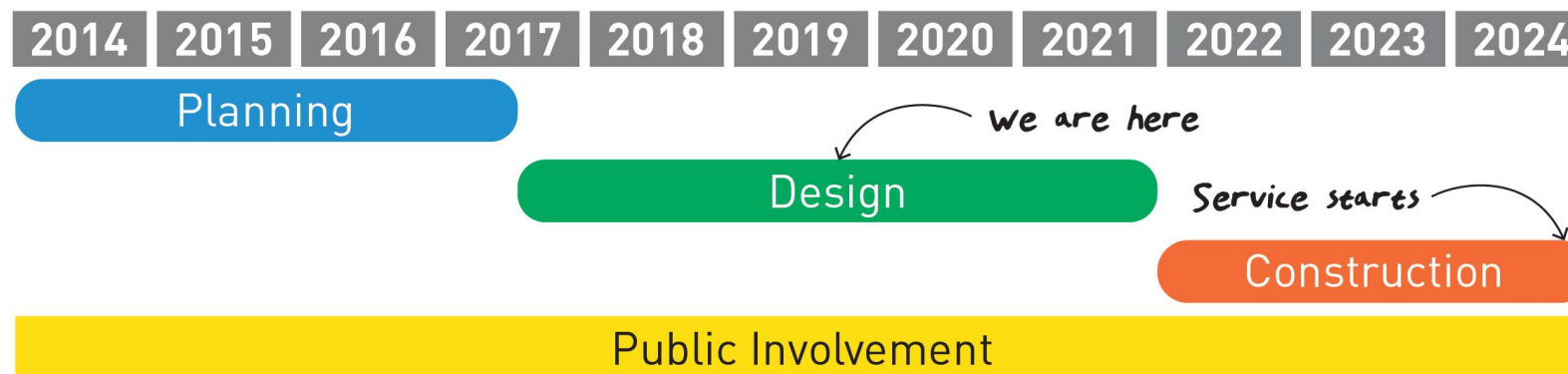
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5 Next steps

Next steps

- **Collaborate with community members and businesses** to discuss the trade-offs of the project and how to ensure continued access to communities in the project area.
- **Secure funding for the project** in collaboration with the Federal Transit Administration.
- **Publish the draft Environmental Assessment** for review and public comment in late 2019/early 2020. Followed by a State Environmental Policy Act (SEPA) environmental update.



Environmental Assessment

A draft Environmental Assessment will be shared for review and comment in late 2019/early 2020.

The Environmental Assessment will:

- Explain the transportation effects of building the RapidRide J Line project
- Show effects to other key environmental study areas, including noise, historic and archaeological resources, water resources, and parks and recreation
- Demonstrate how public feedback has been incorporated into the project to-date
- Provide a public comment opportunity to be included as part of the project record



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Questions?



Keep in Touch

Have Questions or Ideas?

- Participate online by 11/8 at <https://rapidridejline.participate.online>
- Email RapidRide@seattle.gov
- Request a separate 1-on-1 meeting

Want to Stay Informed?

- Check out the latest project information
- Sign up for email updates

www.seattle.gov/Transportation/RapidRideRoosevelt

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Project Manager

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6 Appendix

Alternatives Considered

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

Bus Rapid Transit



Rapid Streetcar



Bus Rapid Transit was selected because it offers:

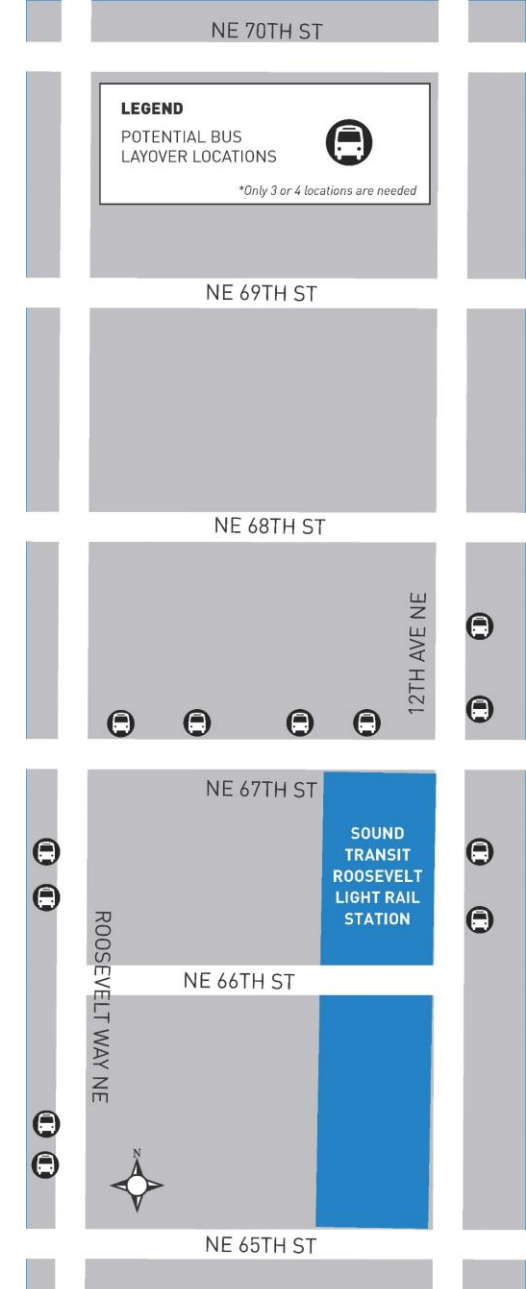
- Greater frequency, reliability, and flexibility
- Fewer impacts on other modes of transportation
- Simpler construction and less expensive capital and operating expenses

Potential Bus Layover Locations

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

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

- 12th Ave NE
- Roosevelt Way NE
- NE 67th St



Expanding Zero Emission Infrastructure

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

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



Traction Power Substation

The required traction power substation is approximately 13 by 21 feet.