



J Line



RapidRide J Line

Transit Advisory Board

October 26, 2022



Seattle Office of
Economic Development



King County
METRO



Seattle
Department of
Transportation

The Levy for



Agenda

- Welcome
- RapidRide J Line overview and history
- Project design update
- Recent outreach
- Next steps and schedule
- Q&A

Project history & key decisions

- **2014-2016** Project development including preparation of Transit Master Plan and [Bike Master Plan](#)
- **2016** RapidRide Roosevelt bus rapid transit project partially funded by voter-approved Levy to Move Seattle
- **2017** Locally Preferred Alternative adopted with route ending at Roosevelt Link station
- **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
- **2020** Submitted draft Environmental Assessment (EA) to Federal Transit Administration (FTA)
- **2021** Submitted supplemental environmental assessment for U District option.
- **2022** \$60.1M funding recommendation (FTA Small Starts) included in FY 2023 USDOT budget
- **2022** Finding of No Significant Impact (FONSI) by FTA
- **2022** Continue community engagement through final design phase

RapidRide J Line?



Provide transit service to support housing and employment growth



Improve transit travel time and reliability throughout the corridor



Reduce overcrowding of existing bus capacity



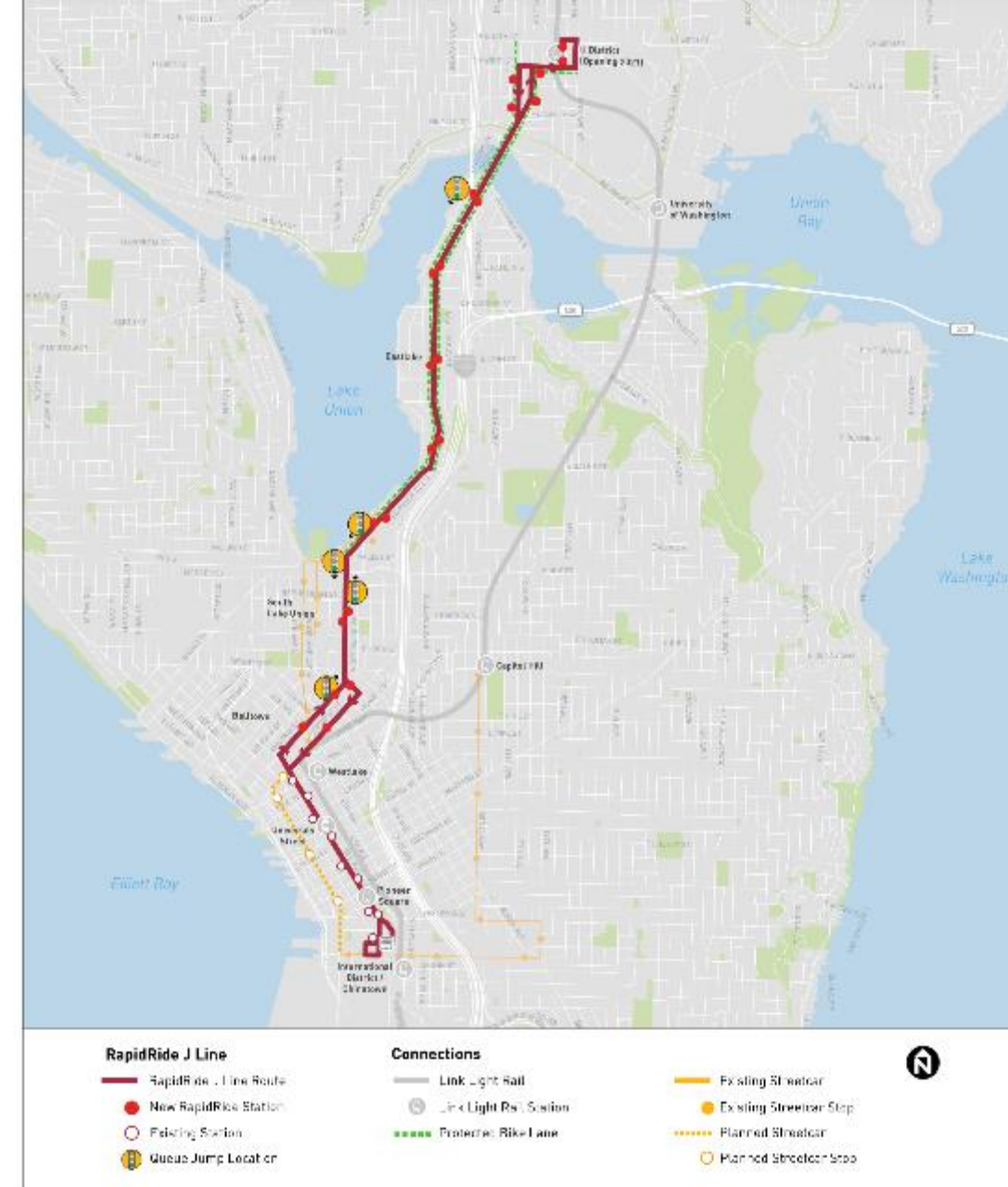
Provide neighborhood connections to future Link light rail, RapidRide Lines, and Seattle Streetcar



Improve pedestrian and bicycle safety and connections to transit with protected bike lanes



Reduce greenhouse gas emissions



King County Metro RapidRide key features

Convenient and easy to use

- Service starts early and runs late, every day
- Buses come at least every 10 minutes during busiest hours
- All-door boarding is available on all coaches
- 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

- Bus stop spacing helps speed up your ride
- Street and traffic improvements make it easier to get to/from the bus



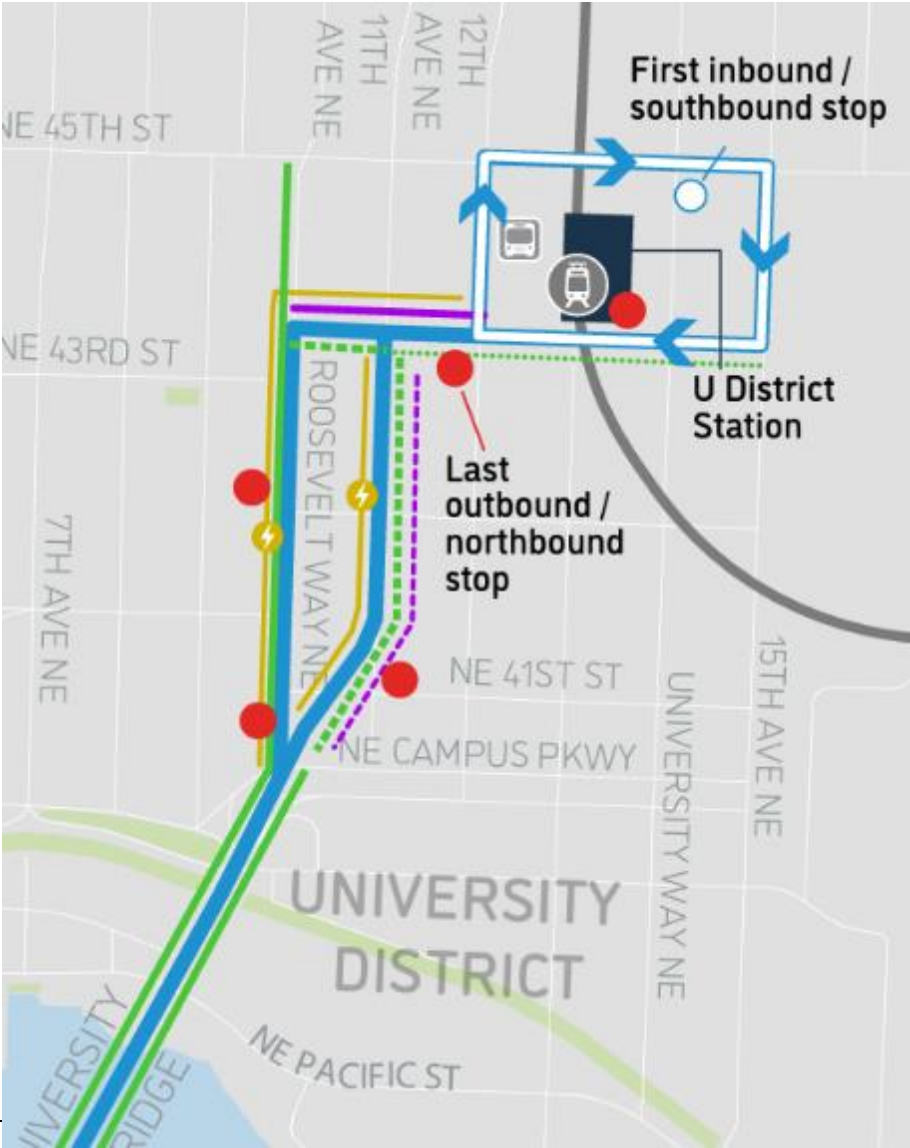


J Line



Transit connections

RapidRide J U District Routing



NE 43rd St



Figure 2-2. Simulation of U District Option Improvements Looking East along NE 43rd St from 11th Ave NE

Station



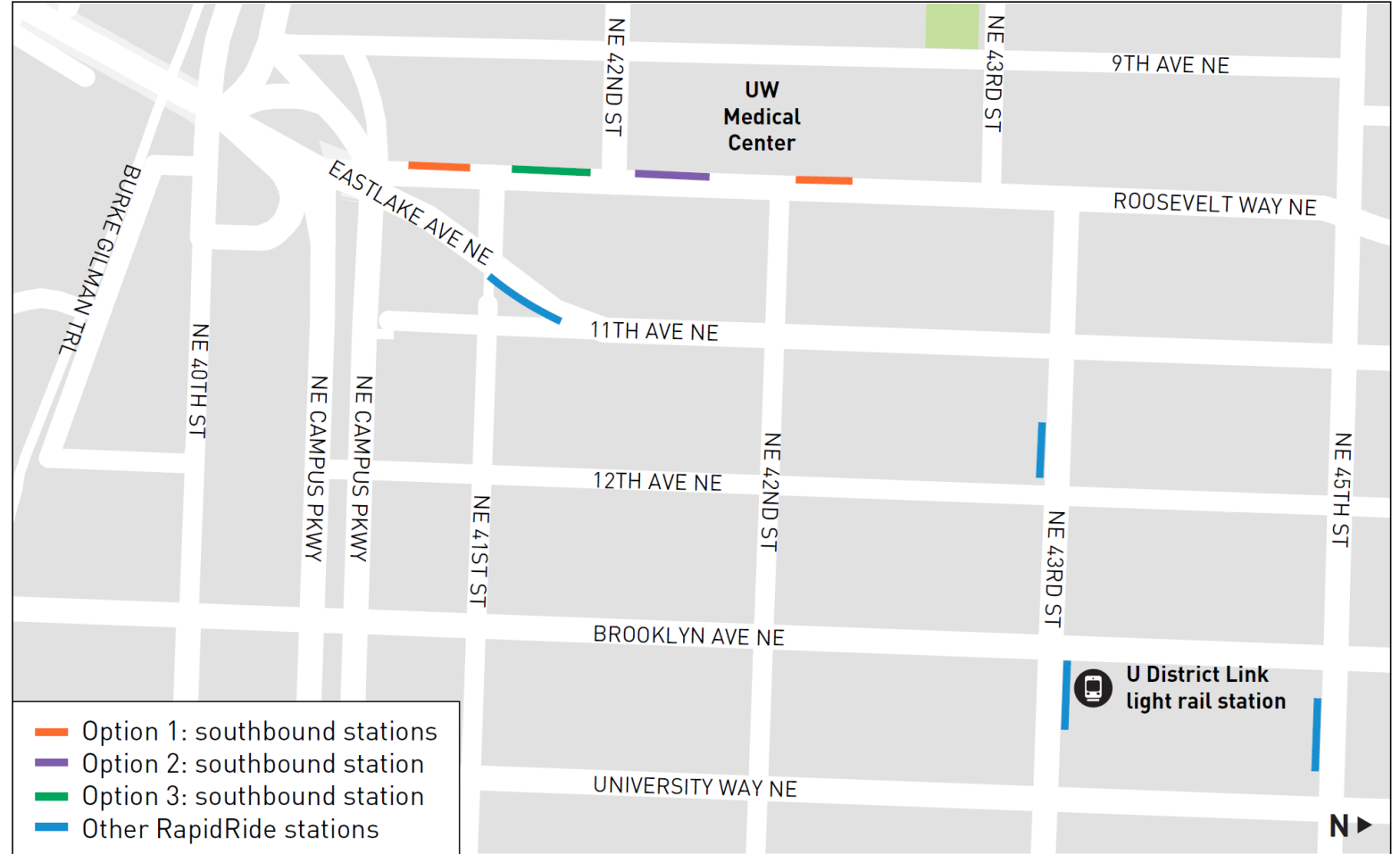
Southbound Station on Roosevelt Way NE - J Line RapidRide Station Options

Options shown reflect potential locations for the southbound RapidRide J Line station(s) on Roosevelt Way NE

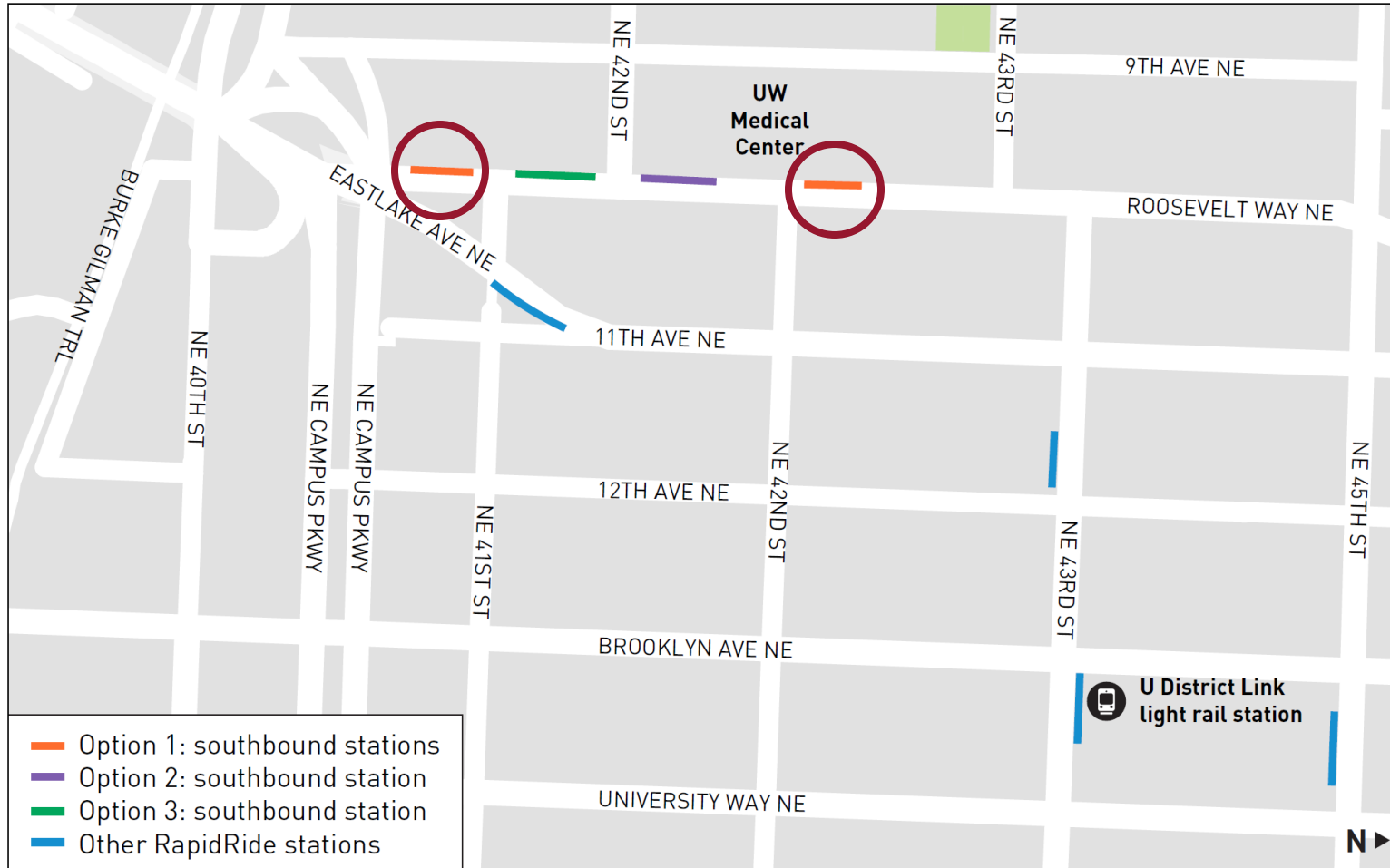
Option 1: Two southbound Stations on Roosevelt Way NE, one at NE Campus Parkway and one at NE 42nd St

Option 2: Station at northwest corner of NE 42nd St

Option 3: Station at southwest corner of NE 42nd St



Southbound Station on Roosevelt Way NE - J Line RapidRide Station Options



Option 1: Stations at Roosevelt Way NE and NE Campus Parkway and NE 42nd St

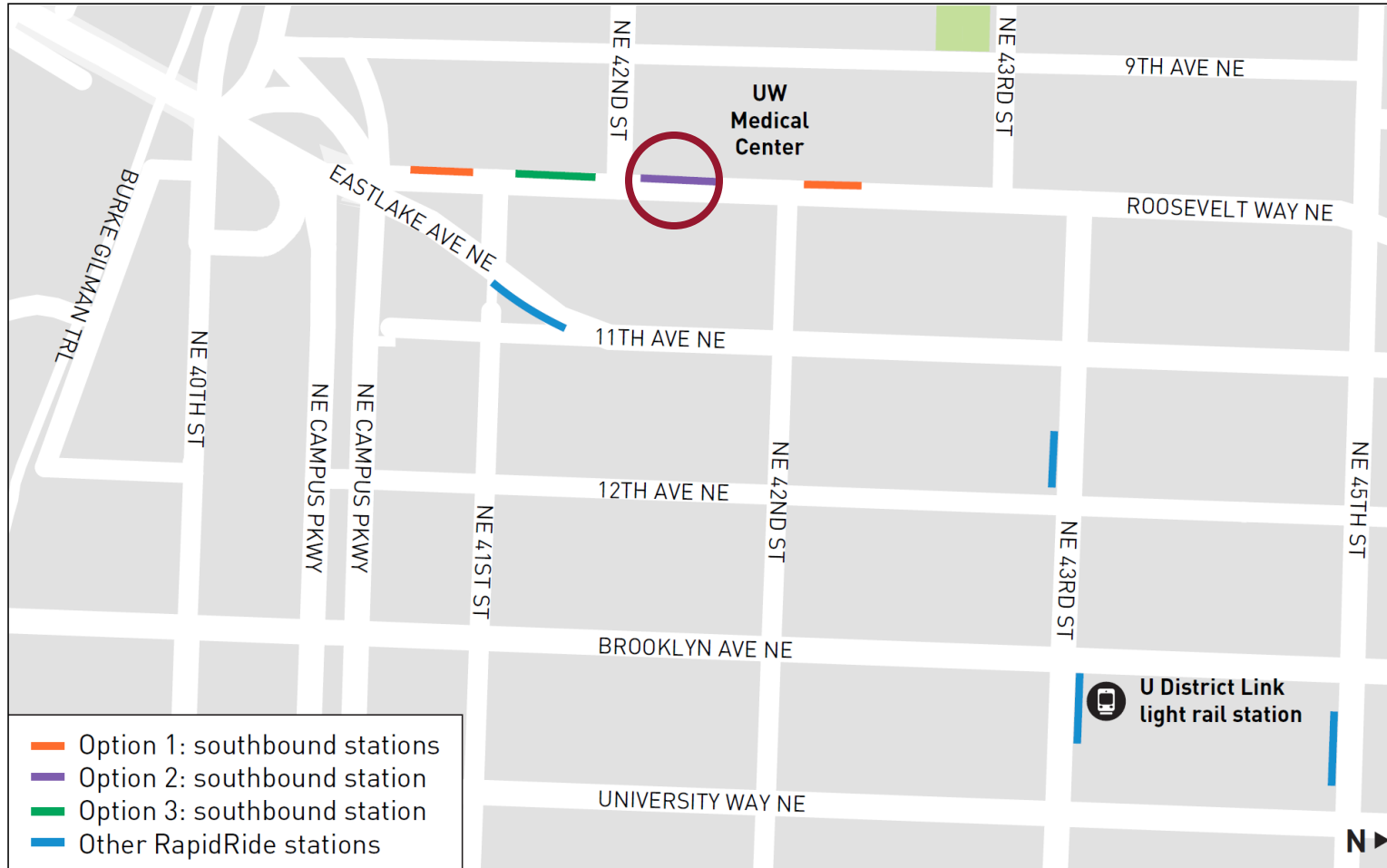
Benefits

- Provides adjacent access to UW Medical Center
- Campus Parkway Station provides access to Burke-Gilman Trail

Trade-offs

- Congested with buses
- Proximity of 2 stations reduces speed and reliability

Southbound Station on Roosevelt Way NE - J Line RapidRide Station Options



Option 2: Station at northwest corner of NE 42nd St

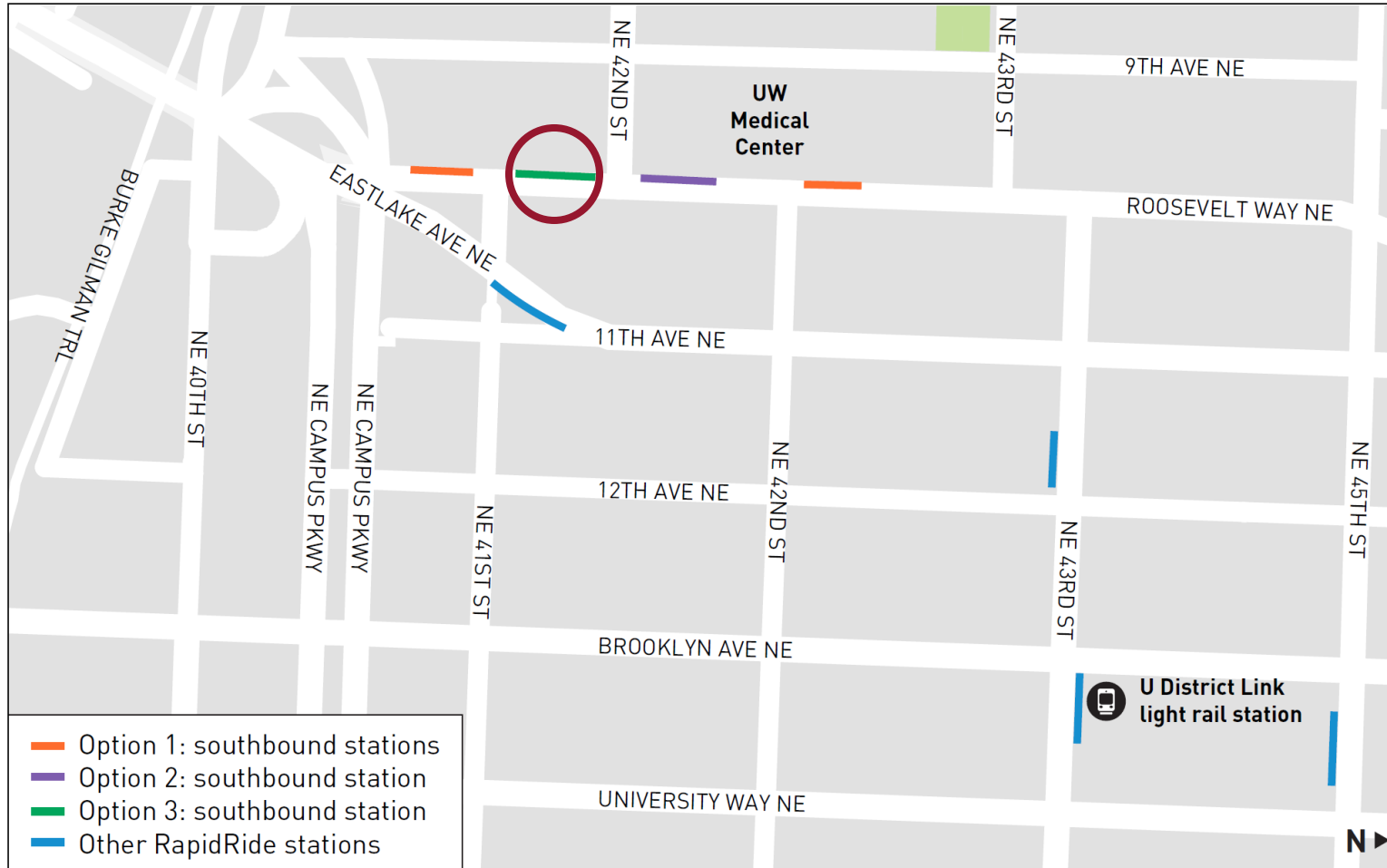
Benefits

- Decreases congestion at UW Medical Center stop
- Cost effective to only build one station
- Better speed and reliability for J Line with only one stop on Roosevelt

Trade-offs

- Conflicts with southbound to westbound right-turning vehicles
- 1-block walk to UW Medical Center & Burke-Gilman Trail
- Lacks visibility to northbound station pair on 11th Ave NE
- Removes existing curb bulb on NE corner, increasing pedestrian crossing times.

Southbound Station on Roosevelt Way NE - J Line RapidRide Station Options



Option 3: Station at southwest corner of NE 42nd St

Benefits

- Decreases congestion at UW Medical Center stop
- Cost effective to only build one station
- Best speed & reliability of J Line with one stop on Roosevelt and placed far side of the intersection
- Provides visibility to northbound station pair on 11th Ave NE
- Provides direct access to UW housing on Campus Parkway

Trade-offs

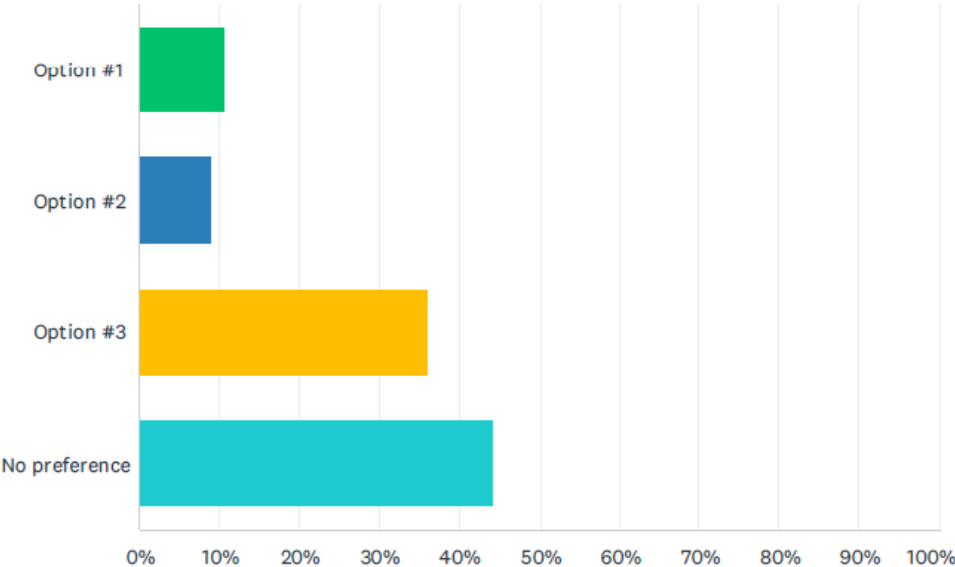
- 1½-block walk to UW Medical Center; ½-block walk to Burke-Gilman Trail

Southbound Station on Roosevelt Way NE

- J Line RapidRide Station Options

Q7 The current project design provides two southbound RapidRide bus stations along Roosevelt Way NE, one at NE Campus Parkway and one at NE 42nd St. This is Option 1 in the above map. We've considered two other options: Option 2, which would be a single station at the northwest corner of NE 42nd St, and Option 3, which would be a single station at the southwest corner of NE 42nd St. Which RapidRide station location option do you prefer?

Answered: 1,063 Skipped: 120





J Line



Project design update

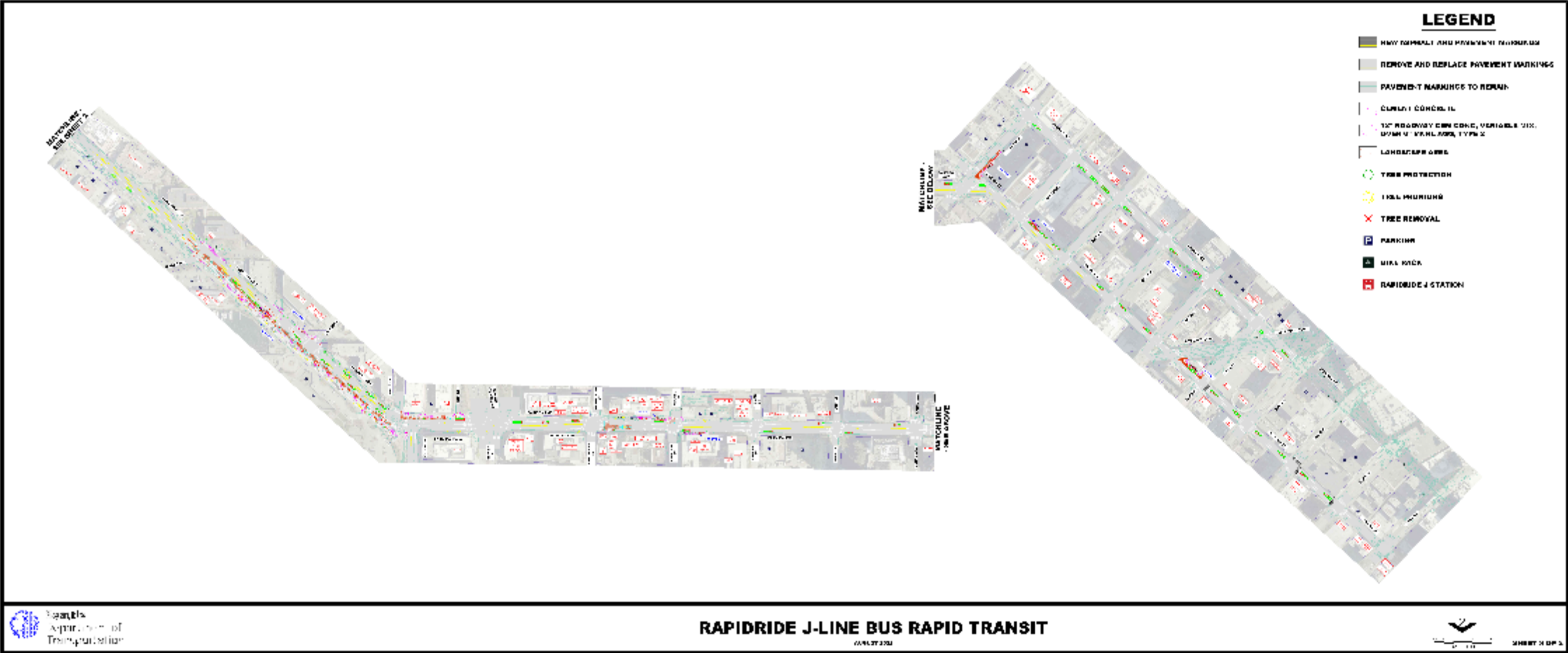
16



Roll plots - Eastlake



Roll plot – South Lake Union and Belltown



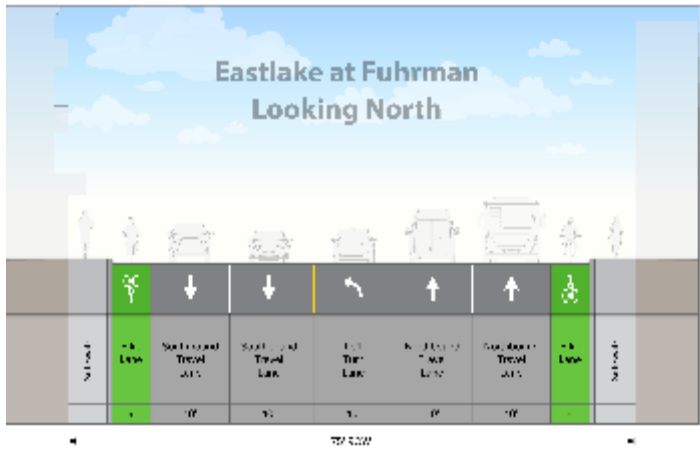
Why are Protected Bike Lanes needed on Eastlake Ave E?

- **Safety:** 53 reported bicycle collisions on Eastlake Ave E from 2012-2022, nearly all resulting in injury (4 serious with broken bones). Only 28% of bike collisions happened at peak time.
 - 253 other collisions, 75 resulting in injury. Protected bike lanes helps "all users" manage their speeds, reducing the number and severity of collisions.
- **Equity:** Peak-time facilities may serve cyclists commuting to the office, but not students, blue collar and service workers, customers of Eastlake businesses, and others who need to travel outside the peak.



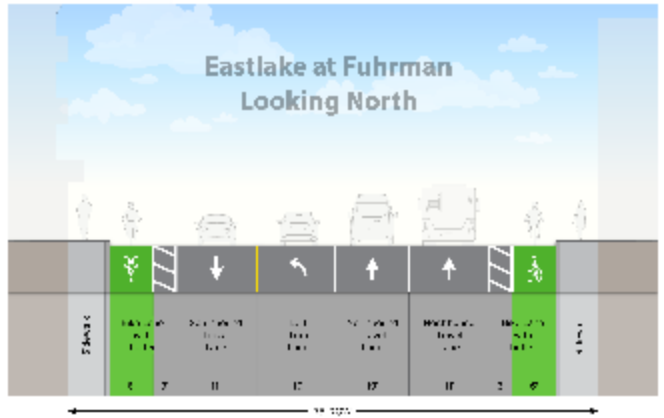
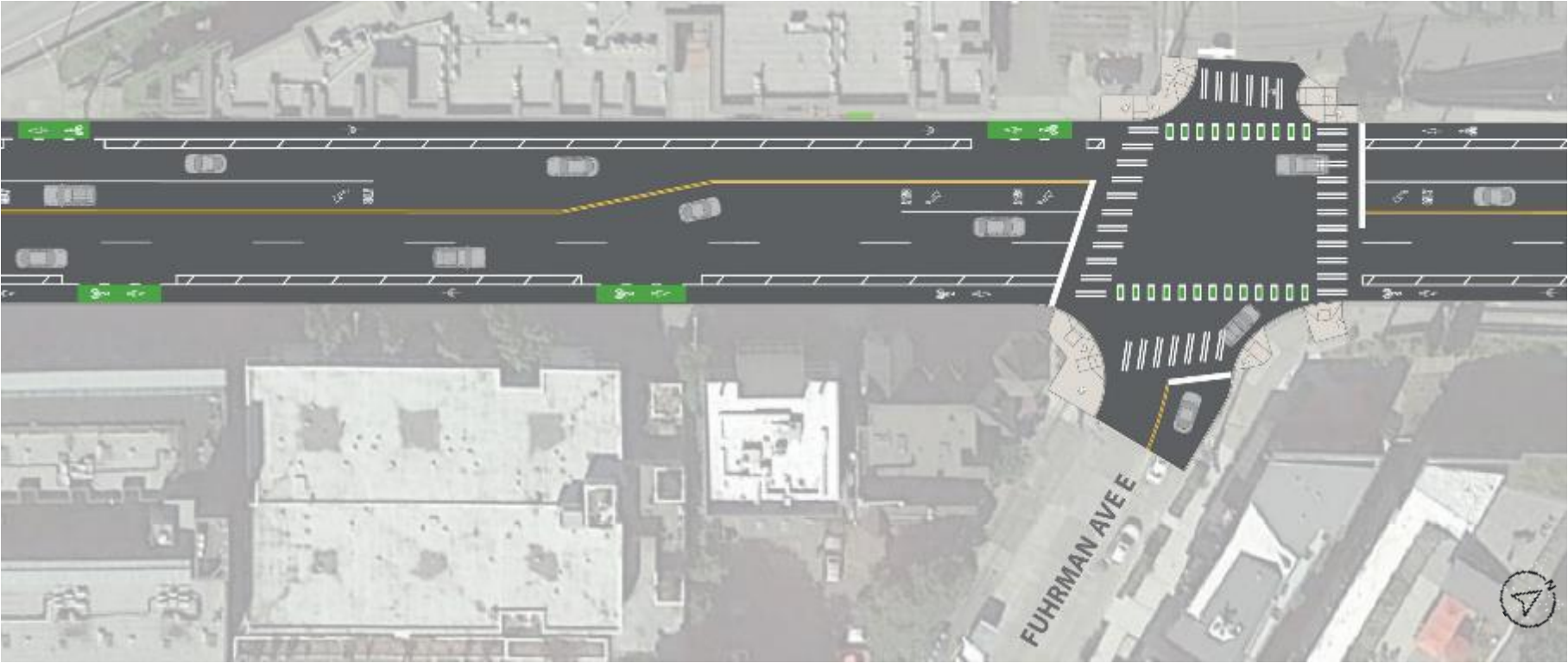
Channelization on Eastlake at Fuhrman

Preliminary Design



Channelization on Eastlake at Fuhrman

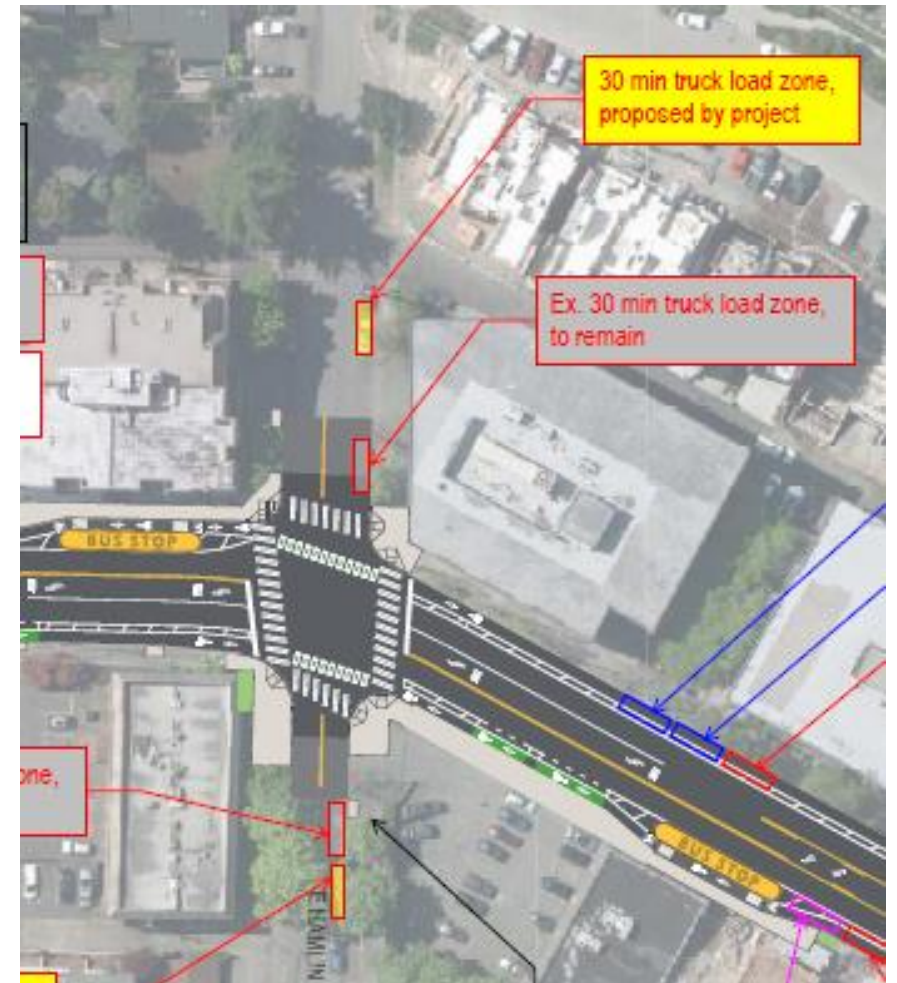
Buffered bicycle lane



NEPA/FONSI Follow Up

Commitments identified in **NEPA Finding of No Significant Impact** for Eastlake Neighborhood

- *Relocate Load Zones* where feasible
- *Shared-use parking* plan to identify and share off-street parking spaces
- *Restricted Parking Zone (RPZ) update* to balance and prioritize the needs of curb space users
- Identify opportunities to install additional loading zones, short-term parking, or a combination of these, on Eastlake Ave E or nearby streets

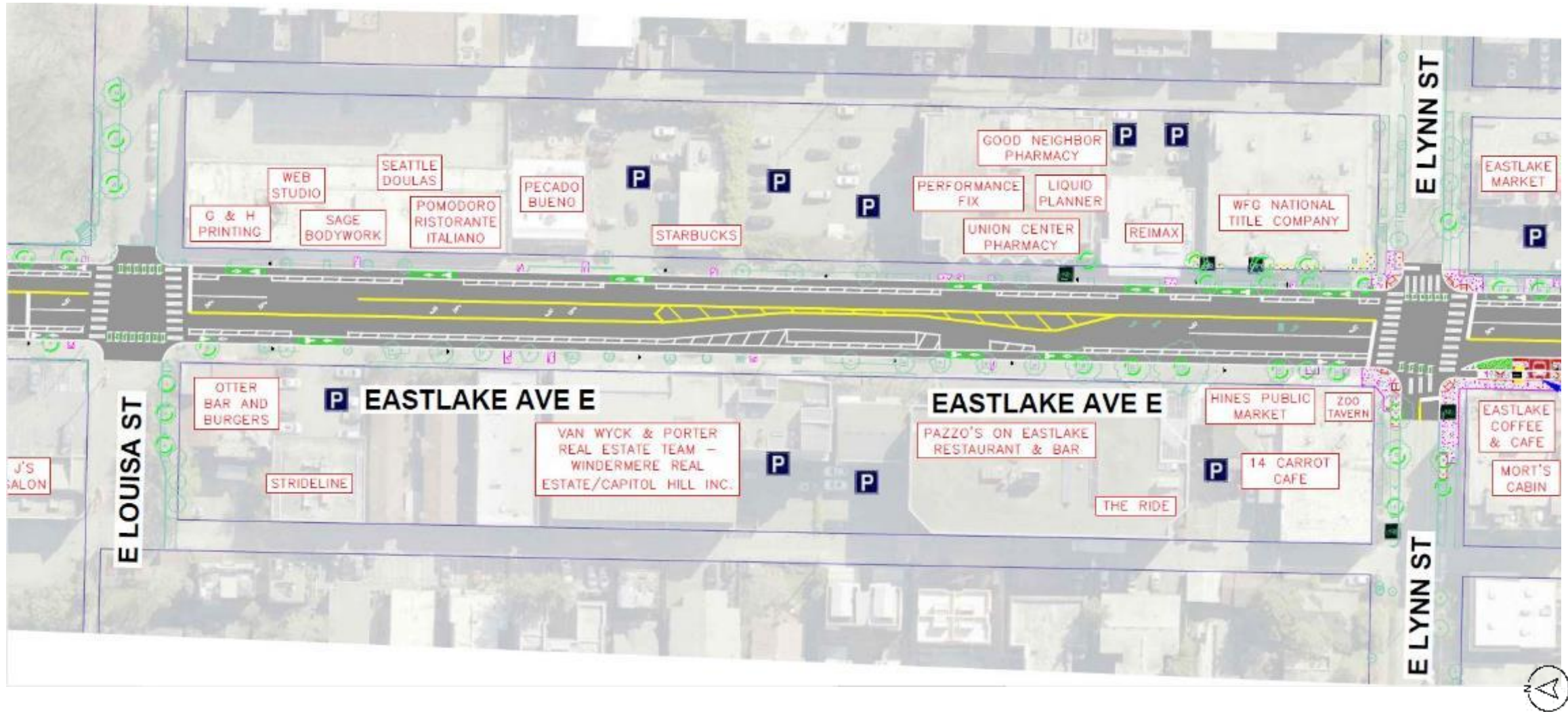


Eastlake Ave E Design Considerations

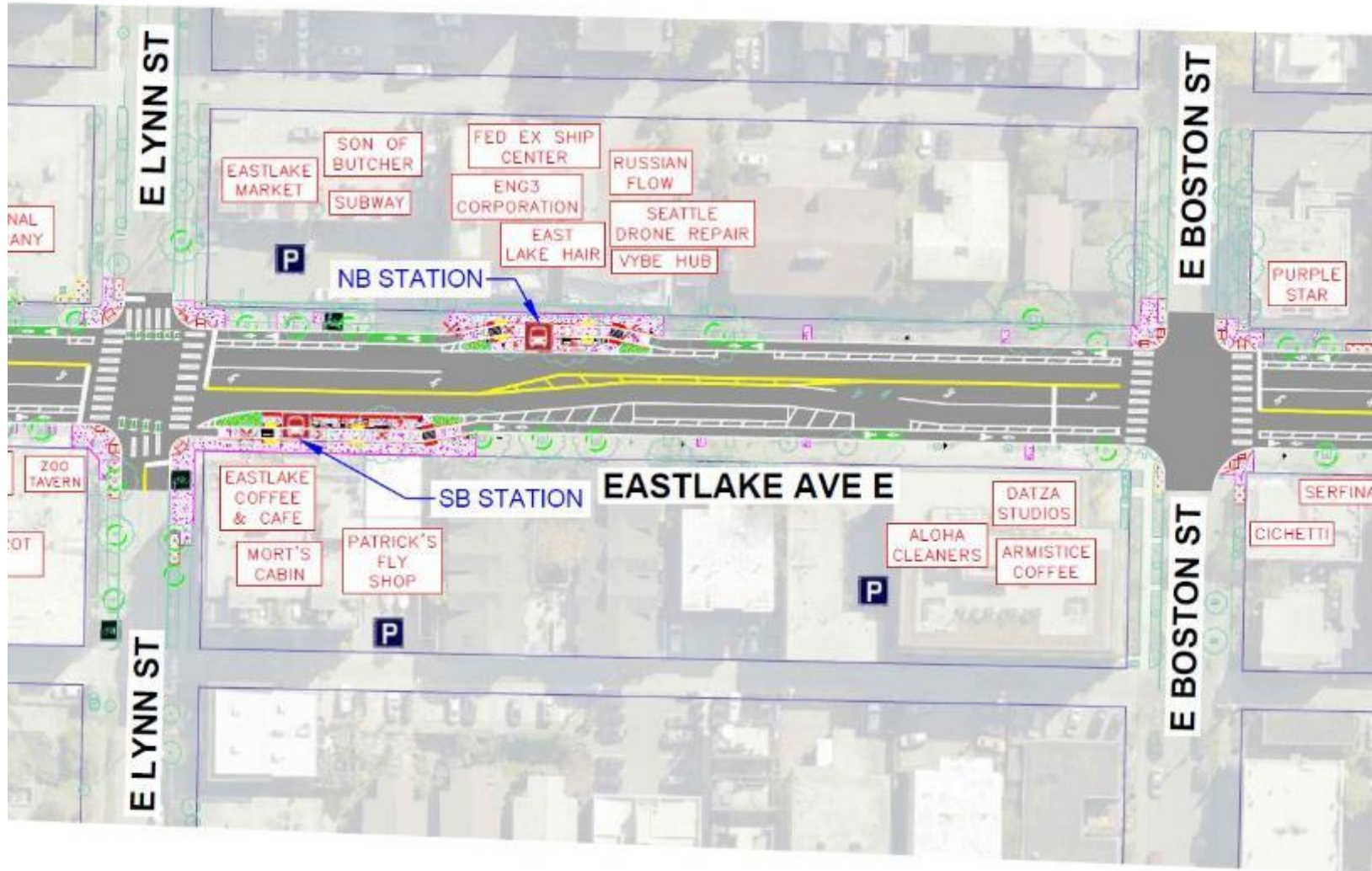
- Balancing and facilitating passenger vehicle access
 - Maintaining the left turn lanes and two-way left turn lanes
 - Operational benefit with turning vehicles out of the way of through movement
 - Ensuring residential and business access will be maintained along Eastlake Ave E
- Signal timing and active management
 - Adding communications to all signals on Eastlake Ave E to allow active management
 - Will be able to provide traffic-responsive signal cycle length based on demand



E Lynn St to E Louisa St



E Lynn St to E Boston St



Why Transition to Left Side Protected Bike Lane on 11th Ave NE at NE 43rd St?

- Streets Illustrated
 - One-Way Street
 - Frequent Transit
- Safety
 - Bike/Bus/Pedestrian interface at Stations
 - Uphill bicyclists don't need to slow and lose momentum at transit station interfaces
 - Less conflict points with driveways/side streets than the right-side option.
- Why at NE 43rd?
 - Bike/Ped Friendly Street
 - Not a through Street (Roosevelt to 15th Ave NE)
 - Transit Only Brooklyn Ave NE to University Way NE
 - Connection to UW
- Where does it transition back?
 - NE 67th St – Roosevelt Link Station

11th Ave NE & NE 43rd St Protected Bike Lane Transition

- Options developed

Option 1



NO SPECIAL TREATMENT

Option 2



DIAGONAL BIKE CROSSING

Option 3



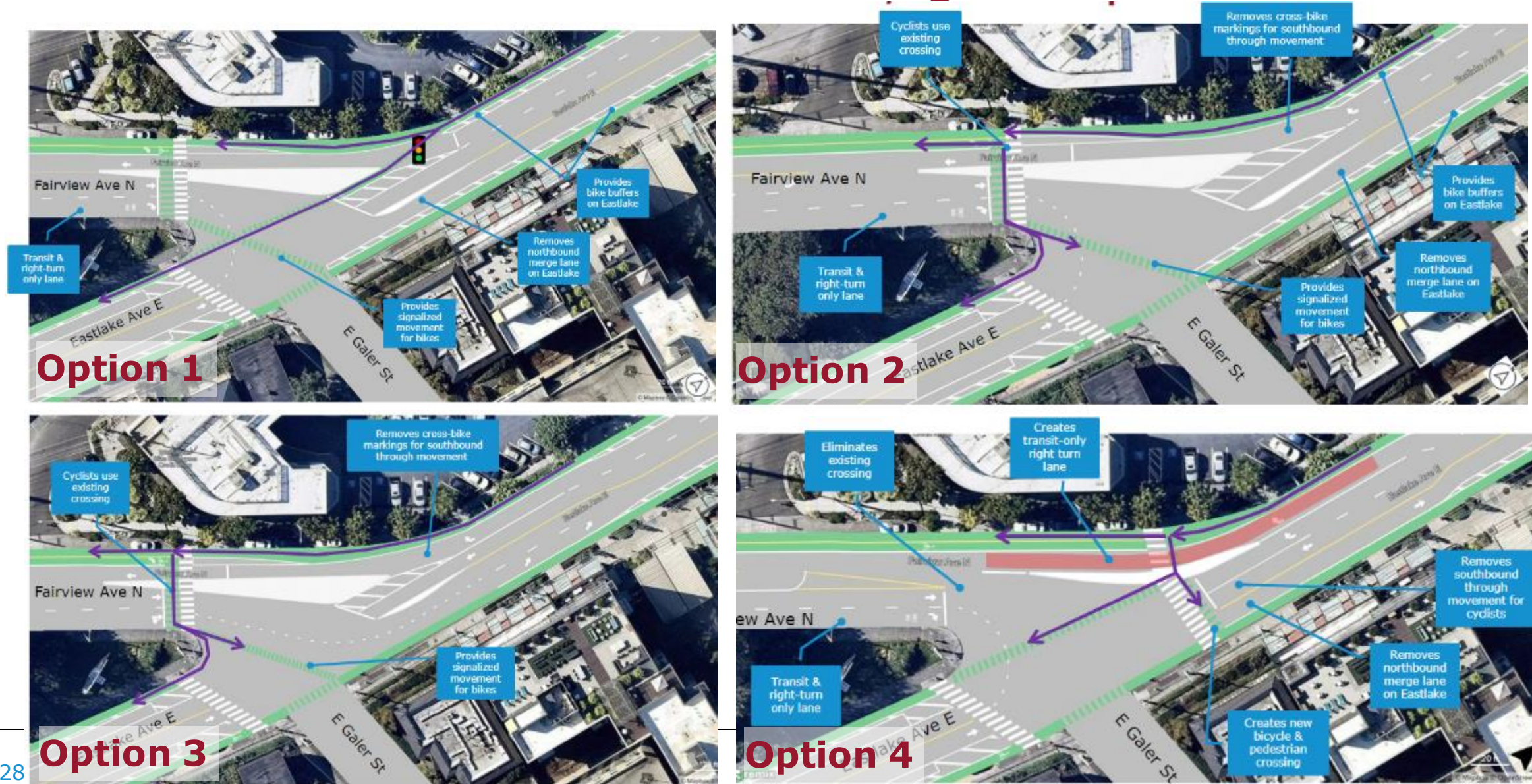
BIKE BOX ON EASTBOUND NE 43RD ST
AND NORTHBOUND 11TH AVE NE

Option 4



CURB BULB EXTENSION

Fairview/ Eastlake Intersection Design





J Line

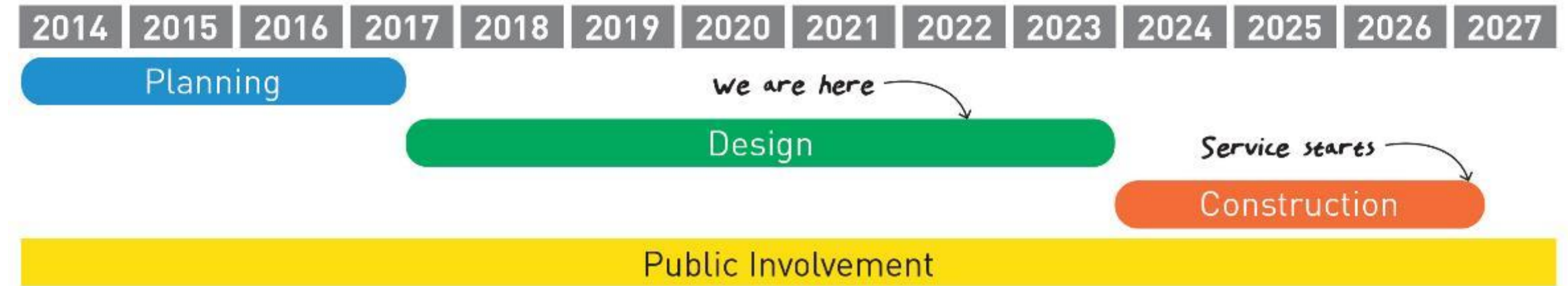


Next steps

Ongoing engagement opportunities

- Review answers to questions raised during 60% outreach
- Sign up for project email updates to be kept in the loop for next steps
- Stay tuned for information on future engagement opportunities

Project timeline



- **Design:** 2017 – 2023
- **Construction starts:** 2023/2024
- **Service starts:** 2026/2027



J Line



Q & A