



RapidRide J Line

December 9, 2020 Webinar

Community Questions & Comments

Last updated 12/18/2020

We plan to shorten the RapidRide J Line route to end near the future U District Link light rail station, instead of as previously planned near the Roosevelt Link light rail station. Shortening the route helps King County Metro address budget shortfalls brought on by the economic impacts of the COVID-19 pandemic while leveraging transit alternatives in the [North Link restructure](#).

On Wednesday, December 9, 2020, we hosted a public webinar to share updates about the shortened RapidRide J Line route. The webinar was part of the community outreach effort in advance of submitting a Supplemental Environmental Assessment to the Federal Transit Administration, which will include a formal public comment period in 2021.

For transparency, we're sharing the questions and comments from the webinar, verbatim.

You can find answers to these questions and learn more about the shortened route by:

- [Watching](#) the full recording of the webinar.
- Reviewing the [presentation slides](#) directly.
- Browsing questions and [answers](#) about the shortened route

Questions

1. When is the RR J Line coming, is it still coming in 2024?
2. Has the location of the RapidRide station between Boston and Lynn St on the northbound side of Eastlake been relocated closer to the intersection of Boston and Eastlake versus in the midpoint as it was in the last version? There is an existing (non-used) bus stop at the Boston intersection that would not require much in the way of modifications or be located in front of a business.



Roosevelt Line



3. Hello, how much additional parking loss will this project result in in the U District?
4. Did you ever consider routing the J Line to terminate at Husky Stadium to provide better connections to the UW Hospital?
5. Will this project require additional construction on the streets around the U District light rail station?
6. Will this project impact any planned protected bike lanes in the U District?
7. What is the timeline for the construction along 43rd?
8. What upgrades does SDOT propose on NE 43rd Street: paving, bus bulb nearside 12th Avenue NE, and a traffic signal at Roosevelt Way NE? You mentioned a PBL; would there be friction and safety issues between buses and cyclists?
9. How many buses per hour will be stopping along 43rd and at the U District Station?
10. Will you be updating any of the bus stops in the U District?
11. Why won't the bus service going north go all the way to the light rail station?
12. Why not use the existing pathway of Route 70 to reach the University District Link station via NE Campus Parkway, 15th Avenue NE, and NE 43rd Street (under construction today)? It would have less capital cost. It would better connect Eastlake riders with the UW campus and U District business district. NE Campus Parkway exists as a great transfer point and has the dorms.
13. Will the name be changed from Roosevelt Line to something else?
14. Will the budget shortfalls affect the planned protected bike lanes on Eastlake?
15. When will you build the protected bike lane on Eastlake Ave E? Just to confirm, is the PBL is still part of this project?
16. Will Eastlake be repaved in advance of the project and if so, when?
17. How will SDOT address the conflict at the Eastlake Avenue East bus stations between cyclists and intending J line passengers? The design will be similar to those on NE 65th Street but will have more passengers, more cyclists, and faster cyclists, especially downhill.
18. Will the southbound bus island on Roosevelt Way NE at NE 42nd Street be lengthened? It is now only long enough for one bus.
19. Why isn't the last stop across the street from the station for disabled people?
20. Why can't the RR stop closer to the western edge of the UW campus? It doesn't feel safe to walk that far in the dark.
21. Why not shift the eastbound stop on NE 45th Street to the west closer to the Link station?
22. Will operation of this line come with increased fare enforcement along the route compared to Route 70?



23. 11th Avenue NE PBL: will it be on the left side or right side?
24. Would the PBL reduce the width of the sidewalks?
25. Significant parallel parking will be lost on Eastlake Avenue East. Will SDOT mitigate this, add a garage, or add parking near I-5 at East Allison Street?
26. Shouldn't the westbound stop shift to the west already be under consideration by the Route 44 project and the other 2021 routes? It is not really a J line issue.
27. Does RR have priority on crossing the University Bridge, or will boat traffic still be able to demand bridge opening (and thus throwing the RR off schedule)?
28. The SDOT cycle track on South Main Street impacted the south terminal of Route 70; the turnaround loop now has to use South Jackson Street. Will this impact Route 70 northbound reliability?
29. What was the attendance?

Comments

30. I strongly support adding the protected bicycle lanes on Eastlake. It would be great if there was a good parallel route but none of them are continuous. Eastlake is the only continuous street south of the University Bridge
31. Metro did consider having Route 70 terminating at the UW Stadium station in the public process leading up to the March 2016 restructure. It would have connected the UWMC and the SLU market directly. Such an alignment might be better the proposed by SDOT.
32. Garth did not address the conflict between bus and cyclists. Buses will be turning to 12th Avenue NE across the cycle track
33. using the Route 70 pathway would not require a double loop and would have short Link walks in both directions.
34. in fact, Roosevelt Way NE has more congestion. especially since SDOT restriped the arterial.
35. It would help to have a diagram showing all routes and stops in the U District
36. a signal at NE 43rd Street and Roosevelt Way NE seems necessary for the buses to make a left turn.
37. comment: we need fast fare collection and humane fare enforcement.
38. in 2016, SDOT installed the PBL on thre right side of Roosevelt.
39. the current stops at East Lynn Street are farside in both directions. the signal helps pedestrians and riders cross the arterial.
40. adage: do not tear up a street twice.



Roosevelt Line



41. BAT lanes are planned by the Route 44 project between 9th and 15th avenues NE.
42. the U Bridge openings add queues on southbound Roosevelt Way NE and northbound on Eastlake Avenue East.
43. Very Informative and looks like a great plan - thanks!