



Roosevelt Line



RapidRide J Line

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

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

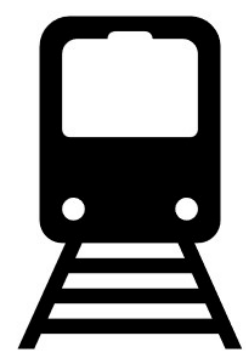
Thank you for joining us to learn more about the project and share your feedback about:

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

RapidRide J Line project goals



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



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



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



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



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



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



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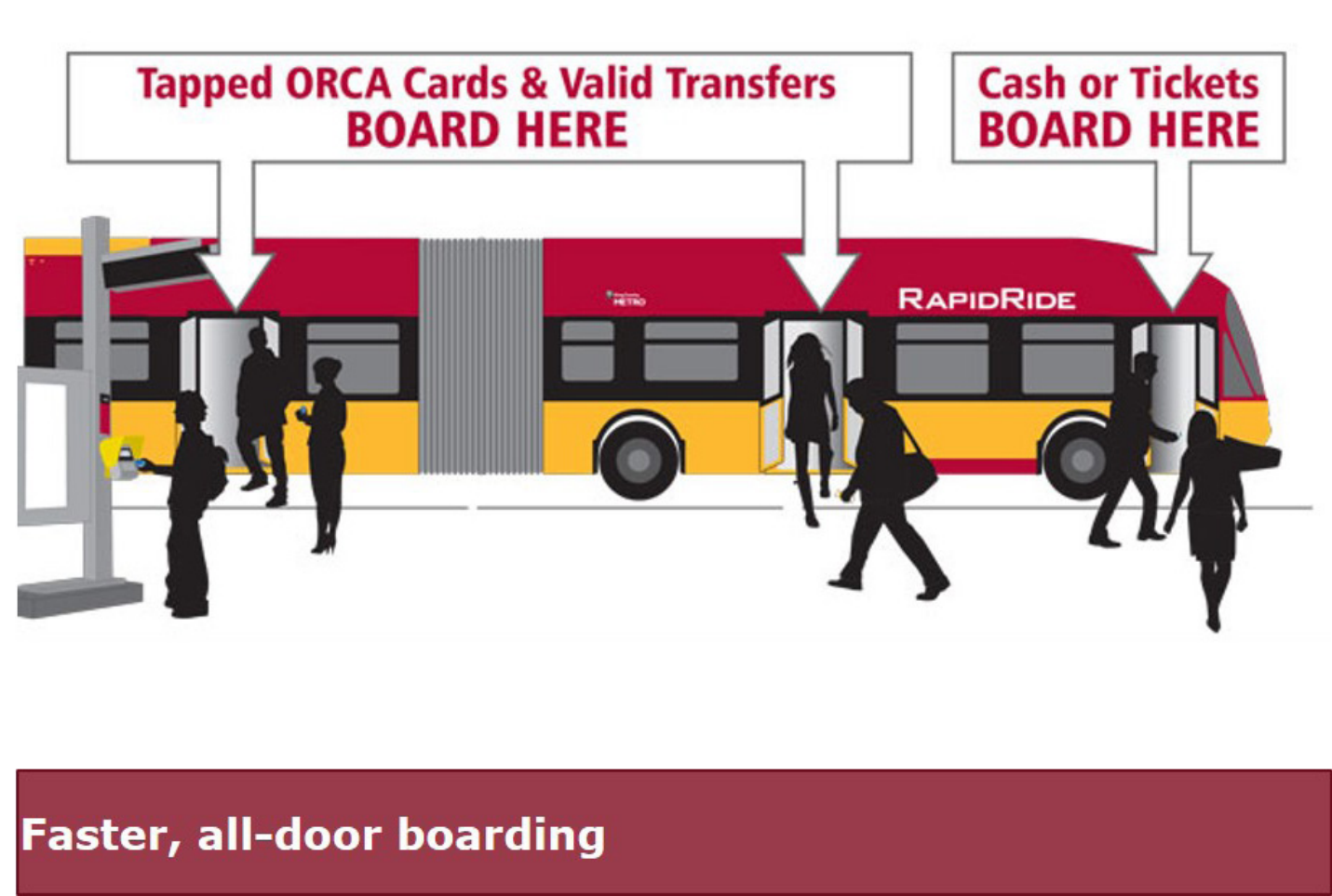
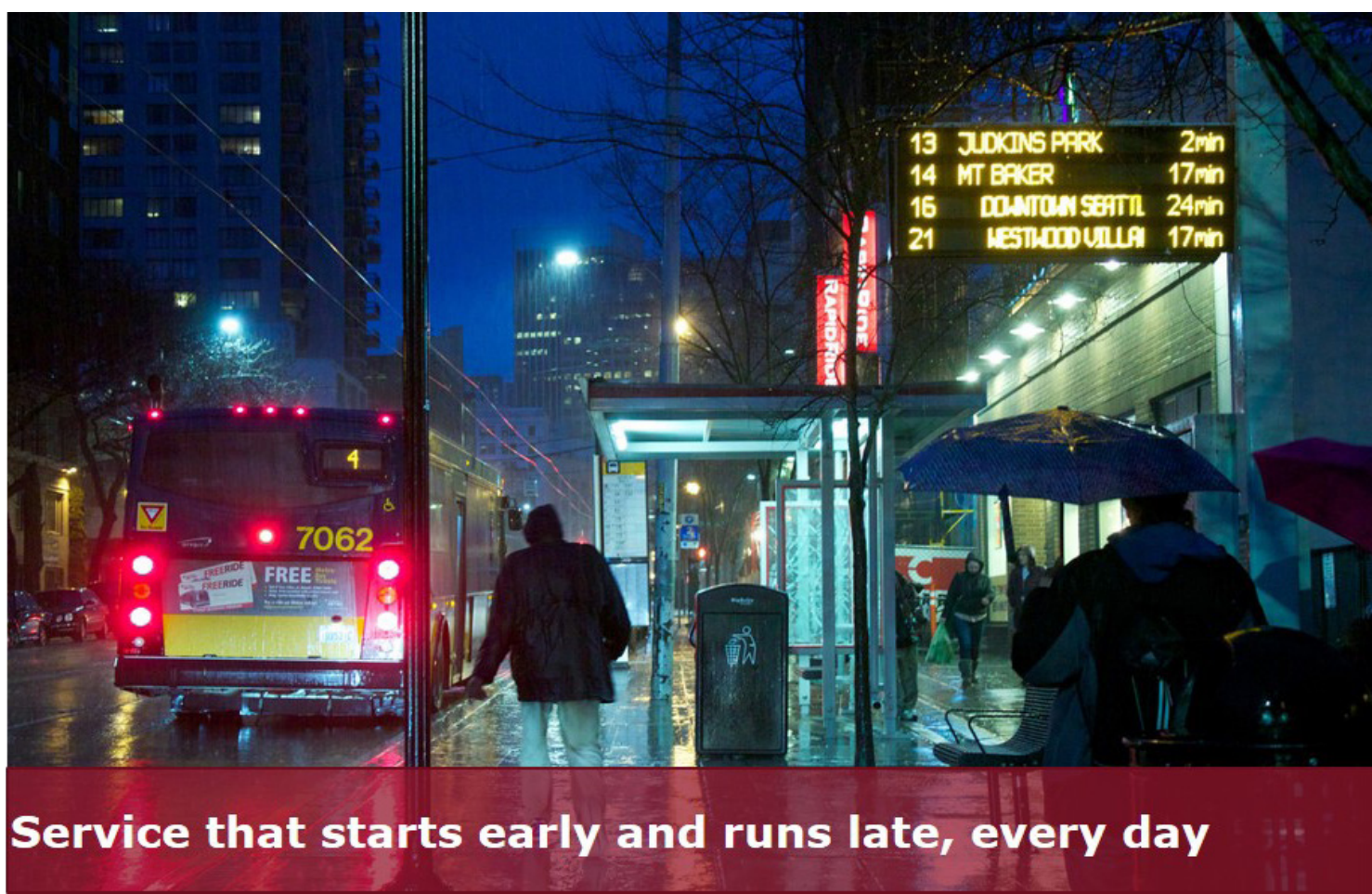
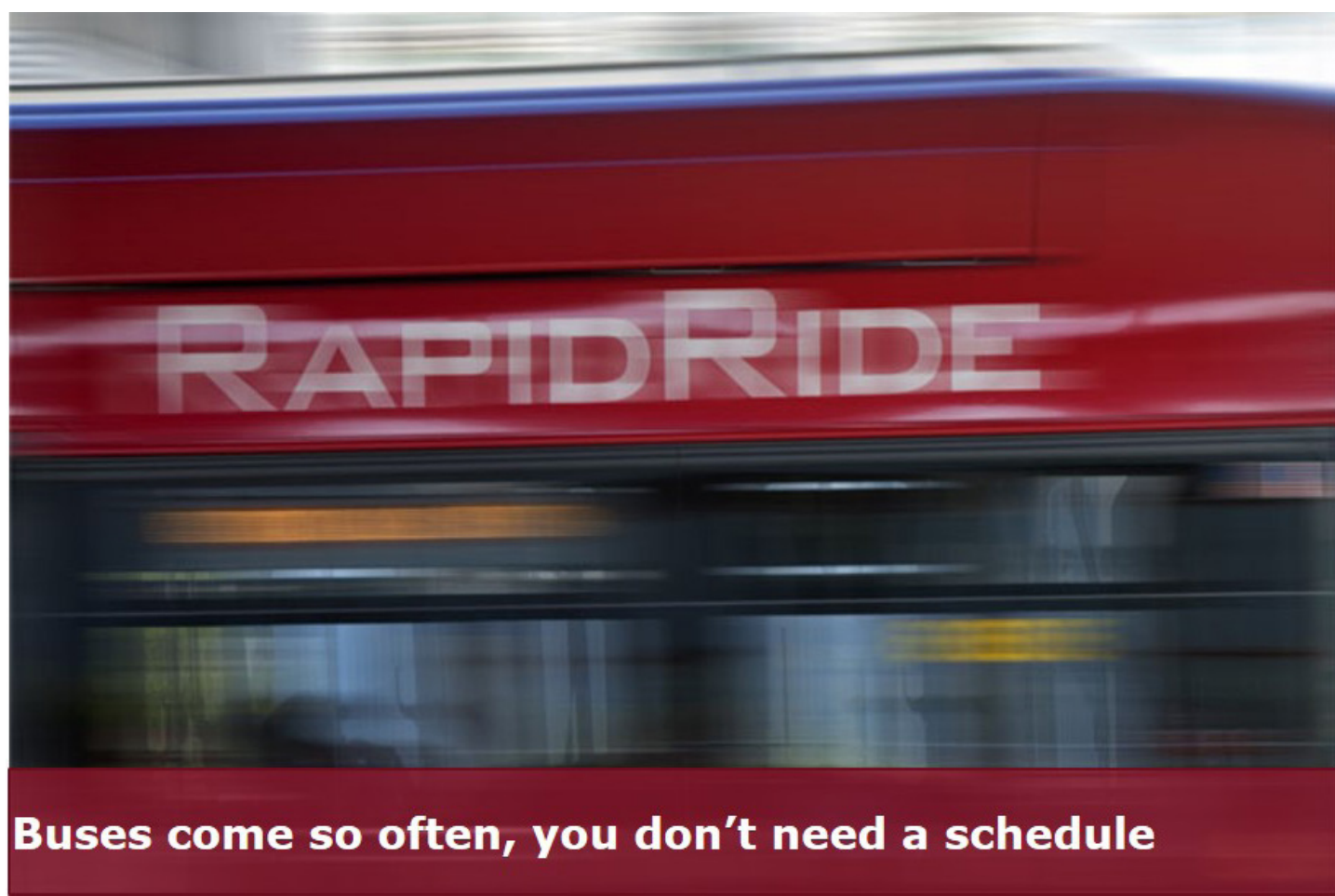


About the project

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

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

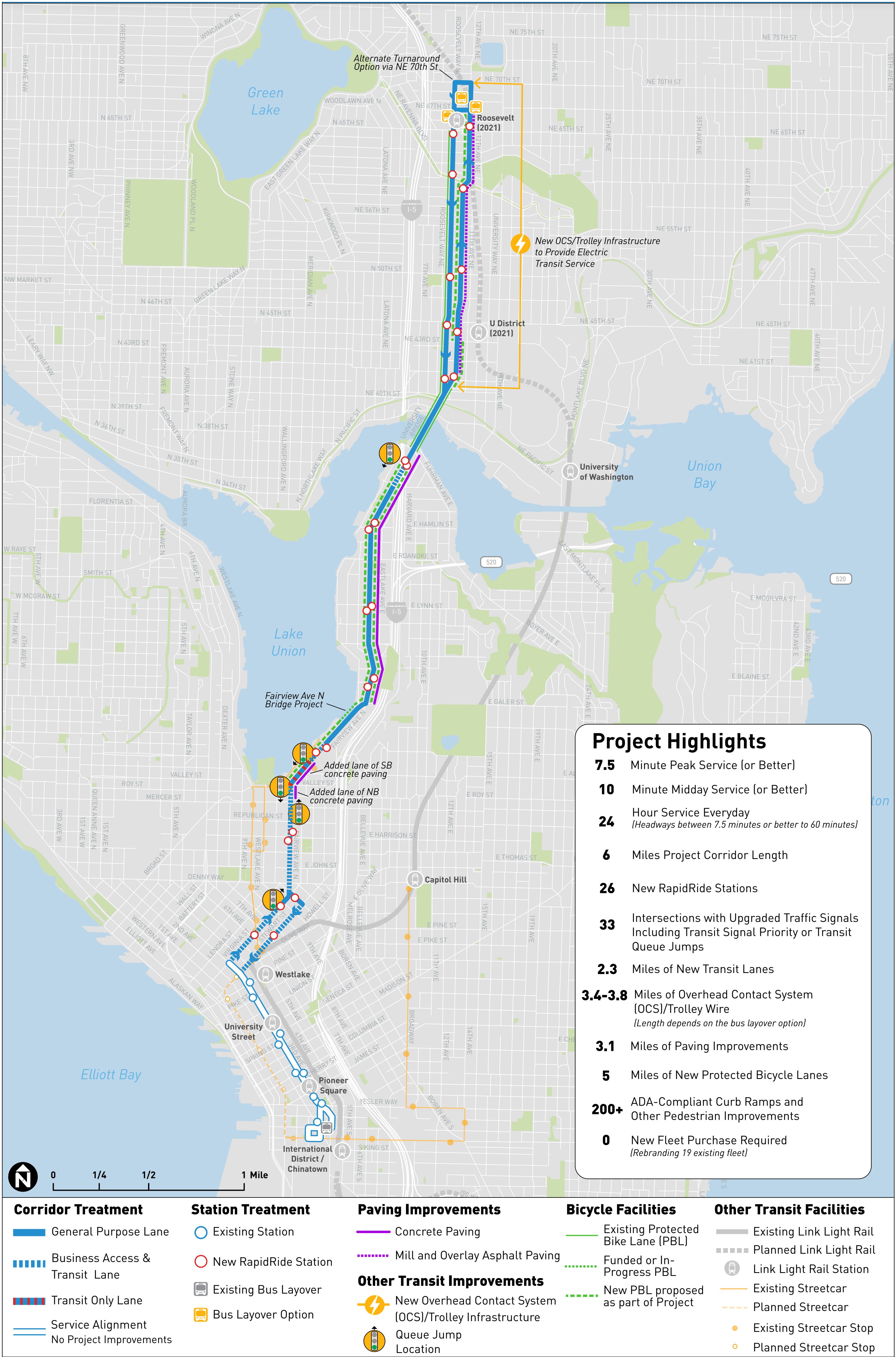
- Improved transit stations and connections to regional transit service like new Link light rail stations, additional RapidRide Lines, and the Seattle Streetcar
- Improved and faster transit rider experience, with upgraded bus stops that feature improved lighting, real-time arrival information, and all-door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



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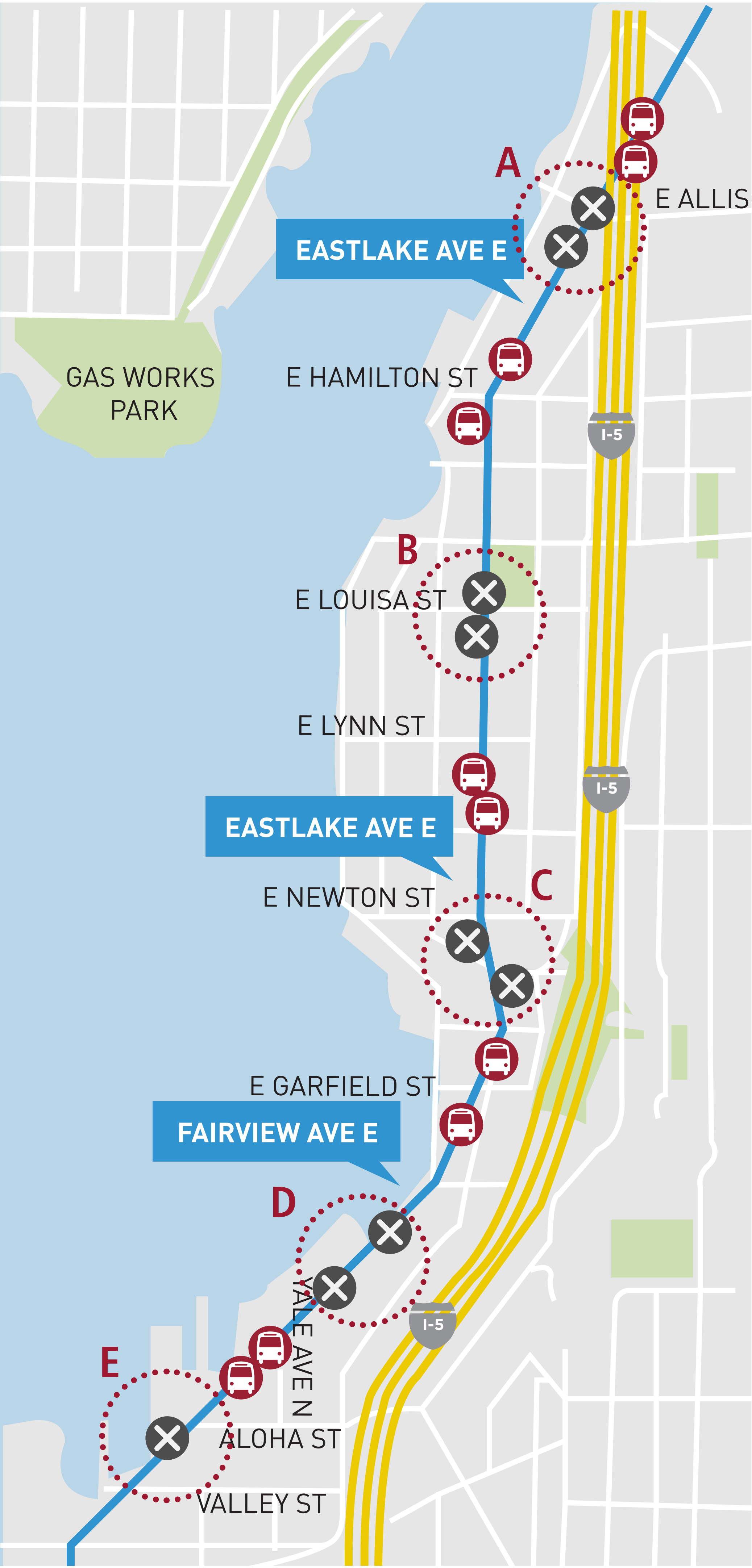
RapidRide J Line project map



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Eastlake



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

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

Why change bus station locations?

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

How big is the change?

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

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

Nearest stop: Harvard Ave E

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

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

Nearest stop: E Lynn St

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

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

Nearest stop: E Garfield St

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

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

Nearest stop: Yale Ave N

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

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

Nearest stop: Yale Ave N

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



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Downtown Seattle and South Lake Union



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

Nearest stop: Harrison St

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



PROPOSED RAPIDRIDE J
LINE STATIONS*



PROPOSED BUS STOP
CONSOLIDATIONS



BUS LINE



HIGHWAY

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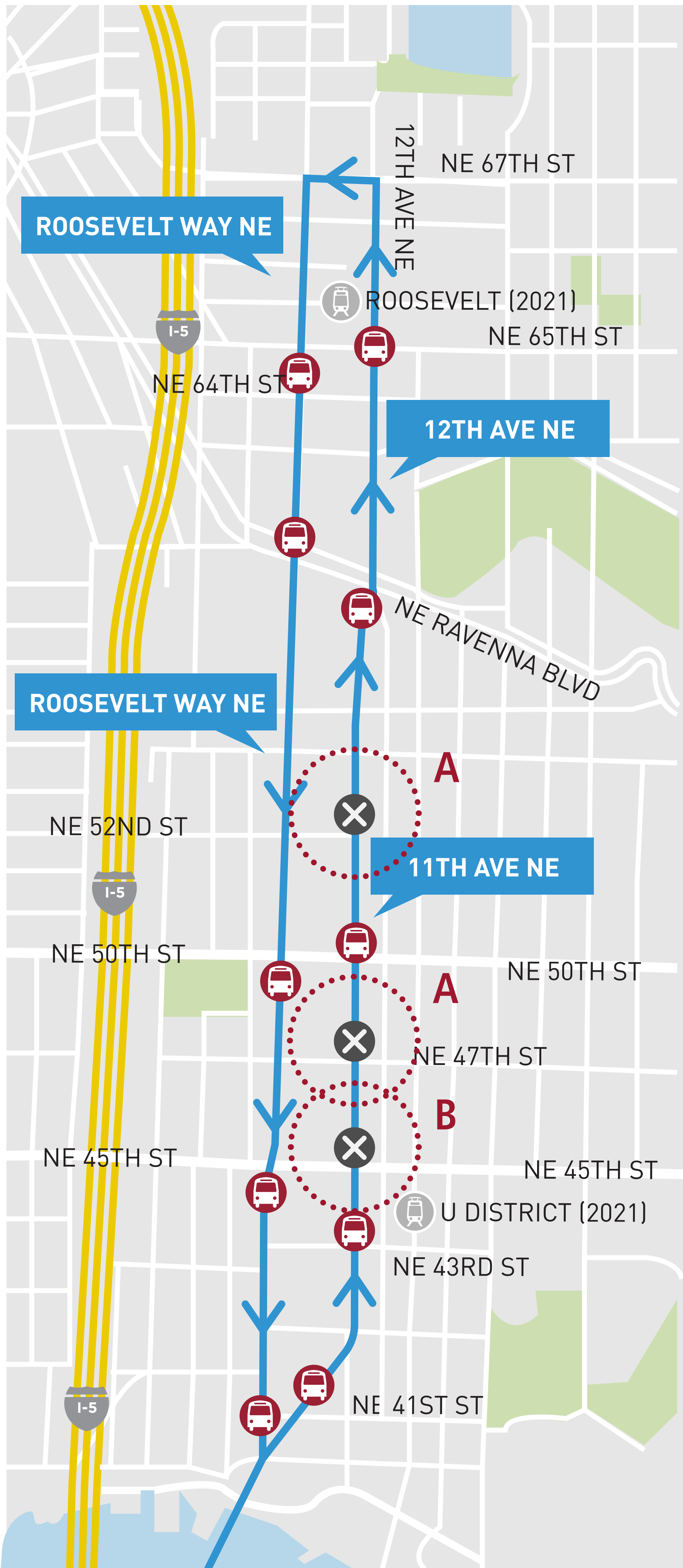
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University District and Roosevelt



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

Nearest stop: NE 50th St

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

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

Nearest stop: NE 43rd St

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

 PROPOSED RAPIDRIDE J LINE STATIONS*

 PROPOSED BUS STOP CONSOLIDATIONS

 BUS LINE

 HIGHWAY

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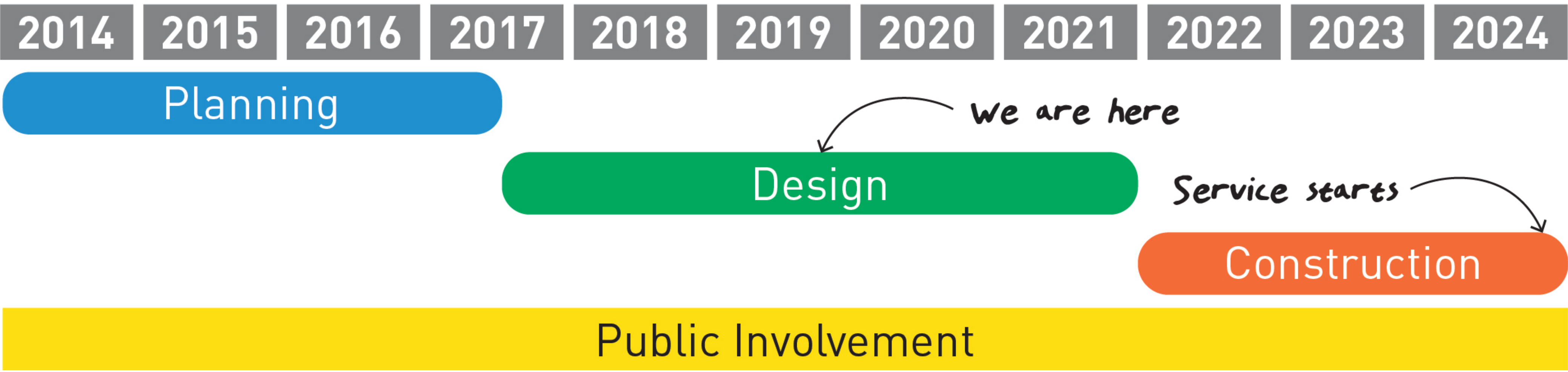


Next steps

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

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

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



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We want to hear from you!

Have questions or ideas?

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

Want to stay informed?

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

Community engagement to date

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

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



Eastlake Resident Workshop, January 2019



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