



**RapidRide**



## SDOT RapidRide J Line Community Design Survey

RapidRide J Line is a partnership between the Seattle Department of Transportation (SDOT) and King County Metro to implement bus rapid transit connecting the University District, Eastlake, South Lake Union, Belltown, and Downtown Seattle neighborhoods.

The purpose of the project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections. Vehicle emissions are the largest source of greenhouse gas emissions in Seattle and RapidRide J Line will provide a zero-emissions transportation option.

The project will also improve pedestrian and bicycle connections, access to RapidRide stations, and improve safety for both non-motorized and motorized travelers along the corridor.

We are continuing to advance project design and we want to hear from you!

Please share your feedback about bicycle and pedestrian access, urban design, and other key design features of the project.

If you or your organization would like assistance or additional context from the project team to help answer these questions, please email [RapidRide@seattle.gov](mailto:RapidRide@seattle.gov) and we would be happy to provide additional information.

### Pedestrian lighting at RapidRide stations



Option 1



Option 2



Option 3



Option 4



Option 5



Option 6

1. The above images represent potential options to provide pedestrian lighting at RapidRide stations.

Among these, which pedestrian-scale lighting option do you prefer?

- Option #1
- Option #2
- Option #3
- Option #4
- Option #5
- Option #6
- No preference

2. Lighting options may vary throughout the RapidRide J Line project area. Which area of the corridor most represents your interests? (Select all that apply)

- Downtown
- South Lake Union
- Eastlake
- University District

### Protected bike lane buffer options

**Paint and Post**



**Concept #1:  
Concrete Guard**



**Concept #2:  
Concrete Parking Stop**



**Concept #3:  
Raised Curb**



### Base design for J Line: Paint and Post

#### Benefits:

- + Already included in project design
- + Quick installation that can be done by SDOT crews
- + Very low purchase cost and widely available

#### Trade-offs:

- Post don't provide as much physical protection as other barriers
- Requires replacement much more frequently than other materials

### Concept #1: Concrete Guard

#### Benefits:

- + Concrete is a long-lasting material.
- + Provides robust protection.

#### Trade-offs:

- Due to the weight it requires being forklifted into place.
- Current lack of local suppliers, may result in a slower project delivery.

### Concept #2: Concrete Parking Stop

#### Benefits:

- + Wide availability of parking stops makes them easier to build quickly.
- + Ease of implementation helps contribute to timely project-delivery.

#### Trade-offs:

- Less vertical height therefore less visible to drivers.
- Larger sized parking stop requires forklifts to install.

### Concept #3: Raised Curb

#### Benefits:

- + Concrete is a long-lasting material.
- + Can be molded in a variety of forms.

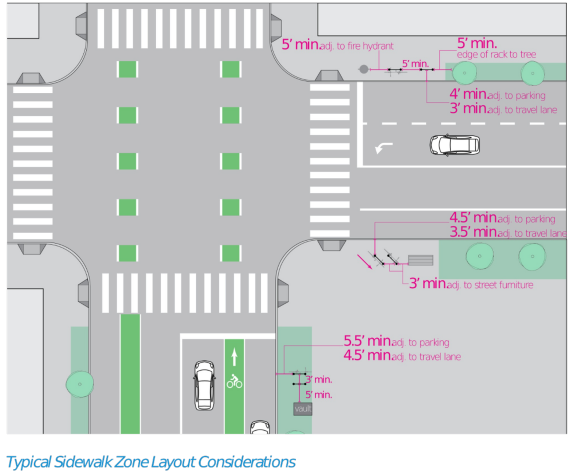
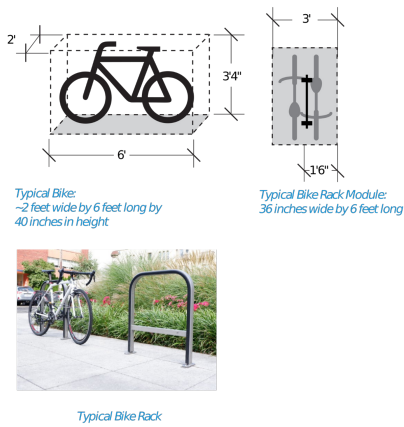
#### Trade-offs :

- Can be expensive for longer segments.
- May be less durable at locations like curves.

3. Which of these protected bike lane buffers do you prefer?

- Base design for J Line: Paint and Post
- Concept #1: Concrete Guard
- Concept #2: Concrete Parking Stop
- Concept #3: Raised Curb
- No preference

## Bike rack locations



4. We may have an opportunity to add additional bike racks throughout the J Line project area. The above graphic shows the general guidance on how bike racks can be sited.

Where in the corridor would you recommend SDOT install additional bike racks?

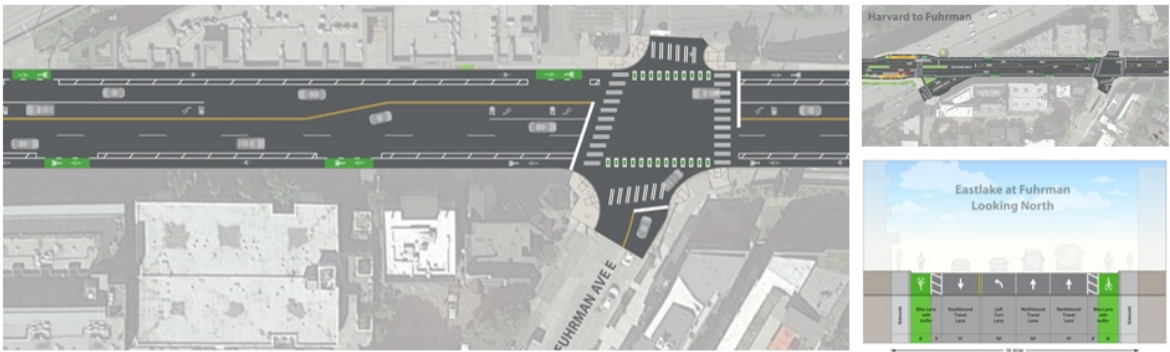
Think about listing intersections, key businesses, key points of interest, etc.

# Channelization on Eastlake between Harvard and Fuhrman

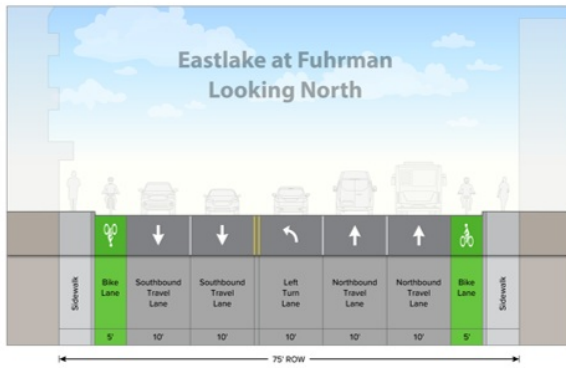
## Option 1 – Standard bicycle lane



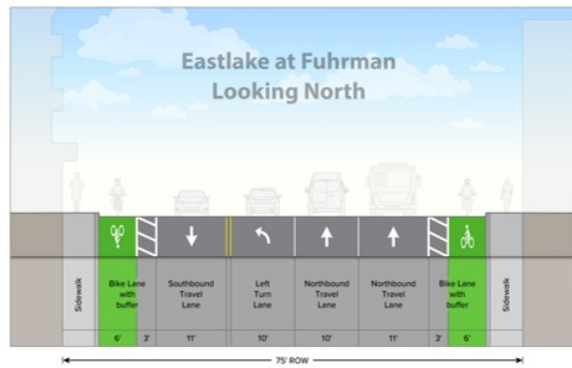
## Option 2 – Buffered bicycle lane



## Option 1 – Standard bicycle lane



## Option 2 – Buffered bicycle lane



5. We have considered two designs for Eastlake Ave E at the Harvard and Fuhrman intersection.

Option 1 maintains two southbound travel lanes for vehicles, but does not provide a protective barrier for the bicycle lane.

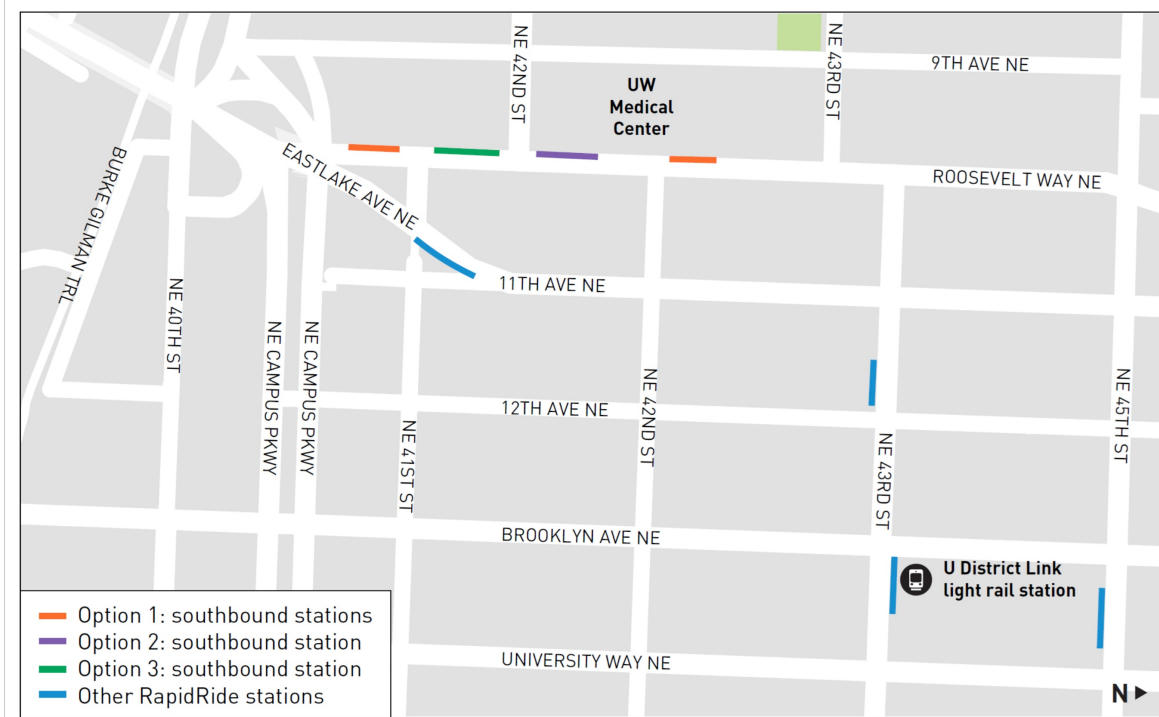
Option 2 removes a southbound travel lane, but provides space for a buffer and protected bicycle lane.

Which option do you prefer?

- Option #1
- Option #2
- Either
- Neither

6. What other comments do you have about this segment of the Eastlake neighborhood?

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



Option	Benefits	Trade-offs
<p><b>Option 1:</b> Stations at Roosevelt Way NE and NE Campus Parkway and NE 42nd St</p>	<ul style="list-style-type: none"> <li>- Provides adjacent access to UW Medical Center</li> <li>- Campus Parkway Station provides access to Burke-Gilman Trail</li> </ul>	<ul style="list-style-type: none"> <li>- Congested with buses</li> <li>- Proximity of 2 stations reduces speed and reliability</li> </ul>
<p><b>Option 2:</b> Station at northwest corner of NE 42nd St</p>	<ul style="list-style-type: none"> <li>- Decreases congestion at UW Medical Center stop</li> <li>- Cost effective to only build one station</li> <li>- Better speed and reliability for J Line with only one stop on Roosevelt</li> </ul>	<ul style="list-style-type: none"> <li>- Conflicts with southbound to westbound right-turning vehicles</li> <li>- 1-block walk to UW Medical Center &amp; Burke-Gilman Trail</li> <li>- Lacks visibility to northbound station pair on 11th Ave NE</li> <li>- Removes existing curb bulb on NE corner, increasing pedestrian crossing times.</li> </ul>
<p><b>Option 3:</b> Station at southwest corner of NE 42nd St</p>	<ul style="list-style-type: none"> <li>- Decreases congestion at UW Medical Center stop</li> <li>- Cost effective to only build one station</li> <li>- Best speed &amp; reliability of J Line with one stop on Roosevelt and placed far side of the intersection</li> <li>- Provides visibility to northbound station pair on 11th Ave NE</li> <li>- Provides direct access to UW housing on Campus Parkway</li> </ul>	<ul style="list-style-type: none"> <li>- 1 ½-block walk to UW Medical Center; ½-block walk to Burke-Gilman Trail</li> </ul>

7. 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.

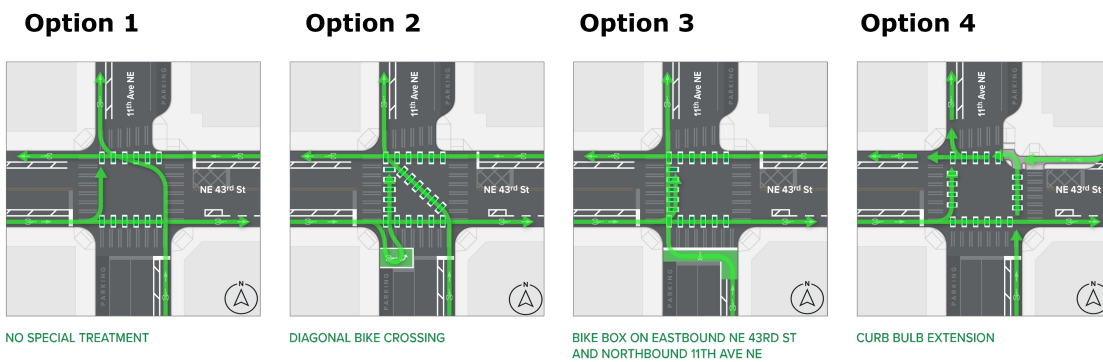
We've considered two other options: Option 2, which would be a single station at the northwest corner of NE 42nd St, and Option 3, which would be a single station at the southwest corner of NE 42nd St.

Which RapidRide station location option do you prefer?

- Option #1
- Option #2
- Option #3
- No preference

8. What other comments do you have about these locations?

### Protected bike lane crossing at 11th Avenue E and NE 43rd St





9. The above figures show four options for a protected bicycle lane crossing on 11th Ave NE at NE 43rd St. This intersection is nearby the U-District Link Light Rail station. At this intersection, the protected bicycle lane shifts from the right side of the street to the left side.

Option 1 includes bike crossing treatments provided for westbound and eastbound cyclists. Northbound cyclists use crosswalks and pedestrian sidewalk areas at NE corner to continue through the intersection.

Option 2 adds a diagonal bike crossing treatment through the intersection to transition northbound cyclists from the right to the left side of the road. Eastbound cyclists are provided a bike box to queue prior to a left turn.

Option 3 provides a bike box for northbound cyclists behind the crosswalk on the south leg that allows a transition from the right to the left side of the road.

Option 4 provides a protected intersection via a curb bulb at the northeast corner.

Which option do you prefer?

- Option #1 - No special treatment
- Option #2 - Diagonal bike crossing
- Option #3 - Bike boxes
- Option #4 - Curb bulb extension
- No preference

10. What other comments do you have about this intersection?

### Fairview Ave N/Eastlake Ave E intersection configuration

#### Fairview/Eastlake – Option 1



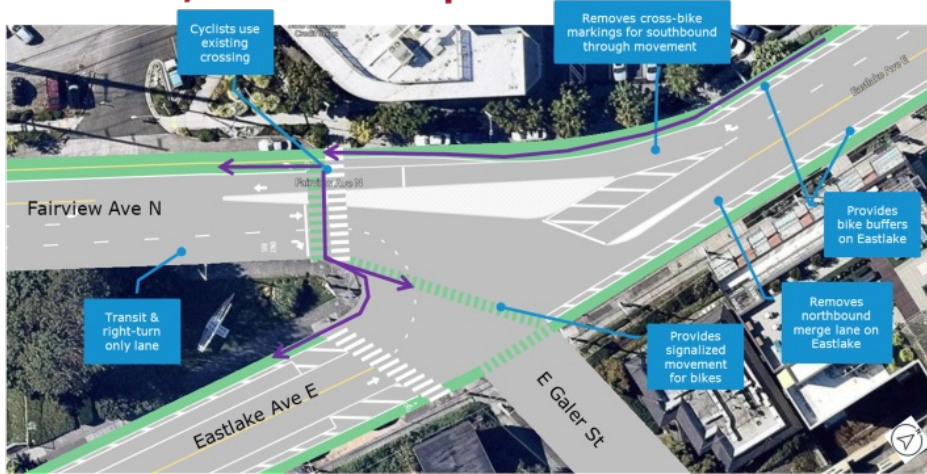
Benefits
<ul style="list-style-type: none"><li>Mitigates southbound right turn vs southbound bike conflict</li><li>Provides standard channelization widths</li></ul>
Trade-offs
<ul style="list-style-type: none"><li>Need new signal</li></ul>



Needs new signal infrastructure and coordination for southbound bikes vs. southbound right turns

- Potential trolley wire adjustments
- Impact to delay at intersection
- Bus operators may need to merge with northbound traffic on Fairview through intersection

## Fairview/Eastlake – Option 2



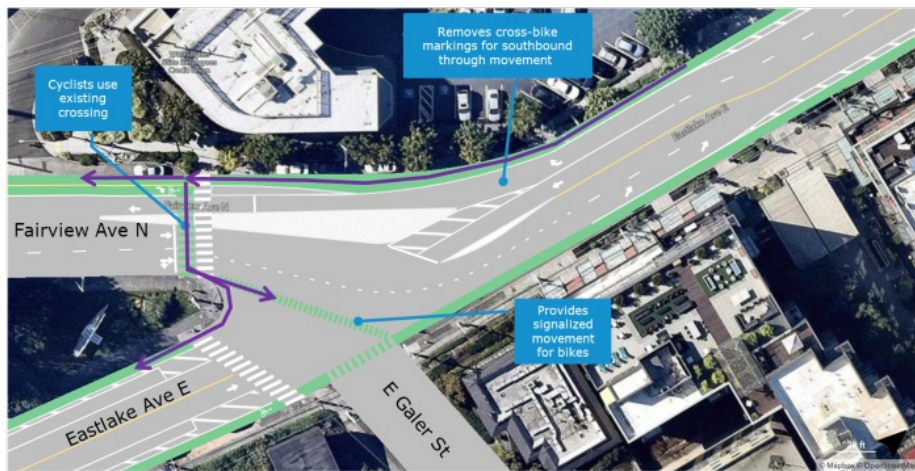
**Benefits**

- Removes southbound right turn vs southbound bike conflict
- Provides standard channelization widths

**Trade-offs**

- Circuitous route for cyclists may result in low compliance
- Impact to delay
- Bus operators may need to merge with northbound traffic on Fairview through intersection

## Fairview/Eastlake – Option 3



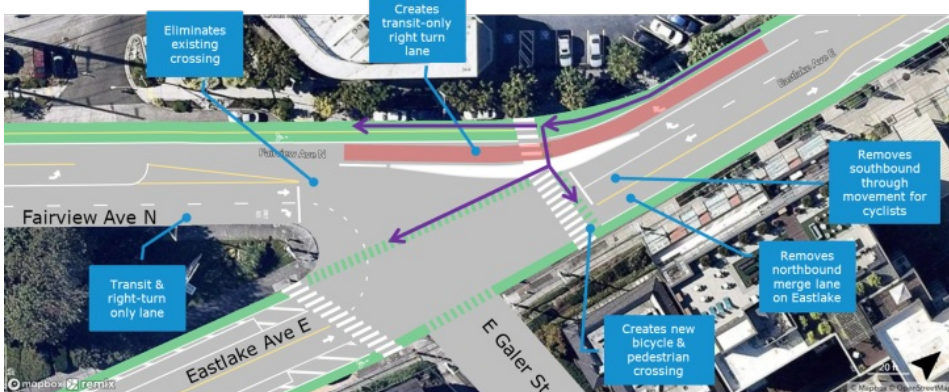
**Benefits**

- Removes southbound right turn vs southbound bike conflict
- Low impact to project scope

**Trade-offs**

- Circuitous route for cyclists may result in low compliance
- Non-standard lane widths

## Fairview/Eastlake – Option 4



**Benefits**

- Provides signal for southbound vehicle and bicycle movements
- Expected to reduce southbound transit delay

**Trade-offs**

- Northbound impact to delay at intersection
- Bus operators may need to merge with northbound traffic on Fairview through intersection
- Additional infrastructure and cost
- Southbound right turn queue lengths may block southbound bus lane

11. The intersection at Fairview Ave N and Eastlake Ave E is a complex intersection that needs to provide safe access for people on bikes, people walking, people driving, and people riding the bus.






Option 1 adds a transit and right-turn only lane on Fairview Ave N, removes a merge lane on Eastlake Ave E, provides a signal for bikes, and adds bicycle buffers on Eastlake Ave E.

Option 2 also adds a transit and right-turn only lane on Fairview Ave N, removes cross-bike markings for southbound bicycle movements on Eastlake Ave E, removes a merge lane on Eastlake Ave E, and adds bicycle buffers on Eastlake Ave E.

Option 3 removes cross-bike markings for southbound bicycle movements, adds bicycle buffers on Eastlake Ave E, and moves cyclists to use an existing crossing on Fairview Ave N.

Option 4 creates a transit-only and right-turn lane from Eastlake Ave E to Fairview Ave N, removes a southbound through movement for cyclists on Eastlake Ave E, creates a new bicycle and pedestrian crossing across Eastlake Ave E, and eliminates an existing crossing on Fairview Ave N.

Which option do you prefer (ranked from 1 most preferred to 5 least preferred)?

	<input type="checkbox"/>	Option #1
	<input type="checkbox"/>	Option #2
	<input type="checkbox"/>	Option #3
	<input type="checkbox"/>	Option #4
	<input type="checkbox"/>	No preference

12. What other comments do you have about this intersection?

13. What is your zip code? (Optional)