Appendix B
Comments on the EA and Responses

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Responses to common themes found in comments received are provided in Table A-1, below:

Table A-1: Responses to Common Comment Themes (Per All Comments Received During the January 2020 EA Public Comment Period)

Common Comment Response #	January 2020 EA Public Comment Period: Common Comment Theme	Response
CR-1	Comments regarding on-street parking loss on Eastlake Ave E	Thank you for taking the time to provide your comment on the RapidRide Roosevelt (J Line) Project (Project). The Seattle Department of Transportation (SDOT) understands community concerns regarding the removal of on-street parking in the Eastlake neighborhood and impacts to access for commerce and people. To address these concerns, SDOT will continue to coordinate with Eastlake residents and businesses regarding the access strategies described in Section 2.1.2.3 of the Environmental Assessment (EA), including: • Identifying opportunities to relocate and install additional loading zones, short-term parking, or a combination of these, on nearby streets off Eastlake Ave E where feasible. SDOT is also mindful that rideshare vehicles can negatively impact traffic flow, so is reviewing a pilot program currently underway in South Lake Union and factoring this into the design of loading zones. • Preparing a shared-use parking plan for the Eastlake neighborhood that looks at the potential for businesses and residential properties to identify and share off-street parking spaces. Shared parking is a tool that makes it convenient to rent and reserve nearby parking when it's not in use (e.g., from apartments). It optimizes the use of existing parking to support more customers, residents, and employees. There are several apps that currently exist, including Spot Hero, Curb Flip, BestParking, and ParkMe. As an example, in Downtown Seattle with Spot Hero there is guaranteed parking, flexible timing, extensions, cancellations, daily + monthly options, and reduced rates. The plan will include outreach with businesses along Eastlake Ave E and will occur during final design. • Reviewing the restricted parking zone (RPZ) in Eastlake to better ease parking congestion in the residential area and better balance needs of employees, residents, and customers. The RPZ review typically consist of zone parking data collection, reviewing sign rules with all community members, proposing updates, draft plan development, public hearing and other outreach. The existing RPZ was installed in the early 1990s and generally covers streets around Eastlake Ave E between E Allison St, E Newton St, I-5, and Lake Union. The existing time restrictions in RPZ are Mon-Sat 7 AM – 6 PM with 2- or 4-hour parking without permit. Many blocks are permit only everyday 6 PM to midnight. SDOT will work with residents and businesses to update zone rules for future parking and access needs of the Eastlake community, including the RPZ strategies identified during the Eastlake public outreach in 2019. • Continuing to coordinate with the Eastlake neighborhood residents and businesses on parking strategies (i.e., shared parking and restricted parking zone updates) throughout project design and development. • Identifying and implementing ways to manage street parking in the Eastlake business and residential areas during construction. As noted in Section 2.9.2 of the EA, the loss of on-street parking would not directly impact businesses along most of the corridor because they have available parking on-site, parking is available at one of the private off-street lots in the neighborhood, or there is on-street parking on adjacent streets although it is typically heavily utilized. There may be indirect impacts on businesses in the Eastlake neighborhood because the elimination of on-street parking could impact auto-dependent customers and therefore associated revenues could be redirected to other businesses with more parking availability. Improved transit service and new protected bike lanes (PBLs) would offer more varied points of access to greater numbers of people on Eastlake Ave E. There are several studies in neighborhood commercial areas like Eastlake assessing business impacts from the removal of on-street parking and the addition of bicycle facilities. These studies have found that there can be benefits for business because of new bicycle lanes (even with the removal of on-street parking), and the change may not negatively affect business. Parking mitigation would reduce the potential for indirect impacts on businesses, and the Project would implement modal priorities consistent with the Comprehensive Plan. Approximately 25% of vehicles parked on-street along Eastlake Ave E during the mid-day are for durations over 4 hours. Longer durations are assumed to be associated with employee or residential parking. An overnight study of parking in the Eastlake neighborhood had relatively low utilization on Eastlake Ave E (34%), likely because residents may not use available parking after businesses and restaurants close in the evenings and because of early morning parking restricted zones for the southbound curb lane. The overnight extended parking study area found 76% utilization in the overall extended study area, which included all block faces located along Eastlake Ave E (east and west directions) between South Lake Union and I-5 to determine the availability of additional parking options for all of the Eastlake neighborhood. This indicates that there may be additional on-street parking availability in the Eastlake neighborhood for those residents currently parking on Eastlake Ave E. The Project will also improve transit travel time, reliability, and capacity, which increases transit ridership and allows more customers and employees to travel to and within these neighborhoods. According to King County Metro (KCM), "One full bus carries the same number of people as 60 cars". Attractive transit options are essential to managing traffic, parking, and access to Eastlake and other neighborhoods along the route, particularly as they continue to grow. The Puget Sound Regional Council estimates that by 2035, the area within approximately 0.5 mile of the corridor is forecasted to grow by over 22,000 residents (29%) and 91,000 employees (50%), for a total of over 98,000 residents and 274,000 jobs.

Common Comment Response #	January 2020 EA Public Comment Period: Common Comment Theme	Response
CR-2	Comments regarding installing protected bicycle lanes on Eastlake Ave E	Thank you for taking the time to provide your comment. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. While people walking and biking make up only 6.3% of all collisions in the city, they represent a much larger percentage of serious (47.4%) and fatal (39.7%) collisions. Approximately 1,700 people that bike per day cross the University Bridge, which is the second-highest in the city in terms of bicycle volumes. There were 40 reported bicycle collisions on Eastlake Ave E from Fuhrman Ave E to Fairview Ave N between 2012 and 2017. In addition to addressing needed safety improvements, the Project addresses a north-south bicycle system connectivity need from the Roosevelt, University District, and Eastlake neighborhoods to South Lake Union, Belltown, and Downtown. In response to community concerns from the impacts of bicycle facilities along Eastlake Ave E (changes to curb space, reduction of general-purpose travel lanes), SDOT examined other bicycle facility and route options for the Project. Other route alternatives for bicycle facilities were evaluated but the protected bicycle lane on Eastlake Ave E best meets evaluation criteria for this connectivity need for the following reasons: • Fewest potential conflicts at intersections and driveways • Most straightforward and intuitive route - other routes require several turns off Eastlake Ave E so people riding bikes may be confused or choose to continue on Eastlake • Access to all 8 RapidRide stops and TOPS K-8 school • Maintains the turn lane and planted median on Eastlake Ave E All the bicycle route alternatives that passed the initial screening would remove parking. The least impactful alternative would still remove 250 spaces on Eastlake Ave E. The Project's installation of protected bicycle lanes is also in accordance with the adopted Seattle Bicycle Master Plan, which recommended two bicycle facilities in the Eastlake neighborhood as part of the citywide recommended bicycle network; the proposed protected bicycle lane along Eastlake Ave E is identified as part of the regional bicycle network, reflecting the importance of Eastlake Ave E as a cycling corridor. For more information, see the Eastlake Bicycle Facility Evaluation in the Transportation Technical Report, Appendix C in the EA.
CR-3	Comments regarding RapidRide J Line fewer bus stops than existing service	Thank you for taking the time to provide your comment. SDOT understands your concerns regarding passengers currently using Route 67 or 70 stops having to potentially walk farther to reach their transit stop as a result of the Project. The Project proposes to increase the average stop spacing along the corridor from about 1/4 mile to slightly more than 1/3 mile. For most stops, this results in walking an additional block or an extra 2 minutes and at most requires walking an additional 2 blocks or an extra 4 minutes. RapidRide stations are typically 1/3 to 1/2 mile apart and the Project falls within this standard, which was designed to balance improved transit travel time and reliability with local access. One of the goals of farther spaced stops is, in part, to improve transit travel time and reliability, and to locate stops in denser residential and commercial areas of each neighborhood along the corridor. As described in Section 1.2.2 (Project Need) of the EA, the Project was undertaken to better address existing and future transit needs, including: • Providing transit service to support planned housing and employment growth along the Project corridor. • Providing neighborhood connections to future Link light rail stations. There are currently no direct rapid transit connections between the five neighborhoods this project serves and downtown Seattle. KCM Routes 67 and 70 provide service to the Project neighborhoods, but traffic lanes can be congested and passengers may need to transfer to another bus line to connect between the northern and southern neighborhoods, resulting in long transit times and unreliable schedules, reducing riders' ability to make connections, and discouraging ridership. In contrast, the Project is forecasted to increase daily ridership in the corridor by 112% (10,250 to 21,600) in 2024[1] and 116% (12,400 to 26,750) in 2040. • Improving transit travel time and reliability throughout the corridor. Congestion is causing delays in transit travel time and is negatively affecting transit reliability. In contrast, the Project is forecasted to result in a travel time savings of 17 minutes in 2024[1] and 24 minutes in 2040. • Improve pedestrian and bicycle safety and connections to transit. The Project proposes to install 5 miles of protected bike lanes and improve the pedestrian experience, in part, with over 200 ADA curb ramp upgrades. These improvements will make it easier to access transit. KCM and community organizations like Hopelink also offer several accessibility services for people who have other needs.
CR-4	Comments regarding location of northern bus turn-around/layover	Thank you for taking the time to provide your comment. As part of the EA, two bus turnaround options (NE 67th St and NE 70th St) were considered where buses would park between runs. Along the northern turnaround route, up to four layover spaces are required with the Roosevelt Station Option. Twelve potential layover spaces on streets along the turnaround routes were considered in the EA. Since issuance of the EA, six layover spaces have been removed from consideration due to design refinements and stakeholder feedback, including the four layover locations along Roosevelt Way NE and two layover locations each along both 12th Ave NE and NE 67th St. The six remaining potential layover spaces for the Roosevelt Station Option are located on 11th Ave NE and NE 67th St. Selection of the northern bus turnaround option and layover option locations will be determined if the Roosevelt Station Option advances into final design.

Table Note:
[1] Due to the financial constraints caused by the COVID-19 pandemic, the U District Option would begin service as soon as 2026, 2 years later than the traffic forecast year that was utilized for analysis in the January 2020 EA.

Table A-2: Responses to Individual Comments Submitted During the January 2020 EA Public Comment Period

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
COMMENTS FROM GENERAL PUBLIC			
P-1	**John Renehan**		
P-1.1	John Renehan	The project would not negatively impact the park/boulevard. In the overall context of the park's size and orientation, the proposed changes would not impact the park's uses and benefits.	Thank you for taking the time to provide your comment. As you note in your comment, no adverse impacts to the Ravenna Boulevard park resource are anticipated from the Project.
P-2	**Blake Trask**		
P-2.1	Blake Trask	I am very supportive of the improvements included in this Rapid Ride line, particularly the new bus priority lanes, as well as the approximately 5 miles of protected bicycle lanes along 11th/12th Avenues NE, Eastlake Ave E, and Fairview Ave N. The absence of these features on this corridor now is causing environmental impacts to street users and others. The completion of this project with protected bike lanes and bus priority will significantly benefit the neighborhood and city, will improve safety and will benefit the environment.	Thank you for taking the time to provide your comment and support for the Project.
P-3	**Lara Myra**		
P-3.1	Lara Myra	I'm so excited for this project. I bus/bike everywhere (sometimes taking rideshare when I'm stranded/inebriated) so having this on Eastlake would be amazing. I often have to pedal much farther than I prefer because its a bit scary biking on Eastlake, both by cars and potholes, and unfortunately Eastlake is the flattest route. Please go full speed on this - it's necessary and a no-brainer. Would like to see more of a connection to Maple Leaf somehow, but I realize Lake City Way makes it difficult to fulfill that connection.	Thank you for taking the time to provide your comment and support for the Project. An extension to the Northgate Transit Center was considered as part of the Project but was eliminated because of costs associated with extending the overhead contact system infrastructure. See Section 1.3.1 of the EA for more information on alternatives development.
P-3.2	Lara Myra	Be mindful on loading zones too - maybe place a few on side streets for businesses and apartments? Without them it gets dicey for everyone. Using center lanes for loading ends up ok, but double parking becomes a problem especially with impatient drivers. I've had a few close calls like that biking up and down Bellevue Ave (lots of double parking there).	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-4	**Anthony Walker**		
P-4.1	Anthony Walker	"Approximately 5 miles of protected bicycle lanes along 11th/12th Avenues NE, Eastlake Ave E, and Fairview Ave N." DO NOT LET THE USUAL SUSPECTS ELIMINATE THIS ITEM FROM THE SCOPE. Bike lanes are an essential infrastructure element for a modern city. As an Eastlake resident who has been severely injured commuting to work on my bike, I would like to impress upon the fine people of SDOT that they simply mustn't back down in the face of opposition to this element of the project scope. Bike lanes calm streets making them safer for riders and general pedestrians alike. I understand that this project is likely my neighborhood's only hope of receiving bike infrastructure. Mr Zimbabwe, don't allow the NIMBYs to force you into a corner and allow Eastlake Ave to remain a speedway, a la 35th Ave NE. I am a homeowner, too. Some of us ride bikes.	Thank you for taking the time to provide your comment and support for the Project.
P-5	**Henry Milander**		
P-5.1	Henry Milander	I bike through on this corridor multiple times a week all throughout the year, and my girlfriend takes the 70 bus when she is unable to walk the distance to the lightrail station or doesn't feel safe walking through campus at night. Having more reliable bus service and dedicated bike lanes will be a big plus to this route. My two concerns are 1) bike lanes should be the 4-6 ft minimum with a protected buffer to allow for safe passing and be all ages and all abilities accessible	Thank you for taking the time to provide your comment and support for the Project. See CR-2 in Table A-1 for more information about protected bicycle lanes. Figure 1-1 in the EA provides a cross section with proposed 5.5-foot protected bicycle lanes and a 3-foot-buffer on Eastlake Ave E. We will consider your comments in final design.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-5.2	Henry Milander	2) pedestrian crossings should trigger yellow then red lights to enable pedestrians to cross the street without having to wait too long (this will become more of a bus corridor than mixed corridor, and I don't want it driving a rift between the two parts of Eastlake due to poor signal timing. Don't make people walking beg to cross, stand in the rain and cold, and then after 2 minutes of waiting only have 6 seconds to cross).	Thank you for taking the time to provide your comment. Crosswalk markings at intersections with traffic signals would also be upgraded to current standards to improve safety. For more information about pedestrian improvements, see Section 2.1.2.1 of the EA. We will consider your comment in final design.
P-6	**Ryan Lorey**		
P-6.1	Ryan Lorey	I am concerned that this project won't be as much of improvement on the current speed of the 70 line without more bus only lanes. As a frequent user of the B line on the Eastside, that bus gets stuck in traffic too much, and it doesn't live up to the "Rapid" name aside from the fact that the stops are not very close together. Please consider more bus only lanes to improve speed and reliability.	Thank you for taking the time to provide your comment. Transit signal priority has been added throughout the corridor where it adds project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes.
P-6.2	Ryan Lorey	I am also hoping that ALL of the stations are true stations (with timing panels and large shelters) and not just regular bus stops like there are on several of the other RapidRide routes.	Thank you for taking the time to provide your comment. Stations would be consistent with the existing RapidRide station standard, typically 80 feet long including a 12-foot-long shelter/transit canopy; longer stations would be provided where serving multiple routes. Each station is planned to include a real-time arrival information system display, an off-board fare collection/card reader, a bench, pedestrian-level lighting, a trash receptacle, and RapidRide branding elements, including a signature signpost/blade marker, and a route information map. For more information about RapidRide stations, see Section 1.3.2.2 of the EA.
P-7	**No name provided**		
P-7.1	No name provided	Please ensure that the priorities for this project be ordered as such: 1) Transit 2) Pedestrians 3) Cyclists 4) Private, personal automobile needs (parking, driving). When design decisions need to be made in which the available amount of space can not be reasonably and safely shared by all four modes, the first sacrifice to be made must be private automobile usage of the corridor. If parking must be permanently removed, remove it. If lanes of travel must be removed for cars, remove them. DO NOT under any circumstances, remove safe cycling or pedestrian facilities from the project so that people can park their cars on public land or save 45 seconds on their personal, planet-killing drive home. Prioritize EVERYTHING except cars.	Thank you for taking the time to provide comment.
P-8	**Andrew Matsuoka**		
P-8.1	Andrew Matsuoka	Hello! I am such a big fan of this project - I commute by walking on Fairview every work day, and we really need a way to help people get to work in this neighborhood in better ways. In the morning, cars speed down Fairview and the city has timed the lights to prioritize cars over people in cars. In the evening, its a parking lot and cars are blocking the crosswalks or aggressively turning across them. Crowds of folks are waiting to catch the 70 bus home, which has to wait in traffic to get to them. Additionally biking through Eastlake is awful, and dangerous, all the time, even on the weekend. Couldn't be a bigger fan of this project!!	Thank you for taking the time to provide your comment and support for the Project.
P-9	**Jesse Reynolds**		
P-9.1	Jesse Reynolds	The components related to parking within the EA, specifically within the Transportation Element, almost solely address parking for business along Eastlake Ave during business hours, with almost no consideration to residents and associated evening parking. Residential parking must be addressed further, currently there are gaps in the socioeconomic affects addressed in this EA. As a resident one block north of Eastlake Ave of three years who often arrives home in the evenings by car I state with confidence residential parking is near maxed out with current parking capacity. Residents who leave before 7am and their guests do use Eastlake Ave for overnight parking. If 699 stalls are removed I may no longer be able to park in my neighborhood. If you ease the RPZ zone as mentioned this problem will only be exacerbated.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. Within Eastlake specifically, the Project would remove about 325 on-street parking stalls and relocate up to 18 commercial vehicle and 4 passenger vehicle loading zones.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-9.2	Jesse Reynolds	Also, please keep in mind the City of Seattle is simultaneously permitting 50+ unit residences with no on-site parking along Franklin Ave E.	Thank you for taking the time to provide your comment. With the mitigation proposed by the Project, the development of additional off-street parking with permitted private projects, and the mitigation requirements under Mandatory Housing Affordability legislation for certain areas including the Eastlake neighborhood, there would be minor cumulative impacts (the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions) with regard to a reduction of on-street parking. See Section 2.9 of the EA for more information on indirect and cumulative impacts including future development.
P-9.3	Jesse Reynolds	Your overnight parking utilization study was conducted in a month when more people are away from town than any other, July. For this reason I have concern your utilization percentages are low.	Thank you for taking the time to provide your comment. The parking study for extended area during overnight period within the Eastlake neighborhood was conducted in July 2019. The methodology in selecting the study period was based on SDOT's understanding of on-street parking conditions in the neighborhood and industry appropriate methods and techniques. Based on SDOT's experience in managing the on-street parking within the City, conducting a parking study in July is acceptable to understanding parking conditions in the neighborhood because, as stated in Appendix C, Transportation Technical Report, of the EA, the overnight utilization rates were high and/or similar to the other time periods of the year; with the exception of parking along Eastlake Ave E. The lower overnight parking utilization along Eastlake Ave E is likely due to residents not able to use the available parking along Eastlake Ave E after businesses and restaurants close in the evenings or because of the early morning parking restrictions.
P-9.4	Jesse Reynolds	More investigation should be undertaken regarding residential parking in the Eastlake neighborhood as a whole. A further parking study to assess residential impacts, not just business impacts, is needed. Lessening RPZ restrictions during evenings should not be considered. Please further examine the effects these land use changes will make on Eastlake residents. The content of this current EA implies the City of Seattle feels Eastlake is a neighborhood to commute through, but not to live in.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The curb space management study evaluated on-street parking along the Project corridor for both businesses and residents. The study area for curb space management was defined as all the block faces along Eastlake Ave E and cross streets and parallel streets one block away (east and west directions) to account for available parking within a reasonable walking distance to and from the corridor.
P-10	**John Ryan**		
P-10.1	John Ryan	More frequent and cleaner busses.	Thank you for taking the time to provide your comment. The Project is anticipated to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The Project would provide increased service frequency over existing transit service in the corridor and would extend the span of service to operate 24 hours per day. Buses would run at 7.5-minute headways (the length of time between transit vehicles arriving at a location) or better during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods. Buses would also run at 10-minute headways during midday and until 10:00 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Additionally, the Project is expected to reduce overcrowding on buses by adding around 60 additional bus trips each day. See Table 2-1, Transportation Elements Summary, in the EA for more information.
P-11	**Liam Tevlin**		
P-11.1	Liam Tevlin	The EA makes clear that PBLs on Eastlake and north on 12th are the only viable option and that anything less or elsewhere would be untenable and clearly against the city's environmental goals. Please build this component of the project in full.	Thank you for taking the time to provide your comment and support for the Project.
P-12	**Brad Wiley**		
P-12.1	Brad Wiley	The bike lane should be on Eastlake Ave. The more bike lanes the better! Electric bikes are the future. Connect all the disjointed bike lanes and watch ridership soar. Designing cities for cars has destroyed the pedestrian (biking) realm. Seattle is a progressive city that wants change. I'm not anti car, I simply believe they are over used and inefficient. Give our streets a human scale and see what happens to Seattle's quality of life.	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-13	**Greg Tapper**		
P-13.1	Greg Tapper	Please complete this plan, starting with the easiest changes as soon as possible like the bike lanes and bus-only lanes. Do not change the existing bike layout, alternate routes would be significantly less safe or less usable (and thus less safe as people use more direct unsafe routes). This would help keep city emissions down by getting more people to bus rather than drive solo.	Thank you for taking the time to provide your comment and support for the Project.
P-14	**No name provided**		
P-14.1	No name provided	As a resident of the area I strongly oppose this plan for the following reasons: Removing the parking along Eastlake will totally ruin local neighborhood businesses, the hairdressers and nail salons , the dentists, the restaurants, the shops and the residents whose apartments don't have parking for any or enough vehicles per the city's allowance of limited parking for new builds.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-14.2	No name provided	There's not enough cyclists to warrant putting in bike lanes for millions of dollars and removing all parking.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. Approximately 1,700 people that bike per day cross the University Bridge, which is the second-highest in the city in terms of bicycle volumes. The protected bicycle lanes would improve safety for all users by allowing for greater separation between bicyclists and motor vehicles/buses, providing greater predictability of people on bicycles, and reducing the potential for conflicts at intersections.
P-14.3	No name provided	The #70 bus is perfectly adequate for the neighborhood residents who need a bus service that's convenient not rapid! Or are you just considering transient Amazonians and the like?!?	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). As described in the Purpose and Need Section 1.2.2 of the EA, there is no direct rapid transit connection between the five neighborhoods and Downtown Seattle. KCM Routes 67 and 70 provide service to the Project neighborhoods, but traffic lanes can be congested, and passengers may need to transfer to another bus line to connect between the northern and southern neighborhoods. These limitations result in long transit times and unreliable schedules, reducing riders' ability to make connections and discouraging ridership. There is a need to provide better connections to existing and future Link light rail stations, existing and future RapidRide lines, and regional and local bus routes.
P-14.4	No name provided	Diabolical idea and plan!! This will ruin the community feel and aspects of the Eastlake neighborhood, it will become an arterial road and nothing else with nothing more to offer the local residents and children.	Thank you for taking the time to provide your comment. There are several studies in neighborhood commercial areas similar to Eastlake assessing business impacts from the removal of on-street parking and the addition of bicycle facilities. These studies have found that there can be benefits for businesses as a result of new bicycle lanes even with the removal of on-street parking, and the change may not negatively affect businesses. With the implementation of mitigation measures related to parking, improvements in transit and bicycle access, and the planned growth in the corridor, no adverse socioeconomic impacts to the Eastlake Neighborhood are anticipated. See Sections 2.3 and 2.9 of the EA for information on socioeconomics and indirect and cumulative impacts.
P-15	**Conor**		
P-15.1	Conor	I only have three comments. 1) As the Ravenna Blvd median is also used by runners and dog walkers, I suggest not putting the TPSS there.	Thank you for taking the time to provide your comment. Four traction power substation (TPSS) sites were considered in the EA. All four of the potential sites are located on publicly owned property. Following the public comment period, SDOT evaluated the four options and selected the undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE as the preferred option. The decision to locate the TPSS at this location is supported by KCM and was selected for the following reasons: • It is located within the City of Seattle’s transportation right-of-way and therefore requires no property acquisition. • It is located outside the boundaries of the Ravenna Boulevard park and historic resources. • It is located adjacent to the Project corridor and OCS system, and is accessible for maintenance. • There would be no adverse effect on historic properties or other environmental effects. • Power would be available to this site from the existing electrical grid.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
			There were no substantive public comments received regarding siting the TPSS at this location for the Roosevelt Station Option. The TPSS will not be sited on the Ravenna Boulevard park median, therefore ensuring that it would not impede the current recreational activities of those using the median.
P-15.2	Conor	2) Work with metro to help mitigate the impacts of removing parking by working with the businesses and landlords to reduce car needs to help recover lost parking.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-15.3	Conor	3) Keep the bike lanes and see if a Roosevelt or 65th St NE solution can be used for the bus stops with the PBLs. The bike lanes are needed as no other street goes from SLU to the U District so steps should be taken that support the transit users and bike users simultaneously.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-16	**Liza Schattenkerk**		
P-16.1	Liza Schattenkerk	Taking away parking on Eastlake is only going to make it even harder to park residentially in the surrounding neighborhoods, which is already nearly impossible, it will also be a death sentence for many of the businesses on Eastlake - especially office buildings. Rapid Ride buses are fine and I'll gladly use them for my daily commute (my current 70 bus route works just fine tho!), but we aren't NYC, we need to keep some of our houses and some of our parking.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-17	**Elise Lufkin**		
P-17.1	Elise Lufkin	I support the project as described . As a bike commuter The addition of bike lanes is very welcome.	Thank you for taking the time to provide your comment and support for the Project.
P-18	**Samuel West**		
P-18.1	Samuel West	Please stop eliminating parking all over Seattle. It kills small businesses when their customers can't park. I realize that the general plan (though I don't recall anyone has ever said it publicly, for fear of backlash) is to discourage people from owning cars, which does sound great, but on paper only. Even with the new Light Rail, Seattle's mass transit isn't sufficient for the huge influx of new residents. I think the plan to discourage driving has only succeeded in making it really hard on small businesses and making people angry. Those weird "parklets" where parking used to be are a waste of space when it isn't warm enough for people to use them (and smell the exhaust of the buses driving right next to them). And the fact that Bell Street in Belltown is supposed to be some weird...park? A park that buses drive through? I don't even know what the idea was with that.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. As noted in Section 2.1.2.3 of the EA regarding the reduction of on-street parking, SDOT refers to policies that guide the management of right-of-way to best accommodate transportation needs for the community. The City of Seattle's 2019 Comprehensive Plan, *Seattle 2035*, establishes policies to address the competing and diverse needs of transportation, including modes and users at the curb. The right-of-way functions to accommodate mobility, and the modal plan priorities ensure that the street network accommodates multiple travel modes.
P-19	**Nathan Clement**		
P-19.1	Nathan Clement	I have bike commuted on Eastlake for many years. It is dangerous and totally miserable. I would not recommend it to anyone. To be successful Seattle needs to be a place where children and others can safely and enjoyably bike streets like Eastlake. My family often do not go to stores or retail on eastlake and south lake union because this ride is so sucky. I believe the data as well as my experience align: it is a fallacy that eastlake businesses will suffer if parking is turned into bike lanes -- these establishments are already suffering because nobody wants to bike there. Eastlake businesses should stop trying to be Lake City Way and look at Broadway, Fremont, and 45th as models of livable, enjoyable, prosperous urban vitality.	Thank you for taking the time to provide your comment and support for the Project.
P-20	**Ben Alton**		
P-20.1	Ben Alton	I think it's great that we're finding ways of improving transit throughout the city. Happy to see this Rapidride plan. With upzones in the neighborhood, density will be increasing and prioritizing walk and bike over cars/ parking is the right approach.	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-21	**Robert Seidel**		
P-21.1	Robert Seidel	Hello! As a resident and bike rider, I am very excited for more frequent and speedy transit options and I am extremely excited for safer bike lanes in Eastlake. As the city grows and deals with greater density and climate change, we MUST make it easier for residents to commute with transit and/or bike. I hear comments about the need to protect parking to save local businesses - but as anyone who has visited big cities in Europe can attest, small businesses can thrive when they are connected to robust bike and pedestrian networks. I whole-heartedly support this project and I hope the voices of renters and the car-less will be heard.	Thank you for taking the time to provide your comment and support for the Project.
P-22	**Candice Boley**		
P-22.1	Candice Boley	As a resident of Portage Bay and own a small business in Eastlake, I regularly use 70 bus stops along Eastlake. The J line eliminates multiple well-used stops on Eastlake, making it a pass-through neighborhood.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design.
P-22.2	Candice Boley	There are new proposed/beginning housing projects all along Eastlake & Fairview (see the long block between Allison and Fuhrman) that will result in further loss of street parking off of Eastlake. Eliminating street parking on Eastlake is detrimental for residents and business owners. Transportation to and from TOPS also causes havoc, and taking away parking lanes on Eastlake will further increase traffic and cause safety concerns for the students.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. We will continue community outreach and consider your comments about traffic and safety through final design. With the mitigation proposed by the Project, the development of additional off-street parking with permitted private projects, and the mitigation requirements under Mandatory Housing Affordability legislation for certain areas including the Eastlake neighborhood, there would be minor cumulative impacts (the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions) with regard to a reduction of on-street parking. See Section 2.9 of the EA for more information on indirect and cumulative impacts including future development.
P-23	**Gabe Levin**		
P-23.1	Gabe Levin	Please do not eliminate parking on eastlake avenue. I have been a Seattle resident since 1976 and an owner in Eastlake since 2001. My tenants rely on being able to park along eastlake for quick pick ups and drop offs at many businesses. I know you have responses to these complaints but please take this request seriously: PLEASE PRESERVE THE CURRENT AMOUNT OF PARKING ALONG EASTLAKE!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-24	**Paula Gooding**		
P-24.1	Paula Gooding	I catch my bus on Eastlake to get downtown. It's my understanding that the buses will have no stops on Eastlake. If this is true, how am I suppose to use public transport to get down town. I need access to public transportation for my job.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design. The Project would have four bus station pairs in Eastlake near: • E Hamlin St and Eastlake Ave E • E Lynn St and Eastlake Ave E • E Garfield St and Eastlake Ave E • Yale Ave N and Fairview Ave E You can see a map with the proposed bus station locations on pages 1-7 and 1-8 of the EA.
P-25	**Andrew Sang**		
P-25-1	Andrew Sang	Dear SDOT and FTA, speaking on behalf of University of Washington students, I do not support this alignment. The fact that it misses the UW campus will make it challenging for UW students, many of whom, myself included, will have business on the line, whether that's working at the SCCA or a mentor meeting at Amazon, but it already takes 10-20 minutes to walk to the 70 depending on where you are on campus. Moving it completely off 15th will increase that walk to 15-25 minutes. I recognize there is	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting

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		significant traffic on the 15th Ave/45th St corridor, but there is also an improvement to the area coming with the improvements to the 44. Scattering transportation investments dilutes their efficacy, not to mention costing ~3 million by not taking the existing overhead catenary route. I will consider an EIS appeal should this not be amended.	showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations. As compared to the Project proposed in the January 2020 EA, the U District Option proposed in the Supplemental EA would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.
P-25-2	Andrew Sang	On the subject of the bike lanes on Eastlake, many students bike to UW, and while I support it, I am mildly concerned about them. One of my worst biking accidents happened when someone turned right without yielding to me in the bike lane, causing me to t-bone their car even when I had right of way. The bike lanes on eastlake will have a significant number of opportunities for motorists to hurt bicyclists in this way. I would like to suggest consideration of an alternative: a bike/ped only bridge between hamlin and roanoke streets on fairview. This has several significant advantages. First, no chance of right/left hooks. Second, it eliminates in large part the huge hill on Eastlake. Third, lower exposure to toxic particulate emissions for bike riders. Fourth, more right of way for bus lanes. 5th, there are better water views, and there's lower stress on fairview, so you could imagine families, children, etc biking it. The only disadvantages are cost and the fact that this would make accessing Eastlake itself a little more challenging. Ideally, we could get both. Parking is of a low concern to me.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-26	**Simon Thwaits**		
P-26.1	Simon Thwaits	I am really excited for protected bike lanes on Eastlake and making it a RapidRide corridor. I currently avoid Eastlake a lot because it is unsafe to bike on, despite there being businesses and pocket parks that I love. Please go ahead with full implementation of protected bike lanes. I will spend a lot more time and money in Eastlake when these exist!	Thank you for taking the time to provide your comment and support for the Project.
P-27	**Johnathon Davis**		
P-27.1	Johnathon Davis	I'm super excited about the plans for the protected bike lanes as part of these rapid ride enhancements! Eastlake is an important route for those trying to get to the University District. As someone who works in SLU, I'm currently much less likely to visit the neighborhood and businesses in these areas because it doesn't feel safe. I'd love to be able to bike straight to the UW or take a less crowded bus! Please please please don't cave to car pressure like on 35th Ave NE. If we are going to build a more equitable city it has to prioritize safety for all users and not car storage for a few.	Thank you for taking the time to provide your comment and support for the Project.
P-28	**Ben Nadeau**		
P-28.1	Ben Nadeau	Hey, I think it's absolutely important that we fully implement the planned protected bike lanes and RapidRide corridor as planned.	Thank you for taking the time to provide your comment and support for the Project.

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P-29	**Rachel Edelman**		
P-29.1	Rachel Edelman	As a bicycle commuter, I'm eager to see a protected bike lane in Eastlake. For far too long, I've avoided bicycling there due to the danger of parked cars and traffic. I would be much safer in my movement if there were a protected bike lane along with the new bus route.	Thank you for taking the time to provide your comment and support for the Project.
P-30	**Marisa Bickeboeller**		
P-30.1	Marisa Bickeboeller	For several years I attended weekly doctors appointments on Eastlake and would often frequent area restaurants after. When my job moved a bit further downtown I had to stop because bus service was unreliable and during darker times of the year I felt unsafe bicycling. The impacts of loss of parking in favor of reliable transit and safer bicycle infrastructure means I (and probably others) can better visit businesses in that neighborhood.	Thank you for taking the time to provide your comment and support for the Project.
P-31	**R**		
P-31.1	R	I'm really excited for protected bike lanes and RapidRide on Eastlake. I love going to pocket parks and businesses on Eastlake, but I don't feel like I can now because it is unsafe to bike. Please fully implement the protected bike lanes and RapidRide corridor that are in the plan.	Thank you for taking the time to provide your comment and support for the Project.
P-32	**Paul Chapman**		
P-32.1	Paul Chapman	I fully support the project. In the midst of a climate crisis we need to increase our transit effectiveness and we need to build a high quality connected dedicated bike network. This project achieves both. Please do not water down this project by accommodating the invalid concerns from people who want the status quo, an outcome that would preserve high traffic, unsafe streets, and unfettered climate destruction. Greenways first bikes is not sufficient. It will not achieve the climate/carbon goals we need. It is also worse for local businesses. All research has found that dedicated bike lanes boost local business	Thank you for taking the time to provide your comment and support for the Project.
P-33	**Jessica Roberto**		
P-33.1	Jessica Roberto	This project is so desperately needed - I formerly commuted from NW Seattle to Eastlake and felt the need to drive due to the insufficient and unreliable public transit currently through this area. The elimination of the 66X bus route after the opening of the University Link left Eastlake serviced with a single, overcrowded bus route - hopefully the additional service planned for the RapidRide will make up for the congestion that resulted and continues to grow.	Thank you for taking the time to provide your comment and support for the Project. The Project would provide increased service frequency over existing transit service in the corridor and would extend the span of service to operate 24 hours per day. Both improvements are expected to reduce overcrowding. Buses would run at 7.5-minute headways (the length of time between transit vehicles arriving at a location) or better during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods. Buses would also run at 10-minute headways during midday and until 10:00 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Additionally, the Project is expected to reduce overcrowding on buses by adding about 60 additional bus trips each day. See Table 2-1, Transportation Elements Summary, in the EA for more information.
P-34	**Chris Covert-Bowlds**		
P-34.1	Chris Covert-Bowlds	Protected bike Lanes on both sides of the street are the safest and best option.	Thank you for taking the time to provide your comment and support for the Project.

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P-35	**Michael Eliason**		
P-35.1	Michael Eliason	I am excited to see this project is moving forward, and moving forward as intended, with bike lanes on the arterials. the bike master plan called for this. it is the only safe and accessible way for parents with kids who bike, like we do, to get to the stores on eastlake, or cut through to downtown from the U-District/BGT. all of the alternate routes make it harder. my only disappointment is that there isn't more transit priority. the city and SDOT especially need to start preventing cars from accessing large parts of the city, which will have the added benefits of increasing mobility, increasing livability, decreasing traffic noise, and increasing safety. this is a no brainer.	Thank you for taking the time to provide your comment and support for the Project. Transit signal priority has been added throughout the corridor where it adds Project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes.
P-36	**Jeff Parsons**		
P-36.1	Jeff Parsons	As a user of this route currently for commuting, I would love to see the Eastlake protected bike lane get constructed as a mitigation measure to this project.	Thank you for taking the time to provide your comment.
P-37	**Robbie Adams**		
P-37.1	Robbie Adams	I strongly support this project, both as a bus rider and a bike rider. I live in Sand Point, and when I bike to my job in Denny triangle, the fastest route would have me take the Burke to the university bridge and bike through Eastlake. However, because Eastlake is unsafe to bike on, instead I take much longer route to Denny Triangle by continuing on the Burke to Fremont and crossing the Fremont bridge on to the Westlake Cycle track. A protected bike lane would likely cut 5 - 10 minutes from my commute and would provide an additional bike safe passageway downtown from North Seattle. Not to mention all of the benefits of the Rapid J line. It is critical the bike land would be a protected bike lane on Eastlake the entirety of that route, and not rerouted to unprotected neighborhood green ways as some have suggested.	Thank you for taking the time to provide your comment and support for the Project.
P-38	**Oralea Howard**		
P-38.1	Oralea Howard	I live in Ravenna and am writing to express my full support for this project, despite any minor impacts on NE Ravenna Blvd. I recently walked from my home to a restaurant on Eastlake. If there were safe bike lane I would have ridden my bike. I'm also looking forward to using the corridor more frequently to access other businesses on Eastlake as well as MOHAI and even Seattle Center, by bike. I bike daily for work and errands with an electric assist cargo bike and greatly appreciate the safe, connected lanes this project is adding to my route.	Thank you for taking the time to provide your comment and support for the Project.
P-39	**Emma Hoppe**		
P-39.1	Emma Hoppe	Yes! Please, please do this! I commute from 65th and Roosevelt to Fred Hutch and the new protected bike lanes and new Rapid Ride would be AMAZING. I take either the bus or bike daily and having the Rapid Ride would shave off so much time and add badly needed spots on transit--I've been passed by multiple 63/64 buses in the morning and been late to meetings I was presenting at because there's so much demand. And having bike lanes would make the planned route so much safer. I know many of my coworkers who would prefer to bike but don't feel safe in the area since you have to wrestle with traffic who would love this to.	Thank you for taking the time to provide your comment and support for the Project.

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P-40	**Tom Severtsen**		
P-40.1	Tom Severtsen	Hi, I hope you are doing good. I work around Northgate at North Seattle College and live in the University district. The RapidRide Roosevelt should go further north and serve Northgate Transit Center where there will be a link rail station. The current plan is too short and does not go far enough. Please extend the RapidRide Roosevelt.	Thank you for taking the time to provide your comment. An extension to the Northgate Transit Center was considered as part of the Project but was eliminated because of costs associated with extending the overhead contact system infrastructure and other transit availability. See Section 1.3.1 of the EA for more information on alternatives development.
P-41	**Glen Buhlmann**		
P-41.1	Glen Buhlmann	As someone who lives in Eastlake with my partner and her 12 year old son, all of whom bicycle from, to and through Eastlake, we desperately need safe all ages bicycle access to the Eastlake business corridor from the north and the south as well as all the way through the Eastlake neighborhood. Also, we need better bus access. Currently there is no bus access to UW Hospital or UW Station, very poor access to anything north of 50th and even within those restrictions, bus access today along Eastlake is worse than before the restructure that consolidated the 7x routes and made service less frequent and reduced the places we could get to in the northern directions.	Thank you for taking the time to provide your comment. See CR-2 and CR-3 in Table A-1 for more information about protected bicycle lanes and bus stops. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations. `
P-41.2	Glen Buhlmann	Also, as part of this RapidRide J project we must provide all ages bicycle access from Westlake PBL to the new Eastlake PBL. The paint-only bike lanes on Valley that disappear at all the most dangerous spots are not it.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The 2017 Seattle Bicycle Master Plan update recommends protected bicycle lanes on Valley St. The Valley St protected bicycle lanes are not proposed as part of this Project. See Section 2.1.2.1 of the EA and Appendix C, Transportation Technical Report, for more information on protected bicycle lanes.
P-41.3	Glen Buhlmann	We must fix the bicycle access through Lake Union Park that should have been done right when the park was built, but Seattle Parks and SDOT refused to coordinate and neither was willing to treat access for bicyclers or safety for bicyclers/walkers as any kind of priority. We need bicycle access through Lake Union Park for bicyclers that does not force people on bicycle to choose to either mix w car traffic on Valley (which makes both bicyclers and motorists unhappy) or to mix with people walking through the park on narrow winding sidewalks and through public plazas that nobody uses because they are poorly designed so they serve no purpose except to create conflicts between bicyclers and walkers (which makes neither walkers nor bicyclers happy). We need a clear and dedicated (but relatively slow) way for bicyclers to get through as well as multiple clear and dedicated ways for people on foot to walk through. The points where these intersect should be thoughtfully designed to meet the needs of all users rather than just throw our hands up and say that screwing everyone makes everyone safe and pissing everyone off is just the cost of safety that we didn't even manage to achieve. Also, I hope Seattle has matured past the point where we allow small numbers of older, whiter, wealthier, landowning people who have ample time to attend public meetings veto the safety and transportation needs of the entire city (see Chris Lehman as a prime example. He does not speak for me or my family and he should not be allowed to pretend he does. He is one resident and should be treated as such). We all know that continuing to follow this Seattle Process mod doesn't result in a anything that meets the goals or visions of the city so hopefully we can all agree to stop doing it (no matter how hard Alex Pedersen pushes it).	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Bicyclists are encouraged to use the bicycle lanes on Valley St and 9th Ave N and are allowed on sidewalks but must yield to pedestrians per Seattle Municipal Code 11.44.120. Bicycle access through Lake Union Park is beyond the purpose and need for this Project; your comments will be forwarded on to the Transportation Operations Division and other appropriate staff at SDOT for consideration.

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P-42	**D. Walters**		
P-42.1	D. Walters	The Eastlake Community is a unique neighborhood, just like ALL neighborhoods in Seattle (and we were intentionally built as a "neighborhood" city). It encompasses residents of houseboats, elderly AND family residents in wonderful old apartment buildings, and single family dwellings that survived the freeway construction back in the '60's. It includes one of the most sought out public schools, as well as private schools, one of the surviving incredible small business communities - restaurants, Lake Union Mail, salons, insurance offices, public venues, gyms, churches, convenience stores, real estate offices, Patrick's Fly Fishing, coffee shops and more - ALL OF WHOM DEPEND ON PARKING for their customers. There is lack of parking already and much already taken away from the houseboat community and the new apartment dwellers. Most residents don't use their cars much already to participate in their neighborhood/community, however the huge population on Capitol Hill and beyond, which considers the Eastlake small businesses vital to our community also must drive or bus there and park. No parking would KILL these businesses in a time when we are trying to keep them alive and thrive, rather than encouraging the big box stores. The City supposedly is for this support of these businesses also.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-42.2	D. Walters	NEXT, WE DO NOT NEED , NOR SHOULD WE HAVE, BIKE LANES ON EASTLAKE!!! The discussion is to move bike lanes to "calm" streets. There is already a bike lane on Harvard, there are already bike lanes on the University Bridge. There is already the reconstructed Cheshiahud Loop and the Lynn Street road that circles calmly along the lake. These are safer and less disruptive to all.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-42.3	D. Walters	We do not need the RAPIDRIDE bus. We need the buses that can stop at almost each block like they do now, as our neighborhoods- Eastlake, Capitol Hill, Portage Bay, Roanoke Park - ALREADY TAKE THE BUS MOST OF THE TIME FOR MANY REASONS. There are plenty of buses going to the U. District already, there are plenty of buses serving our neighborhoods - although you cut out our Boyer/Fuhrman one which we used all the time. EASTLAKE SHOULD NOT BECOME A RAPID ROUTE FOR ANYTHING. IT IS A NEIGHBORHOOD - NOT A THOROUGHFARE!!!!!! The Eastlake community with its schools and small businesses deserves better. Not sure how much our comments will count. We have been involved in plenty of forums before as native Seattleites of many generations. However, we hope you will listen and turn efforts to increase bus services, and repair streets elsewhere.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops.
P-43	**Marco Lowe**		
P-43.1	Marco Lowe	I support this project. We need frequent bus service and more bike lanes. I do expect that work will be done with the business community to mitigate the loss of parking.	Thank you for taking the time to provide your comment and support for the Project. See CR-1 in Table A-1 for more information about parking.
P-44	**Samir Parikh**		
P-44.1	Samir Parikh	Hi, I take the 70 into downtown to get to and from work everyday. Removing that bus route takes away my only public transit option to get to work. I do not support removing the 70. If you need to improve access from further north, you should add the rapid ride in addition to the regular service for bus route 70. Surely you have the ridership information that shows how heavily utilized this route is.	Thank you for taking the time to provide your comment. The Project would replace and improve Route 70 including revisions to its routing north of the University Bridge. The Project would improve transit travel times, reliability, and capacity with connections between Roosevelt and Downtown Seattle. Additionally, the Project is expected to reduce overcrowding on buses by adding around 60 additional bus trips each day (see Table 2-1, Transportation Elements Summary, of the EA).
P-44.2	Samir Parikh	Additionally, Eastlake Avenue is home to a lot of small, local businesses. Removing parking will just make it harder for their patrons and is a bad idea. This plan is flawed. Has the city actually done a real analysis of the impact? Have you looked at the bus vs car vs bike usage of Eastlake avenue for commuters? Bike usage on this route is not substantial. How can you possible justify making commuting for cars and bus riders worse to accommodate a very small number of bike commuters.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. As described in Section 1.2.2 of the EA, the University Bridge has the second highest bicycle count in the City of Seattle. As noted in Table 2-1 of the EA, travel times for both transit and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.

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P-45	**Jesse Simpson**		
P-45.1	Jesse Simpson	Please advance this project as it is currently designed. Eastlake is a critical missing link in Seattle's current bike network. It's the flattest through street between the University Bridge and South Lake Union/Downtown, offers the most intuitive and direct route, and all of the retail destinations in the area are on Eastlake Ave. Meeting our ambitious climate goals necessitates prioritizing sustainable modes of transportation over cars. This means providing an intuitive and connected cycling network and dedicated bus lanes. Protected bike lanes also benefit people walking, by providing a buffer from car traffic.	Thank you for taking the time to provide your comment and support for the Project.
P-45.2	Jesse Simpson	My only recommendations to improve this design would be to: 1) Use curbs to protect the bike lane (like the one on 20th Ave W in Magnolia, south of Dravus St), rather than the flimsy plastic bollards which get knocked over within a year or two. The cost might be higher upfront but curbs hold up much better in the long run.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. We will consider your comments in final design.
P-45.3	Jesse Simpson	2) Paint a crossbike on both sides of the intersection at 11th Ave NE and NE 43rd St, where people cycling will have to cross over from the right side of the street to the left side. I understand why the lane transitions from left to right, to reduce conflicts and save money on expensive floating station curb build outs, but these sorts of street side transitions are annoying as a cyclist. Providing a way for people cycling to cross one leg of this intersection during either light cycle reduces that friction and saves a light cycle worth of time.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-45.4	Jesse Simpson	3) Provide bus/BAT lanes along Roosevelt and 11th/12 Ave.	Thank you for taking the time to provide your comment. Transit signal priority has been added throughout the corridor where it adds Project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes. We will consider your comments in final design.
P-46	**Keith Seinfeld**		
P-46.1	Keith Seinfeld	I am writing to object to the street re-configurations on Eastlake Ave. -- the removal of the parking lanes in favor of the bus/bicycle configuration. The biggest problem with the proposal is it privileges North Seattle residents over Eastlake-area residents. It is inequitable. It treats Eastlake as merely a throughway for people who live in north Seattle and want to get to the downtown area. The proposal provides no transit benefits to people south of the Ship Canal (living in Eastlake or adjacent), even though you claim it does. It's a huge monetary investment, for no meaningful improvement over the current configuration. We already have frequent bus service (7-minutes during peak hours). Pavement can be improved without re-aligning the corridor. And for people who access transit north of the Ship Canal (in the U Dist, or in the Roosevelt/Ravenna/Green Lake areas) -- they will be getting Light Rail service before this Rapid Ride, and that will be a much faster, reliable trip to downtown.	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). Link light rail does not offer local access to Eastlake or South Lake Union, and the Project would provide a connection to the University District, Roosevelt, and Downtown neighborhoods.
P-46.2	Keith Seinfeld	The proposal offers improvements for cyclists who need to get from northeast Seattle to downtown. But there are better and less expensive, less disruptive ways to improve the corridor for cyclists. For example, the City could convert Fairview Ave E. into a bicycle-priority street, using the model that's been developed in Palo Alto, CA. This would be far safer than the green bike lanes on busy Eastlake with its many driveways. I say this as a bicycle-commuter myself.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-46.3	Keith Seinfeld	I'm very concerned that the numerous small businesses on Eastlake will not be able to survive without any parking. This corridor is already difficult for businesses, and it is wrong for the City to undermine these small businesses. For us residents, it is important to have walkable access to businesses, rather than vacant storefronts. The businesses cannot survive with only pedestrian traffic. There are many lower income and low-middle income residents in Eastlake, and some of those folks need to drive to their workplaces. They can't afford to pay for off-street parking. That means, eliminating parking is putting the cost of this project onto the backs of those who can least afford it. Through an equity lens,	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.

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		ask, Who is being privileged and how is being harmed in the proposal? There are no privileges for anyone in the Eastlake area, only for cyclists who live in northeast Seattle. But there is significant harm to the fabric of the Eastlake community. The benefits do not justify the costs and the harms.	
P-47	**Keith Seinfeld**		
P-47.1	Keith Seinfeld	Supplement to my first comment: SDOT senior managers and the Mayors Office should re-examine the reasons for disqualifying Bicycle Option 6 = Multi-Use Trail on Fairview Ave E (copied below). SDOT is being too strict and literal in its interpretation of the project goals and limitations. Option 6 is a winner! a) for the Eastlake Ave portion of this project, it is not important or necessary to improve bicycle-to-transit access. It doesn't make sense for that to be a disqualifier in this corridor. People cycling here are not getting on/of buses during this stretch of the road. b) the property acquisition required has been a high priority for the community for many years. It was included in a recent Parks Dept acquisition request. It would provide tremendous community benefits beyond this project, by completing a "missing link" in the Chehesiaud Loop Trail. This is actually an opportunity to coordinate multiple City needs. FROM THE SDOT REPORT: Option 6 Multi-Use Trail on Fairview Ave E: Not Advanced. Option 6 would provide a complete AAA bicycle facility through the study area, which would address the need for safety improvements identified in the RapidRide Roosevelt purpose and need statement. However, the multi-use trail in Option 6 would not provide access to any transit stops in the study area, and therefore would not meet the project's purpose and need because it would not improve access to transit for bicycles. Option 6 does not include steep uphill slopes and it complies with the identified design standards. This option would require property acquisition to connect the trail between E Hamlin St and E Roanoke St. Fairview Ave E does not connect across this section due to the shoreline of Lake Union, and no continuous public right-of-way is available through this area. Property would need to be acquired along the Lake Union shoreline between E Hamlin St and E Roanoke St to establish new right-of-way to implement this bicycle facility. Option 6 was not advanced to the detailed assessment because it does not meet the project purpose and need and because it would require property acquisition to implement.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-48	**Joshua Brown**		
P-48.1	Joshua Brown	Stewart St already gets heavily congested between Olive and 3rd during peak hours, and busses in that area often cause unavoidable gridlock (partly because the blocks between intersections are too short for them). What other options were considered for that leg (e.g. Lenora St), and what will be done to mitigate the increased congestion?	Thank you for taking the time to provide your comment. Stewart St currently has in-lane stops and transit-only lanes and no additional transit improvements are planned for this Project. As noted in the Transportation Technical Report (EA Appendix C), the level of service at intersections along Stewart St would be similar with and without the Project in 2024[1] with the exception at Boren Ave where traffic is expected to increase with the Project. By 2040, the traffic analysis found a similar level of service at Boren Ave and other intersections along Stewart St, with the exception of 5th Ave, where traffic is expected to increase with the Project. SDOT worked with KCM to identify the Roosevelt Station Option and assessed several factors including access and service needs and determined that the Project would maintain the existing Route 70 service on Stewart St. We will consider your comments in final design.
P-49	**Nathan Dickey**		
P-49.1	Nathan Dickey	I work in Eastlake and while I would love to ride my bike consistently to my office, aggressive drivers and make it a difficult to be motivated to do so. Protected bike lanes and bus islands are sorely needed along this critical corridor. As the parking study shows, there is plenty of side-street parking for those concerned with where they'll put their cars. Also, my office is growing but we have maxed out our off-street parking capacity, and it's hard to convince people to try other transportation options when the bus isn't prioritized in traffic and the biking is dangerous. Please make this street better for all! Street parking (which is already restricted several hours a day) is small price to pay.	Thank you for taking the time to provide your comment.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-50	**Maureen Cartano**		
P-50.1	Maureen Cartano	Please do not remove parking along Eastlake. Doing so will destroy local businesses along that corridor. Many apartment residents also park in that area. Removing Eastlake parking will result in those vehicles encroaching on already crowded surrounding neighborhood streets for parking.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-51	**Dan Gestwick**		
P-51.1	Dan Gestwick	I would like to see the bike lanes included in this project. Currently to get from downtown to points in NE Seattle I will go far out of my way (up and over Dexter because the Westlake bike lane is sort of a joke) rather than deal when traffic on Eastlake or the hill up from the waterfront rite route.	Thank you for taking the time to provide your comment.
P-52	**Robyn Reed**		
P-52.1	Robyn Reed	I support the J line construction, as a resident of Seattle (Bryant). In particular, I support the Eastlake bike lanes as a safer way to get to downtown and South Lake Union for me (as a UW faculty member, needing to go there for work) and for my teenaged children. Making Eastlake safe for cyclists and creating a RapidRide line will benefit us personally, will benefit Seattle, and will benefit the planet by reducing single-driver car trips.	Thank you for taking the time to provide your comment and support for the Project.
P-53	**Charles Williams**		
P-53.1	Charles Williams	As an Eastlake resident and homeowner, I strongly support the project as currently designed. The increase in safe transport options within and between Eastlake and other neighborhoods will allow me to take children to school, run errands, and commute with less worry. It will make meeting out-of-neighborhood friends at local businesses easier. And I will greatly appreciate the increased pavement quality the concrete work will provide.	Thank you for taking the time to provide your comment and support for the Project.
P-54	**Shelly Bowman**		
P-54.1	Shelly Bowman	Let's get a safe connected Eastlake bike route completed. I want a way to roll to downtown and get exercise while getting to my destination. Equity please.	Thank you for taking the time to provide your comment and support for the Project.
P-55	**Megan Rabone**		
P-55.1	Megan Rabone	I live in Eastlake on this route and my life would be improved significantly by this change. Not only could I get downtown and to see friends in Ravenna much faster and more reliably, but I work at Fred Hutch and the *only* thing that has prevented me from biking to work has been how unsafe my stretch of Eastlake Ave. is for cyclists as they dodge potholes and squeeze between busses and cars parked on the street. A protected bike lane would dramatically improve my daily commute and my health.	Thank you for taking the time to provide your comment and support for the Project.
P-56	**Zach Nostdal**		
P-56.1	Zach Nostdal	Hi, I bike through eastlake frequently to get to UW. The proposed protected bike lake would be amazing. Thank you for such a wonderful idea, please keep it as the project planning continues!	Thank you for taking the time to provide your comment and support for the Project.
P-57	**Kristen Patton**		
P-57.1	Kristen Patton	I fully support the bike lane and rapid ride J project- this is wonderful for our city, and makes everyone safer. I do not mind the loss of parking.	Thank you for taking the time to provide your comment and support for the Project.

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P-58	**Emily Childs**		
P-58.1	Emily Childs	Thank you for continuing to include bike lanes in this important connection between the U district and downtown. Continuing to value both bikes and public transit together is important as we try to move toward sustainable transportation options	Thank you for taking the time to provide your comment and support for the Project.
P-58.2	Emily Childs	Please work to preserve existing trees in this design as much as possible.	Thank you for taking the time to provide your comment. See Appendix I, Conceptual Design Drawings, for information on landscaping along the Project corridor. We will consider your comments in final design.
P-59	**Jon Mattison**		
P-59.1	Jon Mattison	Hi, I would like to comment on the need for a dedicated bike trail along the east side of Lake Union. This is a path that my kids and I often traverse on our bikes and presently it is not good. We need a bike lane that enables families to go from the University District to MOHAI and on to the Seattle Center and downtown. The Eastlake connection is an important connection and should be prioritized.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-60	**Jack Lynch**		
P-60.1	Jack Lynch	It's hugely important that the bike lane gets built. Eastlake is a vital connection between downtown/SLU and neighborhoods in the north of the city, and even SDOT's exhaustive analysis shows that there is no parallel route that could accommodate people on bikes. There are still some major, concerning issues with the bike lane. The part of Fairview where the bike lane disappears (#7 on the concept drawing pdf) and people on bikes are expected to share a tiny sidewalk with people walking and rolling is absurd, especially considering how wide Fairview is at that point and how few driveways there are on that block--that block of the turn lane should just be deleted if necessary to maintain the separate bike lane and sidewalk and keep people who aren't in cars safe. The zigzagging sidewalk south of that segment is also pretty absurd considering there appears to be plenty of space in the planting strip to create a straight sidewalk.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. There is limited right-of-way in this section to address separating bicycle and pedestrian access. We will consider your comments in final design.
P-60.2	Jack Lynch	The crossover from the right to left side of the street at 43rd is just absurdly contemptuous of people not in cars here. SDOT says that their guidelines encourage it, but they routinely ignore those guidelines elsewhere, and every other intersection where they've attempted something similar has just resulted in confusion for all users and countless near misses. The bike lane should stay on the right side of the road rather than forcing people on bikes to wait through an extra light cycle for no reason.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-61	**Sara Klee**		
P-61.1	Sara Klee	As a resident in Eastlake, I am very happy to hear about possible improvements to the biking situation. I live on Minor Ave. and commute to UW via the signed bike route. However, this route is very troublesome in some locations, both in terms of unnecessary hills making it harder for commuters and narrow streets on these steep hills. However, option 6, the multi-use trail on Fairview E would completely avoid the most dangerous part of the ride. Not being able to continue biking by the water requires a steep uphill, a sharp downhill then uphill through a narrow alley, and another steep decline back to the lake level. Even in dry weather, stopping on these downhills is very difficult and encountering any traffic feels quite dangerous. Option 6 would completely eliminate this portion of the commute. I wholeheartedly support this option.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-62	**Daniel Birman**		
P-62.1	Daniel Birman	I strongly support the preferred alternative for Rapid Ride J which includes protected bike lanes on Eastlake Ave. I work at UW and my wife works in downtown Seattle, making Eastlake an ideal place for	Thank you for taking the time to provide your comment and support for the Project.

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		us to live. Unfortunately, Eastlake Ave is currently an extremely dangerous place to bike, consistently falling at the top of the list of bike collisions in Seattle. We support separating car/bus traffic from cyclists to improve transit times for ALL users of the corridor, and to make Eastlake a safe place for people like us to live in Seattle!	
P-63	**Joe Hovenkotter**		
P-63.1	Joe Hovenkotter	I am a cyclist. I commute to/from my workplace downtown about 4 days per week and cycle for errands and recreation about 1 day each weekend. I also travel by bus, frequently on Rapid Ride routes (most frequently the C-Line). Please include protected bicycle lanes in any reconstruction project for the Eastlake Corridor. I the corridor occasionally now when it is the most direct route and I am short on time, but it is unsafe for cyclists. I would use it more frequently if it were safe as a helpful link to/from the 520 and Burke-Gilman trails. It would also enhance the Eastlake neighborhood and provide some much needed balance in this car-dominated city. I also support developing the Rapid-Ride-J-Line. I hope you prioritize public transit and walkability when developing the roadway design and deprioritize private automobile transit. Doing so, will much better serve the public good by addressing critical ecological, social, and infrastructure needs	Thank you for taking the time to provide your comment and support for the Project.
P-64	**Jon Gunther**		
P-64.1	Jon Gunther	I work on Eastlake and bike to work everyday. It is incredibly unsafe for cycling today. The city of Seattle did an extensive study showing that the best route for biking through this neighborhood is Eastlake, not another parallel route. Please build the PBL that has been designed by the city.	Thank you for taking the time to provide your comment and support for the Project.
P-65	**Scott Cooper**		
P-65.1	Scott Cooper	I have comments on two aspects of the RapidRide J Line EA 1) I strongly support the preferred alternative for bike lanes along Eastlake Ave. There is a desperate need for a safe and direct connection between the Roosevelt PBL that ends at the University Bridge and South Lake Union and downtown. That blank spot in the bike map is dangerous and discourages commuting by bike. I have had to change (and lengthen) my bike commute route over to the Westlake PBL out of safety concerns precisely due to the lack of bike infrastructure south of the University Bridge. The lengthier route also means that I commute by bike less often as a result.	Thank you for taking the time to provide your comment and support for the Project.
P-65.2	Scott Cooper	2) With regards to the bus turnaround and layover at the north end, there should absolutely NOT be any buses moving through or parking on NE 67th St. The city and community is investing in a pedestrian friendly environment adjacent to the Roosevelt Light Rail station (and upcoming affordable housing development - Cedar Crossing by Bellwether). NE 67th St should be reserved to maintain optimal pedestrian and bike access to the light rail station, not for bus storage or a bus turnaround. The turnaround at NE 70th St frees up 67th from unnecessary traffic. Bus storage on 67th would create a physical and visible barrier in an otherwise pedestrian-centric environment. Thoughtfully planned layovers on either 12th Ave NE or Roosevelt Way NE would better mitigate that issue.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-66	**No name provided**		
P-66.1	No name provided	I wholly support the addition of protected bicycle facilities to the project area	Thank you for taking the time to provide your comment and support for the Project.

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P-67	**No name provided**		
P-67.1	No name provided	Very excited about this project! I commute by bicycle through this area daily. My employer is located in the southern part of Eastlake and is actively renovating their bicycling facilities to make it more convenient for cyclists. However, employers can only do so much if the infrastructure surrounding them is unsafe. Reducing single occupancy vehicle use through transit and bicycles is one of the most effective ways we have to reduce CO2 emissions and environmental impacts to our communities.	Thank you for taking the time to provide your comment and support for the Project.
P-68	**Zachary Williams**		
P-68.1	Zachary Williams	I'm writing to strongly support protected bike lanes on Eastlake Ave E. My wife and I lived in Eastlake from 2010-2018. We were car-free for about half that time and got around by bike, transit, and carpool. We biked on Eastlake Ave E to get groceries, go to work, and run errands. We were nearly killed by inattentive drivers twice during that time. It was and is terrifying - but we did it because it is the only viable bike route through the corridor. I understand that there is opposition to this project, mainly by privileged home- and car-owners in the area. I strongly believe that, once the project is complete and the benefits are realized, people will wonder what the fuss was all about.	Thank you for taking the time to provide your comment and support for the Project.
P-69	**Kelsey Timmer**		
P-69.1	Kelsey Timmer	I fully support adding bike lanes, pedestrian improvements, and RapidRide service along Eastlake Ave! It will make it much easier and safer to visit restaurants on Eastlake and to go north of the cut to Green Lake and Ravenna. I feel strongly that investing in transit and bike lanes is in line with our City's values of affordability and sustainability. I believe these improvements are also in line with the City's commitment to vision zero. I understand it's not easy, and everyone has different mobility needs, but I feel strongly that we need to protect our most vulnerable users of public space and our natural resources.	Thank you for taking the time to provide your comment and support for the Project.
P-70	**John Lestina**		
P-70.1	John Lestina	The protected Bike lanes would be much more effective if they were provided between the University Bridge and Harvard Ave. Right now, this small stretch would scare off potential cyclists from making the otherwise uninterrupted trip downtown.	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-71	**Nathan Todd**		
P-71.1	Nathan Todd	Hello. I am reaching out to support this project, especially the bike lanes. I ride this area on my bike weekly, and would love some all-ages-and-abilities infrastructure. There is no convenient alternative. Every alternative adds large hills and slows down bike commuters who will not be detoured up and down hills to slow their commute. Make it happen!	Thank you for taking the time to provide your comment and support for the Project.
P-72	**Russell Stuver**		
P-72.1	Russell Stuver	I very much would like to see protected bike lines run along Eastlake as is currently the plan.	Thank you for taking the time to provide your comment and support for the Project.

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P-73	**John Stewart**		
P-73.1	John Stewart	I appreciate the focus on sidewalks and pedestrians in this proposal. Access to transit on Eastlake for people on foot and rolling (using various mobility aids including wheelchairs, etc.) is of critical importance in making transit easy to use, and accessible to all.	Thank you for taking the time to provide your comment.
P-74	**David Lange**		
P-74.1	David Lange	I support the J Line proposal and recommend the following extensions/clarifications. As part of King County Metro's realignment proposal for the opening of the Northgate Light rail station, there is a proposal to terminate the ST 522 route at Roosevelt station instead of it continuing downtown. I see an opportunity for the J Line to take over the ST 522 route starting in the Northshore (Lake Forest Park, Kenmore, Bothell) area joining the current plan at Roosevelt and continuing to East Lake and SLU. Much of the Northshore corridor is already adding BRT lanes for the ST Stride route to the Shoreline South/145th station. I also recommend the route follow the street car route to the Westlake station on light rail on the southern end.	Thank you for taking the time to provide your comment. SDOT and KCM would have the following concerns about extending the Project to serve the Northshore: • Extending the Project to the Northshore area would create a very long route and would likely suffer from poor reliability due to its length. • The SR-522 corridor is already planned to be served by Sound Transit Bus Rapid Transit in the future, which will connect the corridor to Link light rail at NE 145th St. • The Project is intended to be a zero-emissions line served by electric trolley buses and extending trolley wire to the Northshore area would be extremely expensive and not feasible from a cost perspective.
P-75	**Chad Newton**		
P-75.1	Chad Newton	To address the significant existing environmental impacts of automobile usage along the Eastlake and Roosevelt corridors, including localized asthma and global climate destabilization and potential mass extinction events, the Project should maximize access and priority for bicycle and transit users. The entire corridor should provide complete and uninterrupted all-ages & abilities bicycle lanes, and complete elimination of transit speed bottlenecks by measures such as transit-only lanes, traffic-signal priority, in-lane boarding and transit queue jumps. Project proponents should reduce space devoted to movement or storage of automobiles as needed to achieve the transit and cycling priority, even if due to narrowness of right-of-way some sections need to become one-way or closed entirely for general traffic.	Thank you for taking the time to provide your comment and support for the Project.
P-76	**Julie Ralph**		
P-76.1	Julie Ralph	I strongly support better bicycle infrastructure on Eastlake Ave, including protected bicycle lanes. Eastlake is a major corridor between northeast Seattle and the SLU and Downtown neighborhoods, and Eastlake is the only reasonable option for bicycles given the constraints of hills and I5. I currently commute on this route, and Eastlake itself feels very dangerous to bike on - I'm concerned about being doored all the time.	Thank you for taking the time to provide your comment and support for the Project.
P-77	**Laura Vonessen**		
P-77.1	Laura Vonessen	I would *love* better bike access along Eastlake. I used to commute to Fremont via the Burke-Gilman, coming from near Seattle Children's. Now my job is in SLU, but I don't feel safe commuting by bike along Eastlake, so I either go 2 extra miles out of my way to bike along Westlake or take a path that climbs significant hills and ends up sending me home via Montlake.	Thank you for taking the time to provide your comment and support for the Project.
P-78	**Evan Kutter**		
P-78.1	Evan Kutter	I stopped by the REI table to chat and get more details about the project. I'm very much in support of the plan as-is. My wife and I would love the ability to safely bike to businesses along the Roosevelt / 12th and Eastlake corridor, and would replace some car trips to the area with bike or rapid transit. It will definitely cause changes in the way that people drive into the area and park in the area, but I appreciate	Thank you for taking the time to provide your comment and support for the Project.

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		the points made when chatting with the folks here - there's unused capacity in local parking lots and employers along the route will be able to help employees change parking habits. Seattle deserves bold thinking to help improve transit and combat climate change.	
P-79	**Jack Whisner**		
P-79.1	Jack Whisner	Please truncate alignment at Brooklyn Link station; do not extend to Roosevelt Link station. This would take less capital and fewer service hours. Network would attract more riders by providing better access with shorter walks between RR line and Brooklyn Link station, the UW campus, and the retail heart of the U District. in short, brand Route 70 and not former Route 66. It is as if the streetcar dream of former Mayor McGinn live on in the proposal. the transit network needs the transfer walks between frequent bus routes and Link to be minimized. Further, the recent SDOT installation of a cycle track on South Main Street has constrained the Route 70 southern terminal. The network would be much stronger if Route 70 were branded as RR and through routed with Route 7 turnback to and from Mt. Baker only. Route 48 could serve Rainier Avenue South south of Mt. Baker. With routes 70 and 7 TB combined, neither would have to lay in downtown Seattle and their trips would be used more intensively.	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The Project would have a RapidRide station immediately adjacent to the Roosevelt Link station. The Project does not deviate to the east to serve the U District Link station directly because it is designed to travel in a more linear north-south pattern to provide fast connections from the north and south. However, the U District Option assessed in the Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The Project would also connect to Link, Seattle Streetcar, and other RapidRide lines in Downtown providing additional regional connections. Routes 7 and 48 are part of SDOT's Transit-Plus Multimodal Corridor Program with planned improvements to their service by 2024. SDOT has coordinated with KCM for implementation of the bicycle lanes on S Main St to ensure layover is maintained for the existing Route 70 bus service which will be utilized by the Project when the route is upgraded.
P-80	**Daniel Broudy**		
P-80.1	Daniel Broudy	I fully support this project, I especially think we need the protected bike lane and to upgrade the 70 bus to be a RapidRide. I regularly stay in eastlake and commute along Eastlake Ave N both by bike and on the number 70 bus. I stopped biking as much overall because Eastlake Ave N is so unsafe, in many places it felt like I had the choice of watching for potholes, watching for parked car doors and being aware of the cars passing (very close) and that I could only do two of those things at a time. There are many cyclists on eastlake currently (even in winter!) because it is the most convenient and direct route. If we do not build a protected bike lane here a cyclist will die. As for the number 70 bus. It is already a crowded bus, if the projected population growth is correct than busses will start passing people waiting at stops due to a crowded bus and overall commute times will get way worse. This is the current experience on the number 40 bus and it is awful. The upgrade to a rapid ride will remove the stop near my work and I am more than willing to walk more in order to have better bus service on the whole line. At my morning stop there will be 10+ people waiting for the #70 bus after just a few minutes at only one stop. I also commute on the other side of lake union where the number 40 bus has not been upgraded to a RapidRide. It is clear the 70 bus is headed for the overcrowded and decreased quality of service of the 40 if we do not take action now and upgrade the 70 to a rapid ride. Please move forward with this project and build the bike lane!	Thank you for taking the time to provide your comment and support for the Project. The Project would provide increased service frequency over existing transit service in the corridor and would extend the span of service to operate 24 hours per day. Both improvements are expected to reduce overcrowding. Buses would run at 7.5-minute headways (the length of time between transit vehicles arriving at a location) or better during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods. Buses would also run at 10-minute headways during midday and until 10:00 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Additionally, the Project is expected to reduce overcrowding on buses by adding around 60 additional bus trips each day. See Table 2-1, Transportation Elements Summary, in the EA for more information.
P-81	**Benjamin Keller**		
P-81.1	Benjamin Keller	Love this project as it can transform the corridor to a transit and biking paradise. Not concerned with any of the design elements as it will significantly improve my ability to access eastlake and the u-district from Eastern South Lake Union. A bike route will be a major safety benefit to myself and other bike riders on the route as the current 4 lane/2 lane+parking situation encourages dangerous behavior ducking and dodging in and out of the center lanes.	Thank you for taking the time to provide your comment and support for the Project.
P-81.2	Benjamin Keller	Please consider the transfer to the 8, as it is a critical spot for transfers east west. The Northbound stop should be close to denny to facilitate these transfers. Galer St crossing could use a shorter route to cross going north. The 3 step crossing would be a significant impediment to riders using the path. Whenever possible, consider the space and interaction of people waiting for the bus at key stops along the route. Typical days have the route at crush loads both on the sidewalk and on the bus. Added frequency will	Thank you for taking the time to provide your comment and support for the Project. See CR-3 in Table A-1 for more information about bus stops. The nearest proposed RapidRide station to Denny Way is located about 400 feet to the south at Fairview Ave and Boren Ave. You can see a map with the proposed bus station locations on pages 1-7 and 1-8 of the EA. We will consider your comments in final design.

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		help, but space consideration is critical if 20k people are going to be using the route.	
P-82	**Kelly Michel**		
P-82.1	Kelly Michel	Please explain the recourse if we have property damage as a result of the construction vibration.	Thank you for taking the time to provide your comment. If you have concerns about the Project during construction, please contact SDOT. Filing a damage claim to the City of Seattle is handled through the Customer Service Bureau. For more information, see https://www.seattle.gov/filing-a-damage-claim.
P-83	**Kevin Marshall**		
P-83.1	Kevin Marshall	Pedestrians and cyclists are dead, injured, or maimed from cars. Why is this even being debated with NIMBY Parking? Safety of people should take precedence always.	Thank you for taking the time to provide your comment.
P-84	**Paul Chapman**		
P-84.1	Paul Chapman	As we are in a climate crisis, as we have a goal of vision zero, as we seek to improve the liability of our city, please build the Rapidride J line, the dedicated bike paths, and additional mobility improvements. We need to increase the performance of busses in this route. All research shows that dedicated bike lanes increase safety for all. And research shows that dedicated bike lanes improve local business revenue.	Thank you for taking the time to provide your comment and support for the Project.
P-85	**Andrew Watterson**		
P-85.1	Andrew Watterson	As a daily user of Eastlake via bike, I am very supportive of the efforts to include a protected bike lane on Eastlake. This will not only make the road safer for cars, bikes, and pedestrians but open the community up further to access from all forms of transportation. Please continue to invest in bike safety in Eastlake!	Thank you for taking the time to provide your comment and support for the Project.
P-86	**Anna Marie**		
P-86.1	Anna Marie	Please move forward with this project and provide safe bike lanes on Eastlake. Us bike commuters would really appreciate it.	Thank you for taking the time to provide your comment and support for the Project.
P-87	**Trygve Bakken**		
P-87.1	Trygve Bakken	I work in South Lake Union and commute daily by walking, biking, or bus. A robust transit corridor with protected bike lanes along Eastlake Ave will connect our communities to businesses, jobs, and transit networks including light rail. This project can deliver an important step toward Seattle's Vision Zero by smart design of pedestrian and bike movement along roads and through intersections. Please listen to the expert groups who have highlighted this corridor as a top priority for moving more people in a safe, environmentally friendly way that will better connect the Eastlake neighborhood to surrounding communities.	Thank you for taking the time to provide your comment and support for the Project.
P-88	**Ashley Bockman**		
P-88.1	Ashley Bockman	I'm writing in strong support of the proposed changes to the SLU and Eastlake corridors of the Rapid J line. As a frequent pedestrian (walking to work in SLU daily), I am consistently frustrated by the lack of safe crossings at many intersections along Eastlake. I would also like to bike more frequently to work, but find that Eastlake is one of the most dangerous roads to bike on with the constant lane changing and erratic car behavior. I think that because the proposed parking loss would nearly entirely be from	Thank you for taking the time to provide your comment and support for the Project. See CR-1 in Table A-1 for more information about parking.

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		the current areas that are alternatively cleared during rush hour, the greatest impact would likely be on daily commuters who work in Eastlake. The improved transit that would come from this project would likely help that issue, but would require significant outreach to teach people what their transit alternatives are or potentially the addition of a park & ride somewhere along the corridor. Maintenance of drop-off/pick-off locations should be a high priority as well - considering the current issues that occur during dinner service at many of the restaurants along Eastlake ave.	
P-89	**Samuel Van Pelt**		
P-89.1	Samuel Van Pelt	Improving the safety of the pedestrian and bicycle infrastructure is of the utmost importance to residents of the neighborhood. Commuters frequently treat Eastlake Ave and neighborhood streets like highways on their way to / from work and school, putting pedestrian life at risk. Ensuring crosswalks are well marked and guarded from traffic is very important to me as a resident. Ensuring bicycle lanes are well marked and protected is important to me as a resident.	Thank you for taking the time to provide your comment. For more information about bicycle and pedestrian improvements, see Section 2.1.2.1 of the EA. We will consider your comments in final design.
P-90	**Drew Collins**		
P-90.1	Drew Collins	bus lanes and bike lanes are great! more of that. please study the harvard eastlake intersection and how people can make a left turn on their bikes to go up the hill. every day I pass through there and the turn is sketchy, especially with the new posts on the s. end of the university bridge preventing me from changing from bike lane to gp lane as early. it is really a travesty that the shoreline bike / walking path does not cross over near yale requiring folks to go up and down that steep hill. I find it helpful to use the alley just below lakeview to connect to i-5 colonnade and go up to capitol hill, it would be nice to study that as a greenway.	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E. The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. Under the current Project design shown in Appendix I of the January 2020 EA, bicyclists turning onto Harvard Ave E would use proposed improvements including the crossbike green markings and signal phase to facilitate a protected crossing. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-91	**Jessica Lucas**		
P-91.1	Jessica Lucas	I love this route! I'm so happy it's being completed. It is on my commute route and will help when I need to get to meetings downtown, etc.	Thank you for taking the time to provide your comment and support for the Project.
P-91.2	Jessica Lucas	Personally, I support the 67th turnaround. A lot of people biking and walking use 70th because of freeway overpass. While I love my buses, I don't like sharing 70th with them in its current form. Maybe if parking is taken off that street and the bike lane is extended to 12th.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-92	**Vivian Ledesman**		
P-92.1	Vivian Ledesman	Please build bike lane in Greenway on Minor.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-92.2	Vivian Ledesman	I have a chiropractic and physical medicine practice that requires parking on street for people with mobility issues.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.

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P-93	**Kevin Marshall**		
P-93.1	Kevin Marshall	As a commuter to the Eastlake area, the options are very limited. Adaptive Biotech employs hundreds, Fred Hutch employs thousands. The 70 bus is always congested, crowded, and lacking in service. Will somebody please consider the business impact by denying thousands of individuals access to their jobs? This corridor service would serve minorities and working class people. The NIMBY contingent needs to start paying for their parking. Cars and parking spaces kill people.	Thank you for taking the time to provide your comment.
P-94	**Bry Osmonson**		
P-94.1	Bry Osmonson	I support the RapidRide J project with bike lanes on Eastlake Ave. As someone who used to bike commute between northeast Seattle (Wedgwood/U-District) and an internship downtown, I have used Eastlake many many times. It is terrifying. It is objectively dangerous, with potential safety risks at nearly every intersection and midblock. Street parking, TNC drop off/pickup, and vehicle speeds cause egregious safety concerns. The loss of on-street parking is not a concern to me. If people choose to own vehicles, they should store them on their own property rather than in public rights of way. Streets are for the movement of people and goods. Transit reliability and reduced travel times is one of my primary concerns: the better transit service is, the more people will use it.	Thank you for taking the time to provide your comment and support for the Project.
P-94.2	Bry Osmonson	I recognize the Section 4(f) impacts to Ravenna Boulevard and the Seattle public park in its planted median. This area is beautiful and important to the community for recreation and historical/cultural purposes, but I believe the benefits of this project far outweigh the minimal impacts.	Thank you for taking the time to provide your comment.
P-95	**Katie Gillespie**		
P-95.1	Katie Gillespie	Hi, I frequently bike along Eastlake from the University bridge into downtown. Currently, biking along Eastlake requires biking among cars in a 4-lane road, or going up and down through the alleys to the west. I would very much support the addition of bike lanes along Eastlake to make this safer for bikers and simpler for cars.	Thank you for taking the time to provide your comment and support for the Project.
P-96	**Nathaniel Mote**		
P-96.1	Nathaniel Mote	I use a bicycle to travel around the city whenever there is a safe route to do so. I am comfortable mixing with car traffic, but only to a certain extent. Unfortunately, the existing infrastructure in Eastlake is not friendly to bicyclists. This means I either avoid the area altogether (often by taking the Burke Gilman Trail to the Westlake Cycle Track), or make my trips to the area by car. Don't listen to the people claiming that because bicyclists make up a small percentage of the population that we shouldn't make room for them. Bicyclists are relatively rare *because* of the poor bicycle infrastructure throughout the city. Improving this infrastructure, and improving transit, will decrease the need for single occupancy motor vehicles, keep congestion at bay, and improve safety. Eastlake is an important corridor and adding a protected bicycle lane there would increase bicyclist accessibility to the city as a whole. I support the changes in this proposal.	Thank you for taking the time to provide your comment and support for the Project.
P-97	**No name provided**		
P-97.1	No name provided	I fully support the protected bike lanes along Eastlake Ave. The project covers the majority of my bike commute from Wedgwood to Downtown, and would make it much safer for the hundreds of bike commuters who ride that route with me every day. In addition, a PBL would make it easier for casual cyclists to get to restaurants and shops on Eastlake. I stopped frequenting restaurants in Eastlake after I found it too difficult for friends who are less experienced cyclists to ride on the road or follow the "trail" along Fairview. Even though it's out of our way, we've opted for safer, bike friendly places along the	Thank you for taking the time to provide your comment and support for the Project.

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		Burke Gilman trail instead. I'd love to be able to meet friends before and after work in Eastlake. I'm also thrilled about the RapidRide from Roosevelt to Downtown. It will be nice to have a quick north-south transit option for the northeast side of the city.	
P-98	**Nicholas Etheredge**		
P-98.1	Nicholas Etheredge	I fully support the protected bike lanes on Eastlake Ave. We are in a climate crisis and urgently need more non-car infrastructure that allows people to get around safely without a car. Eastlake Ave is a hugely critical link in the city's BMP. Our streets are becoming more dangerous because we keep allowing cars to dominate. Please push this great project forward with the PBL's in as designed.	Thank you for taking the time to provide your comment and support for the Project.
P-99	**William Gagne-Maynard**		
P-99.1	William Gagne-Maynard	I strongly support the development of this RapidRide and associated bike lane down Roosevelt to Downtown Seattle.	Thank you for taking the time to provide your comment and support for the Project.
P-100	**James Rengar**		
P-100.1	James Rengar	RapidRide Roosevelt Project and bike lanes--I live just off of Eastlake on Yale---Problems I'm anticipating include: increased gridlock on Eastlake an already gridlocked street (even worse when the UW bridge goes up), Eastlake will become a retail dead zone just like Roosevelt, parking will shift into neighborhoods making street parking even worse for citizens, service vehicles will have an even more difficult time navigating Eastlake (police cars, ambulances, trash, delivery vehicles, taxis, UBER, LIFT among many others), increased gridlock causes increased pollution from vehicles, decreased stops for regular bus routes, the Eastlake community will become "ride though" part of town and businesses will be hurt , loss of parking will hurt businesses in my neighborhood.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. Traffic volumes and congestion are expected to increase, but traffic operations with the Project would be similar to the conditions without the Project. Travel patterns and roadway operations would adjust along the corridor as more people use transit and roadways are modified with the Project's transit improvements. As a result, some intersections would experience lower amounts of delay while others would increase. Intersections operating at the lowest levels of service are primarily located in the Downtown and South Lake Union neighborhoods. The University Bridge openings have a minor impact on overall reliability and transit speed, and Project improvements along the corridor would help ensure the schedule is maintained. For more information on the traffic analysis performed for the Project and bridge openings, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C.
P-101	**George Thomas**		
P-101.1	George Thomas	I commute by bike/bus between downtown and the UDistrict, and when biking I avoid Eastlake Ave E because it's unsafe to share the lanes with traffic. I definitely would bike more frequently if protected bike lanes connected downtown to the UDistrict.	Thank you for taking the time to provide your comment and support for the Project.
P-102	**Connor Toth**		
P-102.1	Connor Toth	I ride my bike all around the city because it's the healthiest option for me. The bus provides an excellent backup for travel along this corridor when I am not feeling up to riding my bike, thus making my ability to travel more resilient. To this end, I highly support the bicycle lanes for this project and also have a relatively high degree of support for the bus lanes as well.	Thank you for taking the time to provide your comment and support for the Project.
P-103	**Matthias Baer**		
P-103.1	Matthias Baer	I try to bike to work from NE Seattle to SLU. I've tried biking on Eastlake but it feels incredibly dangerous. Bad pavement, high car speeds, etc. it's much more comfortable just driving, which is of course a bad outcome for the city in terms of traffic and environmental impact. If there was a safe bike route and/or a faster bus, I would use both.	Thank you for taking the time to provide your comment and support for the Project.

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P-104	**Henry Milannder**		
P-104.1	Henry Milannder	I don't like how the bike lane goes from east curbside between NE Campus Parkway and NE 43rd St to the west curbside thereafter. I get that it should connect on the same side as the Roosevelt station, but I don't think it should shift at 43rd, but farther north at the NE Ravenna Boulevard instead. That is such a more pleasant intersection to crossover on, and it makes sense to cross over there since there are other east and westbound bike lanes someone might want to potentially turn onto.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-105	**Kody Zalewski**		
P-105.1	Kody Zalewski	I strongly support the installation of bike lanes along Eastlake Ave. as part of the Rapid Ride project. Riding along this corridor several times per week leaves me crossing (and then sitting in) several lanes of busy traffic past the Eastlake bridge if I take a left-turn onto Harvard on my bike. This is the main thoroughfare to move between Capitol Hill and the U District/Roosevelt so I can't be the only one who feels this way. Traveling downtown along Eastlake leaves me with close brushes alongside vehicles as well. Eastlake south of the cut is the most dangerous stretch of road in the entire city in my honest opinion and desperately needs bike lanes to accompany the project.	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E. The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. Under the current Project design shown in Appendix I of the January 2020 EA, bicyclists turning onto Harvard Ave E would use proposed improvements including the crossbike green markings and signal phase to facilitate a protected crossing. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-106	**Fabio Governato**		
P-106.1	Fabio Governato	I support a protected bike lane along Eastlake as part of the rapid ride project. It will help me moving from Downtown to the U-district and Capitol Hill	Thank you for taking the time to provide your comment and support for the Project.
P-107	**Matthew Sweet**		
P-107.1	Matthew Sweet	Definitely prioritize curb bulbs, ADA compliance, and upgraded overhead wire. I hope that all street parking in the bus right of way is removed in order to aid in achieving the projected head times, dedicated bus lanes with staggered traffic signalling would greatly improve timings, especially from mercer up through the university bridge.	Thank you for taking the time to provide your comment. Transit signal priority has been added throughout the corridor where it adds Project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes. We will consider your comments in final design.
P-107.2	Matthew Sweet	Having new sidewalks entirely on the length of Eastlake Ave would be a great accessibility help in conjunction with the ADA curb bulb additions.	Thank you for taking the time to provide your comment. The Project will upgrade approximately 200 curb ramps to meet ADA requirements. For more information about pedestrian improvements, see Section 2.1.2.1 of the EA.
P-108	**Dave Lange**		
P-108.1	Dave Lange	New route from Roosevelt to western UW to SLU is a good corridor and could use the ST522 route (changing with Northgate Link opening) to go further north to Bothell. In SLU follow the streetcar to Westlake.	Thank you for taking the time to provide your comment. While the Project would use Fairview Ave N through South Lake Union there will be connections to the streetcar near Yale Ave N and Virginia St. For more information on alternatives development, including the consideration of trolley, see Section 1.3.1 of the EA.
P-109	**Kelly Rosecrans**		
P-109.1	Kelly Rosecrans	Hello, Not sure how to submit questions besides this email address, hope so I hope this reaches someone! I have some questions regarding the proposed J line. We live in a little house on the corner of 12th Ave and 63rd, so we'll have a front row seat on this whole deal. Generally, as a daily bike commuter to downtown on this corridor, I'm very excited for the bicycle improvements, especially along Eastlake where I don't feel safe riding at all. But there are some parts of the proposal where we would appreciate some further explanation.	Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. During final

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		1) One random block of non-PBL - "Between Harvard Ave E and the University Bridge, bicycle lanes would not be protected from vehicular traffic and would connect to the existing PBLs across the bridge." Why? Some of those white flexible bollards would be nice if nothing else	design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-109.2	Kelly Rosecrans	2) Bike lane north of University Bridge / left side of road - There is a lot of information on the decisions surrounding the protected bike lane on Eastlake, but almost nothing on the decision process for the lanes north of the bridge. I'm not sure I love the idea of the bike lane being on the left side of the road going northbound. The project webpage says that the reason for this is to be "consistent with city guidance", but it still feels uncomfortable to me to be riding next to the fastest lane of traffic on this road, on the side where drivers are never looking for bikes. Drivers are more familiar with bikes on their right; it's more predictable for everyone. Drivers turning left off of 11th/12th Ave won't look left to see if bikes are coming. Hello, left hook. And, if the city guidance is driving the decision, then why does the bike lane on Roosevelt southbound (also a one-way) stay to the right, and not the left "per guidance"? The lanes to the right of the bus islands work great going southbound, why can't we replicate that going northbound? I think there are just 2 bus stations to weave around behind north of 43rd, so the design challenge doesn't seem huge. Further, north of 65th, where the project ends, won't the bike lane need move back to the right? How are we handling that? I just don't understand why we're adding the complication here. 3) Bike lane crossover at 43rd - If there's no way around the left-side design, I think it's important to have a traffic light phase dedicated to bikes crossing over left. If there isn't, I guarantee that none of the bikes are going to wait through two red lights to use a turn box. They are just going to merge across the two lanes of traffic to get over to the left, which will be scary for cars as well as the other bikes. Maybe you haven't ridden this stretch at rush hour, but most of the dudes riding are pretty agro (read: impatient).	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to the most current SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-109.3	Kelly Rosecrans	4) Stretch between Ravenna and 64th (Whole Foods) - Cars and buses fly along this residential stretch in front of our house at 45 mph because there are no lights or stop signs to slow them down until 65th. The current proposal seems to have the buses in the lane farthest to the right. This creates an issue because the eastbound (right) side of the street has a very busy but relatively narrow sidewalk with no grass parking strip separating the walking space from the curb, so you're walking within a foot of the curb. I and many of my neighbors walk that stretch daily to go to Whole Foods. We really feel that there needs to be some buffer between the pedestrians on this sidewalk and the huge buses that whip along that stretch at 45 mph. Right now, the parked car lane provides a safety barrier, but the J-line proposal shows the buses running right up against that sidewalk, which sounds super scary and dangerous. It seems like there are a few options to mitigate this issue, and we really encourage you to consider these: 1. Rather than have both the bike lane and parked car lane on the left side in that stretch, move the parked car lane to the right to maintain the current buffer (possibly the bike lane too if the design is reconsidered). This seems like the most straightforward and effective option. 2. Widen the sidewalk, maybe add a parking strip to provide some separation. 3. Emphasize the speed limit between Ravenna and 65th, especially given the residential nature of those blocks. 4. Add a stop sign, or at least flashing lights at the current "yield to pedestrian" crossing at Whole Foods (64th). It's amazing how few cars/buses even try to stop, usually because they're going too fast. This would not only improve safety at that crossing, but also would slow down traffic as it travels up that stretch.	Thank you for taking the time to provide your comment. See Appendix I, Conceptual Design Drawings, for information on Project improvements along the corridor. SDOT will share additional information through the Project website, listserv (electronic mailing list for the Project), and events as it becomes available, and encourage you to share your feedback on Project design as it progresses. We will consider your comments in final design.

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P-109.4	Kelly Rosecrans	5) OCS Poles - Since there are only existing lighting poles on the west side of 12th on our block, we are guessing that you'll be putting in poles on the sidewalk in front of our house. Will we be involved in this process and informed of the location in advance? You can probably imagine that placing a pole just a few feet in one direction or the other might make a huge difference to the viewscape out our windows.	Thank you for taking the time to provide your comment. The OCS pole locations will be defined during detailed design and will consider adjacent property impacts. SDOT will share additional information through the Project website, listserv (electronic mailing list for the Project), and events as it becomes available, and encourage you to share your feedback on Project design as it progresses.
P-109.5	Kelly Rosecrans	6) Vibration damage (see noise/vibration report section 5.4.1 Building Damage). Our address is on the list in Appendix A of the noise/vibration report (App D to the main report) for "potential for building damage due to construction vibration." Two questions: 1) What can we do if damage occurs? That doesn't seem to be addressed. And 2) Why/how is a similar house doors two up from ours on the same road not susceptible to similar damage? It isn't clear from the report.	Thank you for taking the time to provide your comment. If you have concerns about the Project during construction please contact SDOT. Filing a damage claim to the City of Seattle is handled through the Customer Service Bureau. For more information, see https://www.seattle.gov/filing-a-damage-claim. The methodology for assessing vibration impacts is described in Section 3.6 of Appendix D, Noise and Vibration Technical Report, in the EA. Vibratory compaction within 26 feet of a structure has the potential to cause cosmetic building damage because of large vibratory rollers used during paving. These impacts would be minimized or avoided through the implementation of mitigation measures included in the construction vibration control plan.
P-109.6	Kelly Rosecrans	7) 63/64X/76X buses - Out of curiosity more than anything... but when I don't bike because it's pouring or I need to carry something bulky to work, I never take the 67 or 70 bus. The vast majority of Roosevelt residents seem to use the 63/64X or 76X to get downtown. Why are these bus lines not mentioned anywhere in the analysis as travel alternatives?	Thank you for taking the time to provide your comment. The Project would provide connections within and between Roosevelt, University District, Eastlake, South Lake Union, and Downtown. While routes 63/64X and 76X connect to Downtown, they don't offer connections to Eastlake and only operate during peak hours. In many cases, people who just want to pass through Eastlake to downtown Seattle will choose to ride Link light rail. While a primary design consideration of the Project is to connect to other major transit modes like Link light rail and the Seattle Streetcar, the Project is also designed to help complete the City of Seattle's transportation network for transit, bicycle and pedestrian modes and better connect individual neighborhoods.
P-110	**Ann DeMaris Davids**		
P-110.1	Ann DeMaris Davids	After attending the 1/29/20 Starbucks drop-in session I was encouraged to write down my thoughts about what are probable impacts if the plan goes forward. I was able to look at a drawing of the area directly impacting my clients coming to see me in my office at the Areis Building (2366 Eastlake Ave E). There is no street parking left on Eastlake and the nearest bus stop is way down around E Lynn St which is a long walk for clients with mobility issues. Adding a stop to be close to the Tops (K-8) School would at least shorten the walk for clients coming to the Areis Building. Today I noticed as I walked back from the drop-in session 2 people using walkers, one person on crutches and another walking with a cane. The Areis Building, where I practice psychotherapy, contains many different types of businesses along with lots of health and well-being practitioners (naturopaths, acupuncturist, massage therapists, psychotherapists, and more). Many clients/patients come for short appointments (30min – 90min) and need the ability to get into the building without difficulty. Bicycling for people with limited mobility is not an option; ride shares such as Uber and Lyft can be pricey for people on a limited budget; riding a bus and needing to stand waiting for it or left with more than a block walk from it can be untenable. Thus this project will negatively impact both people with limited income streams (socioeconomics) and decrease the possibility of people with mobility issues (disabled long-term and/or temporarily). Please think about putting a bus stop in front of Tops (between E Louisa and E Roanoke). Ensure that the Areis Building clients/patients will be able to access the building – there is a need for medical loading – when people have mobility issues (walkers, canes, crutches and wheelchairs). Please reconsider taking all of the parking off Eastlake. Leave one side for parking as they did in the Wedgwood neighborhood along 35th Ave NE.	Thank you for taking the time to provide your comment. See CR-1 and CR-3 in Table A-1 for more information about parking and bus stops. We will consider your comments related to bus stop locations in final design. Regarding impacts to low-income people, as noted in Section 3.2.1 of the EA, the Project would result in several benefits, including improved transit speed and reliability, expanding connections to neighborhoods and transit, and bicycle safety. These benefits would apply to a greater degree to low-income populations and others who depend on transit. The transit, bicycle, and pedestrian improvements would help to maintain movement in the corridor neighborhoods, which are identified for high growth and expected to become more congested. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.

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		Maintaining parking on one side of Eastlake would help to keep the Areis Building more accessible for clients who struggle with walking long distances and/or can't stand for long stretches of time (waiting for bus).	
P-111	**Richard Browning**		
P-111.1	Richard Browning	I support protected bike lanes on Eastlake.	Thank you for taking the time to provide your comment and support for the Project.
P-112	**John Davis**		
P-112.1	John Davis	I'm very excited for this infrastructure to go in! If I didn't already own a car before moving to Seattle, I wouldn't bother getting one. I suggest emphasizing the short (7-min.) delay times and the ability to live anywhere within the Roosevelt-to-downtown corridor (and from downtown out to Redmond/Bellevue, Queen Anne/ Ballard, Alki, wherever the link lines are going) in advertisements, like in the "12 min. to downtown" ad in Roosevelt. Millennials value convenience and streamlined, easily understandable routes.	Thank you for taking the time to provide your comment and support for the Project.
P-113	**Jonah Reeves**		
P-113.1	Jonah Reeves	I am a fan of this project. I live on Capitol Hill, and visit my dentist, physical therapist, and restaurants + cafes in Eastlake. I get there on my bike. LOVE the protected bike lanes.	Thank you for taking the time to provide your comment and support for the Project.
P-113.2	Jonah Reeves	My biggest request, and something I consider a key enabler for this project: DESIGN DELIVERY ZONES THAT ARE USABLE AND EFFECTIVE. Leaving the center turn lane open completely means it's going to be used as a loading zone, which is a horrible experience for pedestrians- it reduces sight lines, and leaves delivery people crossing two lanes of traffic.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-114	**Zach Wurtz**		
P-114.1	Zach Wurtz	Please consider adding an east-west traffic signal to the existing east-west pedestrian signal (or "holy-signal") and the existing north-south traffic signal on the corner of Boston & Eastlake. Traffic coming east (up the hill) is blocked by the construction of the new office building on the NW corner.	Thank you for taking the time to provide your comment. The Project would upgrade 33 signalized intersections with traffic signals (including transit signal priority and/or adaptive signals) with 5 transit queue jumps. A traffic signal improvement is currently not proposed at Eastlake Ave E and E Boston St. See Section 1.3.2.2 of the EA and Appendix I, Conceptual Design Drawings, for more information about traffic signals. We will consider your comments in final design.
P-114.2	Zach Wurtz	Please consider making Boston a one-way (eastbound) and Lynn a one-way (westbound). Between Eastlake and Boylston (Freeway on Ramp).	Thank you for taking the time to provide your comment. The Project does not propose improvements on E Boston St, which is outside the Project area.
P-115	**Nancy Helms**		
P-115.1	Nancy Helms	Consider adding metered parking for a block or two on either side of Eastlake in the core business district. City-wide, SDOT should look at increasing the cost of RPZ permits to incentivize reduction in the # of vehicles per household.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-116	**Greg Barnes**		
P-116.1	Greg Barnes	RapidRide bus through Eastlake is great. A protected bike lane through this restricted corridor is essential, unless you're going to pay megabucks to construct a floating route on the shoreline.	Thank you for taking the time to provide your comment and support for the Project.
P-116.2	Greg Barnes	It would be good if there was a bus connection from Eastlake directly to the UW campus, not 4/5 blocks away	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. The University of Washington was involved in selecting the

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			Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their final destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations. As compared to the Project proposed in the January 2020 EA, the U District Option proposed in the Supplemental EA would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.
P-116.3	Greg Barnes	The only downside I see is loss of parking, but I believe moving parking to side streets, accompanied by an hourly limit + residential permit system is an equitable solution. Parked cars can move to side streets, but bikes and buses don't have an alternative.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-117	**Brian Bocksch**		
P-117.1	Brian Bocksch	Probably a comment for SDOT, but the un-signaled crosswalk at NE 67th & 12th Ave NE should be upgraded to a flashing beacon crosswalk. This crosswalk will be the main crosswalk for Roosevelt Highschool students crossing from Link t school. Currently there is no signal and no stop. Speeds are high & much of the school year is during dark months. A flashing beacon crosswalk at this location would improve safety for our students.	Thank you for taking the time to provide your comment. The Project would upgrade 33 signalized intersections with traffic signals (including transit signal priority and/or adaptive signals) with 5 transit queue jumps. A traffic signal improvement is currently not proposed at 12th Ave NE and NE 67th St as part of this Project. See Section 1.3.2.2 of the EA and Appendix I, Conceptual Design Drawings, for more information about traffic signals. We will consider your comments in final design.
P-118	**Matthew Hsich**		
P-118.1	Matthew Hsich	I support public transportation.	Thank you for your comment and support for the Project.
P-119	**Glenn Buhlmann**		
P-119.1	Glenn Buhlmann	1. For the section on Fairview between Ward & Yale where bikes and peds must mix, this must be fixed. Either find a way to narrow auto lanes and/or acquire a few feet of private parking lot to allow separated bike/ped access. Mixing peds & bike makes everyone unhappy, needlessly creating conflict, any shoreline permits/etc. already must be done for the section just to the South, so extend it 1 block North & the only cost change is primarily land acquisition.	Thank you for taking the time to provide your comment. There is limited right-of-way in this section to address separating bicycle and pedestrian access. We will consider your comments in final design.
P-119.2	Glenn Buhlmann	2. Stop using LOS!! It has not been a valid concept for a long time!!!	Thank you for taking the time to provide your comment. As described in Section 2.1.2.1 of the EA, level of service is a qualitative measurement of intersection operation based on control delay used in traffic analysis. Several other factors are considered in the evaluations in addition to LOS.
P-119.3	Glenn Buhlmann	The justification to switch PBL from E to W side of street to avoid bus interactions is just not worth it. Nobody expects left side PBLs, just look at all the problems we currently have on 4th Ave. Not to mention quite a few bicyclers will be going to/coming from U. District to the west & this adds a crossing for them. Avoid switching sides for PBLs at all costs.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.

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P-120	**Ian Crozier**		
P-120.1	Ian Crozier	I am strongly in favor of this project. I have been traveling this route by bike and bus for 10+ years. I love the businesses on Eastlake and wish I felt safer reaching them. Instead I typically avoid Eastlake if possible due to the generous road design. I have been hoping for this project since I was a teenager.	Thank you for taking the time to provide your comment and support for the Project.
P-120.2	Ian Crozier	I am concerned about the narrow shared sidewalk for peds + bikes south of Yale. That section, close to SLU and the lake will be very popular for walking. The City should acquire adjacent property to build the proper ped/bike facility for that level of traffic. The system is only as good as its weakest link. We need these improvements ASAP! Not 2024.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. There is limited right-of-way in this section to address separating bicycle and pedestrian access. We will consider your comments in final design.
P-120.3	Ian Crozier	We need these improvements ASAP! Not 2024.	Thank you for taking the time to provide your comment. Construction is anticipated to start by 2024 and service is expected to start as soon as 2026.
P-121	**Jennifer Bale**		
P-121.1	Jennifer Bale	All RapidRide stops should have both (solar-powered) trash + recycle receptacles. The proposed stop at the Ravenna site only has a proposed trash receptacle. All RapidRide stops should integrate vertical gardening (self-sustaining, hydroponic) systems to the structures. See attached for examples.	Thank you for taking the time to provide your comment. See Section 1.3.2.2 of the EA for more information about RapidRide station design. We will consider your comments in final design.
P-122	**M. Taran**		
P-122.1	M. Taran	Top priorities: ped & transit rider access, direct and convenient accommodate actual ped. Traffic paths.	Thank you for taking the time to provide your comment.
P-122.2	M. Taran	Long term: Look at implementing the existing city ROW across Mallard Cove (Cheshiahud Loop) to accommodate ped. & bicycle through traffic.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-122.3	M. Taran	Put stops close as physically possible to LINK stations. Look at the RHS student traffic directly from the front of the school.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The Project would have a RapidRide station immediately adjacent to the Roosevelt Link station. The Project does not deviate to the east to serve the U District Link station directly because it is designed to travel in a more linear north-south pattern to provide fast connections from the north and south. The Project would also connect to Link, Seattle Streetcar, and other RapidRide lines in Downtown providing additional regional connections. As compared to the Project proposed in the January 2020 EA, the U District Option proposed in the Supplemental EA would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.
P-123	**Carey LaMothe**		
P-123.1	Carey LaMothe	There is mention of protected bike lanes. I am in favor as long as they don't replace lanes for cars. Bike riders don't pay cars tabs and licensing fees. They are a small population who contributes less as far as transporting children, elderly, equipment, etc. They are detrimental to traffic flow.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-123.2	Carey LaMothe	Re: Storm drains. Is there a way to direct water into the ground instead? Street runoff is polluting, and drains serve as a way for RV dwellers to contaminate our waterways.	Thank you for taking the time to provide your comment. Projects in Seattle that drain to waterbodies and drain through the combined sewer system to the treatment plant must comply with the Stormwater Code. See Section 2.5.2 of the EA for more information on stormwater/water quality improvements.

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P-123.3	Carey LaMothe	Funding for trolley wire: this only makes sense if it is being funded federally for Zero Emissions. Is this funding source secured?	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor. The Project is pursuing Federal Transit Administration Small Starts funding, which will contribute to the trolley wire extension along with local matching funds.
P-124	**Zach Deeds**		
P-124.1	Zach Deeds	I fully support this project - especially the bike lanes. Without this section of bike lane there is no safe, reasonable option to bike in a protected lane from UW/Northeast Seattle to the downtown core and South Seattle. Many bikers (including myself) still take this route and feel very at risk riding with the high speed cars on this arterial. Very few of these bikers are families or "non-professionals" (think spandex). Let's encourage our city to bike by building a connected network of safe and sensible bike lanes!	Thank you for taking the time to provide your comment and support for the Project.
P-125	**Hai Nguyen**		
P-125.1	Hai Nguyen	I used to live on Eastlake near Voxx coffee off of Lynn St and ride my bike to UW for grad school every day, and it was never a safe route with lots of close calls and the switching of lanes made things more difficult for cyclists. My roommate was hit on this route by a car turning across the lane. Things have only gotten worse and I no longer use this route preferring to go up and over on 10th or down to westlake as cars have gotten more aggressive and impatient. It has long been needed to make the Eastlake corridor more bike and bus centric as a major arterial through to the new growth in eastlake is less car centric than ever.	Thank you for taking the time to provide your comment and support for the Project.
P-126	**Nick van den Heuvel**		
P-126.1	Nick van den Heuvel	I agree with the assessment that PBLs are needed on Eastlake Ave E. This will increase the amount of street space dedicated to moving people instead of storing personal property. I currently live in the U District and have to bike across Fremont Bridge in order for a safe route downtown. I have no safe routes to Eastlake businesses. I look forward to that changing, along with improved bus service along this corridor.	Thank you for taking the time to provide your comment and support for the Project.
P-127	**Kate MacFarlane**		
P-127.1	Kate MacFarlane	I am writing to express my strong support for this project, especially the protected lane components. Although I do not live in Eastlake, I regularly travel to and through the neighborhood, and anticipate that I would do so more frequently if/when this project is built. Eastlake Ave is the only viable option for a safe, direct bike route from Downtown/SLU to the University District and Northeast Seattle, and I urge SDOT not to waste this valuable opportunity. In particular, I strongly support the removal of on-street parking along Eastlake to make room for safe bike lanes and bus priority. Private car storage should be the lowest priority along this vital transportation corridor. I frequent businesses along Eastlake and do not anticipate that lack of on-street parking would discourage me from doing so. If anything, safer bike access and better bus frequency would bring me to Eastlake businesses more often. Studies consistently show that businesses overestimate the share of their customers who arrive via car, and underestimate the share of customers who arrive via walking, transit, and biking.	Thank you for taking the time to provide your comment and support for the Project.

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P-128	**Nathan Messer**		
P-128.1	Nathan Messer	I fully support the RapidRide J and the Protected Bike Lane along Eastlake. My family and I ride through this neighborhood currently, and we use the sidewalks because it's not safe nor comfortable for my 8yo son to ride in the street. Any parallel street is up or down a steep hill and therefore not a viable option for cyclists. We would be far more likely to utilize more businesses on eastlake if they were safe for us to get to. The curb space utilization study shows that street parking has little turnover and long stays, indicating that these businesses in the area aren't being much served by the parking. Please move forward with this project!	Thank you for taking the time to provide your comment and support for the Project.
P-129	**Robert Getch**		
P-129.1	Robert Getch	Please provide dedicated bus and bike lanes with adequate loading, timed parking zones, and ADA parking spots along side streets. The public ROW is to be shared with all modes.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-130	**Elizabeth Day**		
P-130.1	Elizabeth Day	Eastlake is an important bicycle connection for the entire eastern half of the city. Implementing these bike lanes would encourage more cyclists to bike to work and for errands, especially as this is an excellent connection to downtown and SLU for people living in the NE part of town. Decreasing space for cars is a positive effect on the environment, as we need to move to more carbon neutral ways of getting around as we are currently in a climate CRISIS. Not building these lanes and making more space for buses and bikes would have a negative effect on the environment, and that should be considered if this goes to an EIS.	Thank you for taking the time to provide your comment and support for the Project.
P-131	**Stephen Antupit**		
P-131.1	Stephen Antupit	Support project design and urge exemption of 4(f) considerations as de minimus impacts. Existing crossings and excessive pavement should be recaptured for ped space, sidewalks, curb extensions, and additional crosswalks. Adding and/or restoring green space in Ravenna Boulevard median should include rain gardens and/or bioswales (i.e., GSI). In particular, the NE corner of 11th NE at Ravenna Boulevard intersection can accommodate a substantial GSI element, by eliminating the free right turn GP traffic lane and expanding the curb westward into 11th Ave NE. This will substantially reduce the E/W ped crossing distance of 11th Ave NE on the north side of Ravenna Boulevard. All other opportunities to extend curbs with bulbs, extensions, and islands should be constructed throughout the project area, including, but not limited to the Boulevard. Take advantage of all opportunities to Consolidate/eliminate power powers, overhead wires (for street lighting, traffic control, electrical distribution lines and residential power service drops) as well as Traffic Control Cabinets and other visual clutter/accessibility impediments.	Thank you for taking the time to provide your comment. SDOT is working to minimize impacts within the Ravenna Boulevard park resource and historic resource during construction when locating new transportation-related facilities. SDOT's overall goal is to limit impacts to the park boulevard and surrounding grass and trees, and maintain the existing look and feel of Ravenna Boulevard to the greatest extent possible. See Section 1.3.2.2 of the EA for more information about the Ravenna Boulevard park resource. Existing utility poles would be used where feasible south of the University Bridge to minimize the number of new overhead contact system poles. As design progresses, SDOT would work with Seattle City Light and other utility providers as part of the utility relocation plan. We will consider your comments in final design.
P-132	**Zoe Hoster**		
P-132.1	Zoe Hoster	I am enthusiastically in favor of the Rapid J and bike lanes on Eastlake! What a fantastic improvement for the neighborhood to be free of multiple lanes of fast-moving car traffic, and to gain a good bus route and bike lanes. For me personally, I will be much more likely to visit restaurants and businesses in Eastlake (from my home in Capitol Hill) because I will be able to bike there safely. Can't wait for this to happen!	Thank you for taking the time to provide your comment and support for the Project.

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P-133	**Alejandro Gonzalez**		
P-133.1	Alejandro Gonzalez	I am for this proposal. It should have started a long time ago, because it can provide a much faster trip from the UW to South Lake Union.	Thank you for taking the time to provide your comment and support for the Project.
P-134	**No name provided**		
P-134.1	No name provided	Public transportation is so important. I am so excited about this project and how it will help make my travel around the city easier and safer. Why hasn't it started yet?	Thank you for taking the time to provide your comment and support for the Project. Construction is anticipated to start by 2024 and service is expected to start as soon as 2026.
P-135	**Michael Bjork**		
P-135.1	Michael Bjork	I fully support this RapidRide J project and especially the safe cycling infrastructure it will add as shown at this level of design. I live in Wallingford and would use these new bike lanes to get to and from work, as well as visit local businesses along the corridor. I hope to see a continuous, unbroken protected bike facility from Roosevelt Link Station to South Lake Union built as part of this project; particularly along the Eastlake segment where parallel facilities are not as convenient, accessible, or easy to use. My two main concerns are watering down or removal of key bicycle components through the public process and	Thank you for taking the time to provide your comment and support for the Project.
P-135.2	Michael Bjork	the lack of a J Line station around 55th Street. There's currently a 10-block gap between 60th and 50th stations.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design.
P-136	**Jared Howe**		
P-136.1	Jared Howe	I like this plan!	Thank you for taking the time to provide your comment and support for the Project.
P-137	**Lindsey Beadle**		
P-137.1	Lindsey Beadle	I am SO PLEASED to see protected bike lanes on the plan for Eastlake. I am actively NOT riding my bike from lake city to first hill to work via Eastlake because Eastlake is so dangerous to ride. Instead I CLIMB up to Broadway and then slightly down to work. I am also pleased to see bus transport prioritized. I'm sorry to hear that there will be a loss of parking spots. I do feel that is the direction we are and should be headed. Seattle is so constrained by geography, green space, and structures that we can no longer build for car-centered transportation.	Thank you for taking the time to provide your comment and support for the Project.
P-138	**Nate Cain**		
P-138.1	Nate Cain	Fully support any plans for protected bike lanes on Eastlake!	Thank you for taking the time to provide your comment and support for the Project.
P-139	**Nancy Helm**		
P-139.1	Nancy Helm	I fully support this entire project. Eastlake needs both rapid-ride bus service and protected bike lanes. I cycle for transportation and look forward to being able to ride on Eastlake.	Thank you for taking the time to provide your comment and support for the Project.
P-140	**Nathan Machida**		
P-140.1	Nathan Machida	Eastlake Protected Bike Lanes: These are absolutely essential to create a viable cycle commuting route from East Wallingford and the Roosevelt corridor to SLU and Downtown. Using the Burke-Gilman, Fremont Bridge, and Westlake Cycle Track is too circuitous for the entry level bike commuter. If you want to create some parking spaces, remove the center turn lane and prohibit lefts for certain stretches. Retain the protected bike lanes, they are crucial.	Thank you for taking the time to provide your comment and support for the Project.

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P-140.2	Nathan Machida	11th Ave Protected Bike Lane - Why switch sides of the road? Forcing cyclists to wait for the 43rd signal or to press them into switching sides is asking for conflict with vehicles. The crosswalk signal phases are so long at present, it would create a real queue of bikes. Considering road geometry, having them switch sides at 41st might make more sense - would not have to be a right angle.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-140.3	Nathan Machida	Roosevelt and 45th - Losing the bus lane there would appear to be detrimental. There would need to be very rigorous transit signal priority starting at 50th to make up for it. Eastlake and Harvard - Would also need rigorous transit signal priority, the cars queueing on the bridge trying to turn left on Fuhrman and Harvard should get a protected left simultaneously, once the bus stops at the 41st station. Stewart St Bus Lane - Please implement all day bus lane on Stewart early, so that the ST Express buses can start using them, particularly from Eastlake to Terry. Parked cars on the block between Boren and Terry have delayed countless buses for me.	Thank you for taking the time to provide your comment. Transit signal priority has been added throughout the corridor where it adds Project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes. We will consider your comments in final design.
P-141	**Straker Carryer**		
P-141.1	Straker Carryer	I am a daily commuter from Eastlake to downtown via the 70 for work, and there are multiple aspects that concern me about the 70 today and how the RR-J would actually make existing problems even worse. I am particularly concerned about removing bus stops in Eastlake. Yes, there is the limitation for those who are disabled, but that is not why I am writing this comment, as you already know of this issue. I am primarily concerned about removing bus stops in Eastlake because the Eastlake & Lynn stop is already overcrowded. The line to board every morning between 830-930am is so long it starts to go downhill past Eastlake coffee. If you remove stops both before and after, there simply will not be room at the bus stop for the number of people that need to be served. Lines will turn to chaos and fighting, as the 70 *often* cannot serve everyone at that stop already - there just isn't enough room on the bus. And it's not even Amazon intern season yet, when the 70 fills up well before that stop and becomes completely unusable all summer. The RR-J simply cannot cut stops before and after the Lynn & Eastlake stop (southbound), as it will not be safe or accessible. Please consider maintaining existing stops before and after it to best serve this dense area of Eastlake that maximizes use of the 70 for commuting purposes today. If you do not, I for one will commute via Lyft/Uber every day instead, making traffic worse. Talking with my neighbors, I know I will not be the only one who has to resort to this form of transportation.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design. The Project would provide increased service frequency over existing transit service in the corridor and would extend the span of service to operate 24 hours per day. Both improvements are expected to reduce overcrowding. Buses would run at 7.5-minute headways (the length of time between transit vehicles arriving at a location) or better during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods. Buses would also run at 10-minute headways during midday and until 10:00 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Buses on Eastlake Ave E will no longer pull over to let passengers board or exit; they'll instead remain in-lane so all vehicle traffic will be behind the bus as passengers get on and off. This creates a natural 'platoon' of vehicles behind the bus travelling no faster than the bus. As the bus stops at a station, a gap ahead of the bus will allow vehicles turning to clear out ahead of the bus so the bus will be less impacted by traffic at intersections ahead of it. Access improvements like all-door boarding will also help speed up the boarding process to offset delays to other drivers. The Project stations would be consistent with the existing RapidRide station standard, typically 80 feet long and including a 12-foot-long shelter or transit canopy. This would provide additional capacity for waiting at platforms. We will consider your comments in final design. Additionally, the Project is expected to reduce overcrowding on buses by adding around 60 additional bus trips each day. See Table 2-1, Transportation Elements Summary, in the EA for more information.
P-142	**Kevin Thomas**		
P-142.1	Kevin Thomas	I support this project.	Thank you for taking the time to provide your comment and support for the Project.
P-143	**Scott Bonjukian**		
P-143.1	Scott Bonjukian	Please move forward with the project. It is an important opportunity to improve multimodal transportation, improve safety, and reduce carbon emissions from transportation. The location of stops under the I-5 bridge is questionable. That is a very dark and noisy environment, and would not help with encouraging transit ridership. Consider shifting the stops one block east to be next to the small business district at the end of the University Bridge.	Thank you for taking the time to provide your comment and support for the Project. See CR-3 in Table A-1 for more information about bus stops. The RapidRide stations will include pedestrian-scale lighting. We will consider your comments in final design.

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P-143.2	Scott Bonjukian	The fact that University Bridge has the second highest level of bicycle activity in the city is significant, and points to the fact that Eastlake Avenue is a major route for commuting and recreational bicycling. A safe, continuous, and intuitive bike route is needed to support these existing cyclists and encourage new cyclists. The chosen route meets that criteria for the most part. However, on 11th Avenue at 43rd Street, switching the bike lane from the right side to the left side of the street is a bad idea that will confuse and endanger cyclists. Please keep the bike lane on the right side of the street entirely and continuously. This will match the existing configuration on Roosevelt Avenue and be a much more intuitive, comfortable, and safe routing.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-143.3	Scott Bonjukian	The necessity of on-street parking for some residents and businesses is real, but cannot outweigh the citywide benefits of a project of this scale. Eastlake Avenue is a major thoroughfare and must be treated as such. Relocating employee, customer, and freight parking should be carefully designed. Side streets could hold more parking with angled parking, double-sided parking where it only exists one side today, and new controls such as time-limits and paid parking to require more frequent turnover. For loading, consider legalizing ways for trucks to park in the center turn lane. Also please utilize SDOT's business-access survey data to make the case that bicycling infrastructure and safer pedestrian environments, along with quality transit, do indeed result in more business spending and activity than car-drivers in urban environments. (Link: https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/neighborhood-business-district-intercept-surveys) Another option to preserve some parking is to alternate left-turn lanes at major intersections with parking lanes on one side of the street. This would complicate the design and result in traffic weaving, but it is not unprecedented and may even have the effect of traffic calming. Indirectly, please explore the opportunity to work with Zipcar on increasing the number of rental cars available in the neighborhood. This could potentially allow some residents to rely less on personal vehicles and on-street parking, and would align with potential shared-parking opportunities on private multifamily properties.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. We will consider your comments in final design.
P-143.4	Scott Bonjukian	Please consider opportunities to plant more street trees and other landscaping in new locations throughout the corridor. Such vegetation contributes to stormwater management, air quality, public health, and simple enjoyment of our city.	Thank you for taking the time to provide your comment. See Appendix I, Conceptual Design Drawings, for information on landscaping along the Project corridor. We will consider your comments in final design.
P-144	**Francesca Maier**		
P-144.1	Francesca Maier	Please move people, not cars. Bikeways and transit are the keys to economic growth.	Thank you for taking the time to provide your comment and support for the Project.
P-145	**Jean Amick**		
P-145.1	Jean Amick	Please keep really Protected bike lanes in the repaving plan for Eastlake. Greenways are nice but not direct - thus do not do the job. I always bike north/south on 40th NE cuz crossing those E/W Streets scary and one has to stop and get off bike completely. Using streets with traffic lights, one can get to them on green by slowing down or speeding up a little so as not have to come to dead stop.	Thank you for taking the time to provide your comment and support for the Project.
P-146	**Teri Aldrich**		
P-146.1	Teri Aldrich	I strongly support the proposed plan for extending the bike lanes on Eastlake and Fairview. It's a direct route for bike commuting from north Seattle to South Lake Union. I ride this route frequently, and it can be challenging to share the road with vehicles. In addition to cars and buses, the road bed is so degraded that it is hazardous for bicyclists.	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-147	**Jared Howe**		
P-147.1	Jared Howe	Seattle must prioritize bike safety and climate-friendly infrastructure. Everyone has an interest in making downtown quickly accessible by bus.	Thank you for taking the time to provide your comment and support for the Project.
P-148	**Robin Briggs**		
P-148.1	Robin Briggs	I am concerned that the bike route through Eastlake be safe, and that it go along the main road -- otherwise it will be going up and down hills and lack access to business, and people just won't use it. I feel unsafe biking and walking near Eastlake because some of the cars just go too fast and often do not leave enough space for bikes and are not aware of pedestrians in crosswalks. As a side note, I often come off the University Bridge on my bike and turn left to go up Harvard Ave. This has always felt extremely unsafe to me, so anything you can do to improve that would be awesome. I have had a few very memorable occasions where I thought that I would die.	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E. The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. Under the current Project design shown in Appendix I of the January 2020 EA, bicyclists turning onto Harvard Ave E would use proposed improvements including the crossbike green markings and signal phase to facilitate a protected crossing. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-149	**Sarah Harbert**		
P-149.1	Sarah Harbert	My comment is about Eastlake. A few years ago I lived in Eastlake and would bike commute to UW every day via Eastlake Ave and University Bridge. It was a route that had potential because it is direct and wasn't steep, but the bike ride always felt dangerous. There wasn't a bike lane and I was always afraid of either getting sideswiped by a driver or doored by someone in a parked car. Some sections of the road have a curb/divider in the middle so there wasn't room for a car to go around me. (Also, I feel like drivers have no respect for sharrows and they don't make cyclists any safer! Separate lanes please.) Eastlake is such a convenient mobility corridor between the U district and SLU/downtown that I think it should be geared toward buses and bikes. I think it's fine if parking is lost along Eastlake Ave. (I've visited Eastlake plenty of times since moving away from there, but have never driven) It would actually be great if by reducing parking there, fewer people tried to drive to there at all, because that would reduce car traffic in Eastlake. And it's flat, and there are buses and hopefully about to be way more buses, so it's a good opportunity to have a neighborhood people don't feel like they have to drive to.	Thank you for taking the time to provide your comment and support for the Project. See CR-2 in Table A-1 for more information about protected bike lanes.
P-150	**Joe Scott**		
P-150.1	Joe Scott	Any move that allows more people to get around the city by bus is in an environmental win -- and bus rapid transit, I think, is the smartest way to do it (every lane of road could be a train track if we just organized traffic differently, right?). I think it's a regional win when we've got less runoff going into our waterways, and it's another tick toward our carbon emission goals. We share that water (with each other and all the fishies), and we share a vision of a carbon neutral future. Every roadway matters.	Thank you for taking the time to provide your comment and support for the Project.
P-151	**Evelyn Caldwell-Horne**		
P-151.1	Evelyn Caldwell-Horne	I am SO excited about this project! I live in Northgate and commute through Ravenna and the U District to my job in Wallingford. This project addresses the two reasons why I currently commute by car: 1) no rapid bus route home, so public transit takes more than 2x as long 2) no protected bike lane through Ravenna/U District. Fantastic work. I look forward to bringing my daughter on the RapidRide bus through NE Seattle.	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-152	**No name provided**		
P-152.1	No name provided	I'm writing to express my fervent support for Eastlake bike lanes. These would help to remove more cars from city streets, as well as provide a significantly safer route for bike commuters (many of which are university students or north-enders/east-siders commuting to South Lake Union and downtown) and recreation for Eastlake residents. The current alignment on Eastlake is not safe, not family friendly, and in desperate need of improvement.	Thank you for taking the time to provide your comment and support for the Project.
P-153	**Dave Slager**		
P-153.1	Dave Slager	Please build the RapidRide J project as planned, including removing parking and inserting Protected Bike Lanes throughout the length of the project, including through Eastlake. This is a crucial corridor for biking between NE Seattle, where I live, and downtown, and for getting safely to locations in Eastlake. This also helps meet our city's climate, pedestrian & bike safety goals, and transit goals. Please ensure that the stretch between the University Bridge and I-5 near Fuhrman St. also has Protected Bike Lanes. This is a dangerous area, and it needs full PBL protection.	Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-154	**Laila Barr**		
P-154.1	Laila Barr	I have three questions/concerns about the northern J-Line portion: 1) There is no southbound stop scheduled on Roosevelt next to the UW Roosevelt Medical Center, a major destination. There should also be one northbound on 11th Avenue. 2) How are stops decided upon. Does planning staff visit proposed stops/transfer points in person or decide from a map what looks good? (I often suspect the latter from the way stops were decided upon at Lincoln Park in South Seattle.) 3) Are bus drivers who are the most familiar with the areas to be developed ever asked for suggestions/input, or is it just the general public?	Thank you for taking the time to provide your comment. See CR-3 located in Table A-1 for more information about bus stops. KCM is a partner agency for this Project and provides input. We will consider your comments in final design.
P-155	**Dave Schuldt**		
P-155.1	Dave Schuldt	I support the full Rapid Ride and bike lane plan. Even as a former bike messenger I rate Eastlake as dangerous. Also faster bus service would be very helpful to everyone including residents of the area.	Thank you for taking the time to provide your comment and support for the Project.
P-156	**David Young**		
P-156.1	David Young	Dear Sir/Madam, I am writing in support of the RapidRide Roosevelt Project, both the improved transit connections and the protected bike lines. As a rider of the 70, I look forward to the improved transit times enabled by this project, which will positively impact thousands of commuters, bus-riders and bikers alike, while reducing air pollutants and greenhouse gas emissions. Most importantly, by connecting several significant transit centers, it will improve the network effects of the whole Seattle-area transit system, further reducing pollution across the network. The only thing that could be improved about this project is the treatment of protected bike lines at intersections, some of which still expose riders to potential side-swipes from traffic. We must design bike lanes so that a parent and 5 year old child can safely ride in them, so that a parent and 5 year old child want to ride in them, so that it is the most obvious, practical, and safest way to get around the city - only then can we ensure that people's incentives are properly aligned with the environmental goals of reducing air pollutants and GHGs.	Thank you for taking the time to provide your comment and support for the Project. See CR-2 in Table A-2 for more information about protected bike lanes. We will consider your comments in final design.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-157	**Aaron Keating**		
P-157.1	Aaron Keating	I am strongly support the improvements to sidewalks and curb ramps, transit lanes, and the modern and safe bike route along Eastlake Avenue featured in the Seattle/Federal preferred design.	Thank you for taking the time to provide your comment and support for the Project.
P-158	**Emily Slager**		
P-158.1	Emily Slager	As a daily bike commuter to downtown, I can't emphasize enough how much I am in support of protected bike lanes along Eastlake. The difference in safety from Westlake to Eastlake is stark. I know that Councilmember Alex Pedersen is going to vote against PBL, so I wanted to make sure my SUPPORT of PBL along Eastlake is heard. Thank you very much.	Thank you for taking the time to provide your comment and support for the Project.
P-159	**Cathy Tuttle**		
P-159.1	Cathy Tuttle	I'm thrilled that people who live, work, and play in Eastlake and the U-District will have streets that they can use that are safer and more accessible when this SDOT project is completed. Please continue to prioritize the safe movement and lives of people, especially those who take the bus, walk, and ride bikes. The numbers of people who live and work along this corridor has increased dramatically and is poised to increase even more. We need our streets to work for the common good too.	Thank you for taking the time to provide your comment and support for the Project.
P-160	**Bryan Quandt**		
P-160.1	Bryan Quandt	I fully support this project. Please maintain in project scope the bike lanes on Eastlake Ave and 11th/12th Ave - they are critical transportation corridors and it's important to build out projects in the approved Bicycle Master Plan. In addition, I have seen multiple cyclists injured by cars along Eastlake; the bike lanes there are critical to our ability to achieve our Vision Zero goals. We should be having our transportation system reflect our stated environmental priorities, and bike lanes would allow that to happen. I wish that there would be more of the route that would have BAT lanes (Roosevelt and 11th/12th Ave) - we should be transporting people as with as much space and environmental efficiency as possible, and more importantly we should be incentivizing people to not take SOV travel options and take more sustainable means instead. I support the increased spacing between RapidRide stops - they allow the bus to travel more quickly and it shouldn't be an issue for people to travel the extra block that they would have to with bus stop consolidation, especially with the construction of curb ramps. I appreciate the queue jumps as they increase bus reliability - please continue to include these. Please also maintain the transit lanes along Fairview near Mercer - they allow for higher reliability.	Thank you for taking the time to provide your comment and support for the Project. See CR-2 and CR-3 in Table A-1 for more information about protected bike lanes and bus stops. See Section 1.3.2.2 of the EA for more information about transit lanes and queue jumps.
P-161	**Alan Borning**		
P-161.1	Alan Borning	I enthusiastically support this project! I have gone through the online information and also attended an open house at the YMCA in the U district. It will considerably enhance the speed and convenience of transit, and also improve bicycle access in this important corridor.	Thank you for taking the time to provide your comment and support for the Project.
P-162	**Peter Clitherow**		
P-162.1	Peter Clitherow	I strongly support the plan as submitted (with the eastlake protected bike lane as the preferred option). Diverting bikes via greenways along fairview is impractical since the road is not continuous, and sending the bikes along a greenway up the hill from eastlake is unsafe, due to the narrow streets and limited lines of sight. Besides, the bus rapid transit is already planned along eastlake, and why have to create a second set of infrastructure? Since eastlake is already a major bike commute route (I've used it myself for > 25 years), we really need to focus on making it safer, not trying to divert bikes somewhere else	Thank you for taking the time to provide your comment and support for the Project. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bike lanes.

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		(commuters will probably still use eastlake anyway). Let's ensure that the parking concerns of the businesses are addressed, and move forward. Don't let this become another Ballard missing link!!!	
P-163	**Mike O'Malley**		
P-163.1	Mike O'Malley	I support the RapidRide J and the Protected Bike lanes on Eastlake. The plan needs to also include a pedestrian / bicycle neighborhood connection on Roanoke to the WSDOT 520 projects and the TOPs school.	Thank you for taking the time to provide your comment and support for the Project. While a connection on E Roanoke St is not part of this Project, SDOT is looking for opportunities to connect Eastlake with the SR 520 bridge consistent with the Bicycle Master Plan.
P-164	**Steven Breaux**		
P-164.1	Steven Breaux	YES!!! Do it and do it NOW! Enough of the naysaying NIMBYs and their repeated attempts to delay this project with phony suggestions for lame 'compromises' that have already been considered, such as alternate routes. Get It Done!!!	Thank you for taking the time to provide your comment and support for the Project.
P-165	**Mattias Bailey**		
P-165.1	Mattias Bailey	We need to see a comprehensive and safe design for walking and biking, transit. This is a significant opportunity to reduce carbon impact and provide opportunities for people who can't afford cars.	Thank you for taking the time to provide your comment and support for the Project.
P-166	**Shelley Gomavitz**		
P-166.1	Shelley Gomavitz	I have concerns regarding the discrimination of the handicap and elderly who live in the neighborhood and who visit the neighborhood. As most of us know, Eastlake street cuts horizontally thru a hill that begins at the waters edge and continues to I 5. The hill is between 3 and 5 blocks long. There are no accommodations for handicap parking or load zones on Eastlake ave which is flat so that they can frequent the businesses in the neighborhood or park to catch the new rapid line transits. I can hardly imagine rolling a wheelchair or walking on a walker up and down those very steep hills foe elderly residents or the handicap. However, strong bike riders get two flat lanes on Eastlake to travel to their destinations or catch a ride bringing their bikes with them. Basically, all of the businesses along Eastlake ave must be handicap accessible; however, the street is not accessible to be used by those very same individuals. Elderly people who would otherwise get dropped off on Eastlake will now be deigned access. Handicap individuals who drive to Eastlake ave, park their cars, and then remove their wheelchairs to use that street will also be deigned usage. Loading zones and handicap parking on the side of steep hills, blocks away from businesses and the j line are not practical for the elderly and handicap. We were told the reason bike lanes needed to be on Eastlake is because it is flat...well what about the community of people that will no longer be able to use Eastlake and are now being discriminated against: the handicap and elderly.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. We will consider your comments in final design. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
P-167	**Mark Ostrow**		
P-167.1	Mark Ostrow	I strongly support the J-Line plan, including the component that builds a continuous protected bike lane. I am not interested in the preservation of parking along the route, as that is inconsistent with our climate action goals and represents the least important use of street frontage.	Thank you for taking the time to provide your comment and support for the Project.
P-167.2	Mark Ostrow	I am disappointed that the plan appears not to include protected intersections, which increases safety for all users. I am also disappointed that the plan permits right turns onto Thomas Street, which is a designated green street intended to carry much lower traffic volumes. Elimination of right turns onto Thomas would also improve transit priority at that intersection.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bike lanes. We will consider your comments in final design.

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P-168	**Kelly Michel**		
P-168.1	Kelly Michel	I am having a lot of trouble understanding the noise report. Maybe we just don't understand the technical jargon, but it isn't clear what assumptions were used to calculate the noise pre- and post-project. How many buses currently go by per hour? How many per hour after the project is completed? will it increase or decrease? I also can't tell whether the electric buses will be quieter (and by how much). In the end, I can't tell from the report whether there will be a net increase or decrease of noise outside our front door (we live on 12th Ave). The "no impact" finding seems conclusory because the underlying rationale isn't. Is it possible to provide a less technical summary that is accessible and understandable to the public?	Thank you for taking the time to provide your comment. While the frequency of bus service would increase during certain times of day it would not result in a measurable change in noise from existing traffic conditions. Project construction activities would result in short-term increases in noise. It is anticipated that construction would be phased in work zones so that no individual area would be affected for the entire duration. Noise impacts for the Project were determined based on criteria defined in the FTA Manual. The procedures for evaluating noise impacts are described in Section 3.3 of Appendix D, Noise and Vibration Technical Report, in the EA. Based on the noise analysis done for the Project in compliance with the FTA Manual and the Seattle Noise Code, operations would not result in impacts to sensitive land uses including residential properties. Mitigation for construction noise would include development of construction noise control plan (e.g., limit engine idling or use of engine exhaust mufflers).
P-169	**Jason Weill**		
P-169.1	Jason Weill	I am writing to support the RapidRide J-line proposal including protected bike lanes along Eastlake Ave E. I have ridden my bike on Eastlake Ave E many times. The condition of the road and the safety of bike riders make this vital, useful corridor unappealing for cyclists. There is already plenty of nearby parking for businesses along this avenue, including in lots and in residential areas as little as one block away. For our future mobility, sustainability, and safety, I encourage you to proceed with this development plan.	Thank you for taking the time to provide your comment and support for the Project.
P-170	**Zoe Hoster**		
P-170.1	Zoe Hoster	I enthusiastically support the RapidRide J and protected bike lanes on Eastlake Ave! I bike and take the bus everywhere in Seattle (I don't own a car) so this improved infrastructure and service will make it much easier, faster and safer for me to travel to and through Eastlake. I support the loss of on-street parking spaces bc parking is not an efficient use of pubic road space. Thank you for making this project a reality!	Thank you for taking the time to provide your comment and support for the Project.
P-171	**Michelle LeSourd**		
P-171.1	Michelle LeSourd	Hello, I support both the rapid ride bus and the protected bike lane on Eastlake Avenue. It's a major efficient corridor between Northeast Seattle and downtown, a critical link for more environmentally friendly transportation in our city. I both drive and ride on that route and would ride my bicycle more often and feel safer if it were a protected bike lane.	Thank you for taking the time to provide your comment and support for the Project.
P-172	**Maxwell Huang-Hobbs**		
P-172.1	Maxwell Huang-Hobbs	Commenting here to voice my support for the rapid ride and PBL expansions as someone who can't drive. Eastlake is scary to move to/through without a car. I usually end up playing corner peekaboo with cars in the unlit residential areas.	Thank you for taking the time to provide your comment and support for the Project.
P-173	**Duncan Ralph**		
P-173.1	Duncan Ralph	I strongly support the addition of bike infrastructure along Eastlake Ave. I work at Fred Hutch, commute 100% by bike, and frequently have to decide between the highly dangerous Eastlake route, or going all the way around on Westlake. Many of my coworkers also frequently complain that they would bike to work much more frequently if Eastlake weren't so scary (they're usually commuting back and forth between Fred Hutch and UW).	Thank you for taking the time to provide your comment and support for the Project.

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P-174	**Richard Smith**		
P-174.1	Richard Smith	Eastlake needs protected bike lanes to ensure safe commute to downtown from NE Seattle, not to do so would be a calamity	Thank you for taking the time to provide your comment and support for the Project.
P-175	**Bob Stankey**		
P-175.1	Bob Stankey	I object to taking all of the parking on Eastlake. It will destroy the businesses that provide quality of life to our neighborhood	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-176	**Lynne Jones**		
P-176.1	Lynne Jones	Build the bike lanes on Eastlake! We will come and shop and eat in Eastlake. Everyone will be safer.	Thank you for taking the time to provide your comment and support for the Project.
P-177	**No name provided**		
P-177.1	No name provided	Speaking as someone who lives and works in Seattle, it is crucial for this project to include both quality transit connections and protected bike lanes. Bike lanes on Roosevelt and Eastlake provide a critical connection for bike commuting from North Seattle downtown for those who live to the east. Protected bike lanes on Eastlake will also provide critical connections to the new 520 bike trail and multiply the return on investment from that trail. Having a well-connected network of bike lanes is what makes the lanes useful and this is a vital part of a well-connected network for the city of Seattle.	Thank you for taking the time to provide your comment and support for the Project.
P-178	**Joel Shapiro**		
P-178.1	Joel Shapiro	As a bike commuter and physician, I support a proper system of bike and transit prioritized lanes. This promotes health, safety and liveability for the future of our city	Thank you for taking the time to provide your comment and support for the Project.
P-179	**Sabiha Barot**		
P-179.1	Sabiha Barot	Hi, I have several thoughts about the proposed transit line. I'd like to start off by saying the improving public transportation is a cause I very much support and that I think the Rapid Line is a really good idea. That being said, I have some thoughts/suggestions about the proposed plan: A turn around at 70th St makes little sense and would be a bad idea. This is b/c : 1) Added Cost - extending the electric lines by 6 blocks would add substantial cost w/o providing much benefit to the line given that there are no additional stops along route above 65th. 2) Increased Delays- extending the line by 6 blocks would also add to potential for delays especially during high traffic periods when 70th/Roosevelt can be quite backed given all the traffic that is heading to I-5 N and from the I-5 overpass. 3) Danger- NE 70th St is a narrow, two way street w/ LOTs of traffic at baseline. The area is already quite unsafe, and the intersections at 12th and Roosevelt see multiple accidents a year, several including pedestrians and bikers. Adding additional bus traffic every 7.5-10 minutes will likely increase this danger by adding to congestion and driver frustration. 4) School Aged Kids- My daughter's school bus drops her off on 12th and 69th and she has to walk home everyday, our neighbor's school bus drops their kids off at 12th and 70th. The proposed bus traffic would force changes to the children's bus routes and increase distances from home where the kids will be dropped off, as well as the chances of them getting injured (ie. from dangerous traffic) when they have to walk home. Indeed, the idea of my child crossing at 12th and 70th every day w/ the proposed traffic changes makes me VERY nervous. Please keep in mind that multiple elementary aged children live in the area above 68th and there are multiple school bus routes that would be affected by the unnecessary extension of the rapid line up to 70th. NE 67th St is a MUCH	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.

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		better option for turn around: 1) it efficiently allows busses to turn around the LightRail in a quick and timely manner, and can also serve as a location for layover buses to wait and then easily enter the line when ready (without any of the downsides discussed above). This seems to be the most efficient and cost effective use of space and resources. I think every attempt should be made to minimize using 12th Ave NE and Roosevelt as parking spaces for layover buses. These roads are already very busy and space is a premium to allow for local parking and traffic flow. Indeed some the proposed lay over spots on 12th Ave would deprive Roosevelt High School of street parking needed to accommodate buses from other schools that are visiting (ie. for sporting events). And buses parked along 12th and Roosevelt will lead to decreased visibility for drivers and pedestrians, leading to increased risk of collisions/pedestrian injury. (don't forget that people leaving the light rail don't always cross at dedicated cross walks). Finally, I should mention that Roosevelt during rush hour is VERY busy and often backed up by several lights and very slow moving. Is having the rapid ride start up this far north when it overlaps w/ the light rail for several more blocks a good idea? Why not have the Light Rail keep traffic off the road for as long as possible and start the Rapid Ride line start further south (Perhaps on Brooklyn/ U district) and thereby reduce some of the street traffic that clogs up much of northern Seattle? Well, those are some of my thoughts. Thanks so much for given me a chance to air them.	
P-180	**Adam Lee**		
P-180.1	Adam Lee	Thanks for putting this plan together! It looks great. Bike lanes on Eastlake are super critical. Eastlake today is pretty scary to bike on, and it feels like it really shuts off NE Seattle for me when I'm coming from downtown. Glad to see it's getting some love!	Thank you for taking the time to provide your comment and support for the Project.
P-180.2	Adam Lee	It would be nice if there was a way for the NB bike lane on 11th to be on the right-hand side rather than the left. I get nervous about left-turning cars being more likely to hit pedestrians and cyclists than right-turning cars, and 45th, 50th, and 55th create some significant conflicts.	Thank you for taking the time to provide your comment. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-181	**David Bradlee**		
P-181.1	David Bradlee	Your decision for PBLs both ways on all of Eastlake between the Univ. Bridge and Fairview will kill the businesses on Eastlake, plain and simple. Options 4 or 5 would have mitigated this significantly and been a reasonable compromise. Option 6, of course, would have been gold -- the option that would say Seattle is really serious about improving transit and bike safety (by really separating bikes from traffic, like the Burke-Gillman) and supporting neighborhoods and the small businesses that make them great places to live. In summary, your option for bike lanes is the wrong option. Options 4 or 5 would be better. Option 6 would be the best.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-182			
P-182.1	AJ Porrini	I fully support the J line and associates street/corridor improvements. The corridor that the J line will serve is in desperate need of more/better transit options as the 70 bus is overwhelmed at peak hours and the sidewalks and ramps are not ADA compliant in numerous locations, specifically the Eastlake Ave portion.	Thank you for taking the time to provide your comment and support for the Project.
P-183	**Straker Carryer**		
P-183.1	Straker Carryer	Hi there. I've already submitted a comment, but I'd like to add on to it as more information has come to my attention. The RR-J advertises a 7.5m interval time for buses to arrive at stops at peak times. However, the 70 already has a 6m interval time during peak, and it cannot meet the demand. And it's not even peak season yet (that being Amazon intern season). The RR-J does not increase bus	Thank you for taking the time to provide your comment. Compared to existing conditions, transit service levels in the corridor would increase to all-day (24-hour) service and off-peak headways would improve; therefore, the number of daily transit trips would increase. While the Peak headways would run at 7.5 minutes or better, transit travel times and reliability along the corridor would improve with new traffic signals and queue jumps, station upgrades, and transit lanes. For more information on

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		throughout at all, as the current 70 peak buses are already double length like RR buses. Thus, the RR-J is going to cost millions to *reduce public transit by 20%.* We need an increase of 20% instead. This is the compromise everyone is asking for. Please update the project to have a 5m bus arrival interval time during peak hours. Otherwise, a currently over-crowded bus will have even less capacity, forcing 20% of existing bus riders to switch to commuting to work via car, making traffic far worse than it is today. Even worse, it will increase CO2 emissions from such added car travel, harming the city air quality and commitment to environmental improvement.	the Project transit improvements, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C. Operation of the Project would improve air quality and reduce greenhouse gas emissions by decreasing the number of vehicle trips in the corridor, and by primarily using electric trolley buses that do not produce tailpipe emissions. There would be a net benefit to air quality during operation.
P-184	**Katie Lewis**		
P-184.1	Katie Lewis	Thank you so much for doing this! Things I'm particularly excited about: Thank you for putting in bike lanes! Thank you for putting a crosswalk in at 41st street in the U District. I'm so excited to have one there. Thank you for keeping the median trees on Eastlake and increasing the median plantings. Thank you for widening Fairview for a section to make pedestrian/cyclist experience better. Thank you for improving bus travel times and reliability. Thank you for all the sidewalk and curb ramp improvements you mention making.	Thank you for taking the time to provide your comment and support for the Project.
P-184.2	Katie Lewis	Notes: Add a crosswalk at E Edgar St, please. For cycling the waterfront route, Edgar is a good transition point to Eastlake.	Thank you for taking the time to provide your comment. The nearest crosswalk improvements proposed for the Project shown in Appendix I, Conceptual Design Drawings, of the EA are located north at E Hamlin St and south at E Roanoke St. We will consider your comments in final design.
P-184.3	Katie Lewis	Notes: Is the block of Roosevelt just north of 45th being changed? If it is: please make sure the interaction with Trader Joe's exit/entrance make sense. From the picture it looks like the right hand only turn lane is being extended to start north of TJ's entrance/exit. If that happens, I think we'd need added protection for the bike lane as it seems likely cars would cut across both bike lane and right hand turn lane to get to/from the entrance/exit of Trader Joe's.	Thank you for taking the time to provide your comment. As shown in Appendix I, Conceptual Design Drawings, of the EA, the protected bicycle lanes on Roosevelt Way NE would be maintained. We will consider your comments in final design.
P-184.4	Katie Lewis	Notes: If any signals are updated, make it so that pedestrians always get a green light even if no one presses a button. If any signals are being optimized, please include pedestrian experience among the metrics used for optimization. On Mercer Street when the signals were optimized the pedestrian experience got worse. If car throughput is included as a factor please also include metrics around pedestrian experience.	Thank you for taking the time to provide your comment. We will consider your comments in final design.
P-184.5	Katie Lewis	Notes: If it would make a relevant difference in bus speed, please consider making one lane of Roosevelt bus-only during the hours where it would matter from 50th to University Bridge. My impression is that one of the traffic pain points on this corridor is Roosevelt approaching the bridge and with two lanes we could easily turn one of those into a protected lane for buses. Thank you so much for doing this! I'm so excited to see this project move forward.	Thank you for taking the time to provide your comment. See Section 1.3.2.2 of the EA for more information about transit lanes. We will consider your comments in final design.
P-185	**No name provided**		
P-185.1	No name provided	Hello! I walk, bike, and bus to meet friends in the Cap Hill area or as I go from my office in SLU to appointments in the Roosevelt/Maple Leaf area. Going down Eastlake during rush hour would theoretically be fastest, but the buses are so backed up I've actually missed my dentist appointment before. Biking would be faster than the bus, but biking down Eastlake feels way too unsafe (door zone and lots of unsafe passing) so I go around Westlake and then east (inefficient). Thank you for prioritizing transit riders and bikers! This is a major corridor that should be 1) prioritizing buses and 2) safe to bike on. Looking forward to Rapid Ride J and the new bike lanes.	Thank you for taking the time to provide your comment and support for the Project.
P-186	**Mark Foltz**		
P-186.1	Mark Foltz	I am writing in support of the preferred alternative that includes multimodal improvements along the entire Roosevelt/Eastlake corridor. As someone who uses transit, biking and walking to get around Seattle, improvements to transit reliability are crucial to moving people through these neighborhoods	Thank you for taking the time to provide your comment and support for the Project.

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		and making homes and businesses there more accessible. In addition, the walking and biking conditions on Eastlake are unsafe. Just the other day I biked down Eastlake and had some close calls, riding between moving traffic and parked cars. The protected bike lanes and curb ramps are crucial to making Eastlake and Roosevelt fully accessible for people walking and rolling, of all ages and abilities. I understand some businesses are objecting because of the removal of on-street car parking. I don't think we should hold up needed improvements to our streets for the storage of private property, but perhaps the city of Seattle could identify opportunities to use remaining car parking more efficiently. When similar improvements were made to Roosevelt, there was very little net loss of car parking. In addition, redevelopment along the corridor is likely to add surplus off-street car parking anyway. As is usual with the Seattle Process, this has been studied for almost 5 years now and no ground has been broken. Please proceed with this project as soon as possible.	
P-187	**Dave Lange**		
P-187.1	Dave Lange	Thanks for hosting the awareness sessions for LineJ. I'm the one that was promoting the merger of LineJ with ST522 which is out of scope for the current timeline and planning. LineJ is lagging the Metro realignment of buses and the Lynnwood segment opening before LineJ is functional. Metro has an opportunity to realign a hybrid ST522 through Roosevelt and become a temporary LineJ for 3 years between Northgate opening and LineJ becoming functional. One of the expected comments from a combined ST522/LineJ solution is the effort to end single seat commutes. ST Link is now the biggest offender of keeping the single seat commute and promoting a single "seat" from Lynnwood to Tacoma. Another expected comment with buses shadowing the rail line is we need to be efficient with our transit dollars. This is a short story on why buses need to be integrated with rail and not just dropping off riders for a new experience. While ST claimed it was solving the PM Peak loads on Metro KC 41 it is politically stuck with supporting overfilled trains running further than their own estimates of "acceptable crush loads". ST traditionally underestimates ridership of new segments and bus providers are now stopping nearly everything south of Northgate as it opens. When Northgate opens it is providing 10 more train cars per hour of capacity (single direction) for how it serves UW Stadium today. The Northgate segment includes 3 stations and 2 major park and rides. Connect2020 introduced a problem that very full rail cars take longer to exchange riders at a station. How much of their unexpected delay was switch alignments at both ends of the tunnel and how much of it is a concern for full trains at 6 minute headways? I have a concern with realigning buses in the Northend before EastLink provides 4 minute service to Northgate approximately 18 months later. The realignment of north end buses is pushing most of the Lynnwood ridership onto light rail 3 years early. I have not seen a new car order by Sound Transit which means Northgate is opening with existing rolling stock inventory. My design for buses feeding light rail is not terminating and starting bus routes at the stations, but mid run stops at stations along continuing bus routes. For this region its not just using buses to feed light rail, but to extend the width of the rail corridor. Some of us have capacity concerns as the rail corridor continues to grow and 3 minutes between trains is already seriously considered. We also see that police will stop light rail with any incident near the rail corridor. The lack of non-revenue track in the ST rail corridor makes having a supplemental bus network around light rail almost required. I have heard from 2 ST board members that ST has to provide track across the 3 county region where taxes are collected and any lack of capacity will need to be provided by supplemental bus service. So far the ST organization is defaulting to an infinite capacity argument which isn't physically possible. Can we temporarily merge ST522 and the future LineJ to provide service as Northgate opens?	Thank you for taking the time to provide your comment. SDOT and KCM would have the following concerns about extending the Project to serve the Northshore: • Extending the Project to the Northshore area would create a very long route and would likely suffer from poor reliability due to its length. • The SR-522 corridor is already planned to be served by Sound Transit Bus Rapid Transit in the future, which will connect the corridor to Link light rail at NE 145th St. • The Project is intended to be a zero-emissions line served by electric trolley buses, and extending trolley wire to the Northshore area would be extremely expensive and not feasible from a cost perspective.

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P-188	**Paul Proios**		
P-188.1	Paul Proios	I've lived on Eastlake and for 28 years spent my youth here as a cyclist I understand why young able bodied cyclists want bike lanes. But there's more people to think about than ourselves. I'm older now and partially disabled from surgeries and a business owner on Eastlake, I can now see both sides. My concern is losing parking and customers of the small businesses here during and after the construction? Relocation of loading zones. What happened to the businesses on Roosevelt and South Capitol Hill? Can we compromise? can we have both parking and a bike lane? Where will new parking be? What is the necessity of bike lanes in a city that rains more than 200 days a year and how many cyclist are we accommodating to justify the loss of commerce? I'm all for change but would really like to see a compromise. This doesn't seem like a win situation.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. Approximately 1,700 people that bike per day cross the University Bridge, which is the second-highest in the City of Seattle in terms of bicycle volumes. The protected bicycle lanes would improve safety for all users by allowing for greater separation between bicyclists and motor vehicles/buses and reducing conflicts, providing greater predictability of people on bicycles and reducing the potential for conflicts at intersections.
P-189	**Brian Geoghagan**		
P-189.1	Brian Geoghagan	I commute 8 miles each way from my home in North East Seattle to Pioneer Square, and Eastlake provides the most efficient route in. Every day I transition from the Roosevelt / U Bridge bike lanes onto Eastlake, I feel afraid for my safety. On very rainy days, I take Metro, and while I've been frustrated in traffic while on the bus, I've never feared for my life because of insufficient infrastructure. Bike lanes on Eastlake would connect one of the busiest commuter routes into downtown. Please consider continuing to support safe cycling in Seattle by building a bike lane on Eastlake.	Thank you for taking the time to provide your comment and support for the Project.
P-190	**N. Machida**		
P-190.1	N. Machida	Protected Bike Lanes Eastlake Protected Bike Lanes: These are absolutely essential to create a viable cycle commuting route from East Wallingford and the Roosevelt corridor to SLU and Downtown. Using the Burke-Gilman, Fremont Bridge, and Westlake Cycle Track is too circuitous and complicated for the entry level bike commuter. Also, this will be an essential route option for the people biking from SR 520 to SLU and Downtown in general. If you want to create some parking spaces, remove the center turn lane and prohibit lefts for certain stretches. Retain the protected bike lanes, they are crucial. 11th Ave Protected Bike Lane - Why switch sides of the road? Forcing cyclists to wait for the 43rd signal or to press them into switching sides is asking for conflict with vehicles. The crosswalk signal phases are so long at present, it would create a real queue of bikes. Considering road geometry, having them switch sides at 41st might make more sense - would not have to be a right angle. Could activate a NB red sooner, allow 90 seconds for bikes to transfer over to the left side, then allow SB lefts onto Campus Parkway, using the same NB red.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE. We will consider your comments in final design.
P-190.2	N. Machida	Bus Lanes and Signal Priority Roosevelt and 45th - Losing the SB bus lane there would appear to be detrimental. There would need to be very rigorous transit signal priority starting at 50th to make up for it. Eastlake and Harvard - Would also need rigorous transit signal priority, the cars queueing on the bridge trying to turn left on Fuhrman and Harvard should get a protected left simultaneously, once the bus stops at the 41st station, to flush the queue. Fairview and Mercer - Will need rigorous signal priority and box clearance here, because if the light only changes every 4 minutes or something, it will slow the route way down. At least there is a bus lane here.	Thank you for taking the time to provide your comment. Transit signal priority has been added throughout the corridor where it adds project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes. We will consider your comments in final design.

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		Otherwise the Rapid-ness of this bus route would be fully compromised. Virginia/Fairview and Denny - With adaptive signaling coming to Denny as well, there needs to be robust enforcement of the bus lanes and box clearance leading up to Denny in both directions. I recently waited 35 minutes at the NB Denny/Fairview stop for buses that were completely clogged in traffic and missed several light cycles due to cars on Denny blocking the box. Stewart St Bus Lane - Please implement all day bus lane on Stewart early, so that the ST Express buses can start using them, particularly from Eastlake to Terry. Parked cars on the block between Boren and Terry have delayed countless buses for me.	
P-190.3	N. Machida	Bottom Line Please do not allow political forces to water down the protected bike lane and bus priority improvements that this project provides. It already is not BRT. I would like to ensure that it remains one of the better RapidRide lines in the city - closer to Madison than one of the existing ones. The protected bike lanes would truly be a game changer for being able to bike to work Downtown from the NE quadrant of the city.	Thank you for taking the time to provide your comment and support for the Project.
P-191	**Robbie Adams**		
P-191.1	Robbie Adams	Mayor Durkan, and Councilmember Pedersen (Rest of the council, copied) I live in the Hawthorne hills neighborhood in district 4 and work at PATH in the Denny Triangle area. When I don't use the bus I commute by bike, as it is often shorter than taking the bus, is good exercise, and is better for the environment. The optimal route to work for me would be through the Burke Gilman trail, over the university bridge, and through Eastlake to downtown. However, due to Eastlake being an unsafe street to bike on I do not feel safe biking there, so I take a longer detour to Fremont, across the Fremont bridge, and take the Westlake Cycle track. This is why I strongly support the protected bike lane proposed on Eastlake Ave, in conjunction with the construction of the Rapid Line J. It will only me and many others to feel safe taking this critical route to Eastlake businesses and to downtown employment. Bike lanes promote environmentally sustainable transportation options, strengthen local businesses <https://www.strongtowns.org/journal/2018/5/31/how-bike-lanes-benefit-businesses>, and help keep riders like me safe. I hope this critical project can be completed as planned (SDOT report suggested PBL most-effective vs using unsafe greenways) and will be fantastic complement to desperately needed Rapid Line J.	Thank you for taking the time to provide your comment and support for the Project.
P-192	**Margaret Sanders**		
P-192.1	Margaret Sanders	I have asked in the past and meant to ask again at the Eastlake open house on Wednesday where on Eastlake — precisely and specifically - each of the bike accidents has happened. I've been given the total number but not the locations in the past.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Further information, including the location of the bicycle crashes along Eastlake Ave E, is located in Appendix E of the Transportation Technical Report (EA Appendix C).
P-193	**Jean Amick**		
P-193.1	Jean Amick	Please keep really Protected bike lanes in the repaving of Eastlake. Greenways Are nice but not direct - thus do not do the job. I always bike north/south on 40th NE cuz crossing those E/W Streets scary and one has to stop and get off bike completely. Using streets with traffic lights, one can get to them on green by slowing down or speeding up a little so as not have to come to dead stop.	Thank you for taking the time to provide your comment and support for the Project.

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P-194	**Ariva Morris**		
P-194.1	Ariva Morris	To whom it may concern- I really liked the bus RapidRide and protected bike lanes plans I saw today in the J RapidRide (1.30.2020). As a biker I bike around town a lot more with the protected bike lanes. I am one more car off the streets helping with global climate change reducing congestion + staying fit + reducing medical expenses. I believe our roadways and streets should be for everyone and every mode of movement. Bikers + pedestrians are very vulnerable, so the protected lanes are essential. RapidRide has opened up more of Seattle to me without using my car, I very much appreciate that.	Thank you for taking the time to provide your comment and support for the Project.
P-195	**Don Gulden**		
P-195.1	Don Gulden	Eastlake is the smallest of the Seattle Neighborhood Commercial Villages. At it's widest point, it is the width of 5 city blocks. It is bordered by Lk. Union on one side and the freeway noise-wall on the other. Only Eastlake Ave goes all the way thru from north to south, and it is 1.5 miles from the Fairview intersect to the University Bridge. There is no major brand grocery or drug store. Eastlake Ave does contain a continuous strip of small retail businesses at the sidewalk front. Seattle Policies have allowed a change, where new apartment construction is not required to provide parking. Very little has been provided, especially with the "dormitory" style buildings. It is fair to say that any excess parking on the streets of Eastlake have been eliminated. A couple of years ago SDOT figures for parking permits for the RPZ zones in Eastlake showed they were selling 200% more than the number of available parking spaces. What is that number now - how many permits can they sell for one parking space on the street? The parking on Eastlake Ave, is "short term". The signage calls for a 2 hour time limit. In addition, during rush hour all parking is eliminated on one side of the street for the rush hour period. This system, while accommodating rush-hour traffic, is well suited for providing the short-term parking needed by the retail businesses. So, there are 2 lanes for traffic in the rush hour, switching sides from morning to afternoon. My observation is that the bicycles use the 2nd lane because cars don't want to follow the slower bicycles. There is also a pretty continuous left turn lane. Mid-block provides space for delivery trucks to stop for their deliveries to all the businesses. All considering, it works pretty well with the parking elimination only in effect during rush hour. Contrast this with 2nd Ave downtown where you almost never see a bicycle except rush hour, and yet the restrictions operate 24/7. Now Seattle proposes to eliminate all parking (325 spaces) on Eastlake Ave 24/7 in favor of protected bicycle lanes on both sides. Only a few of our retail businesses have their own parking, and even those may also depend on some street parking for their customers. In my opinion, most of these businesses and their jobs will be eliminated. Is that a price worth paying? There is an already existing alternate route, that the City just built. Starting from the University Bridge, one can take the Burke-Gilman trail to the Fremont Bridge and go south on the new Westlake Cycle-Track to Mercer St and Westlake Ave - the only stoplight at the Fremont Bridge. Going from the University Bridge south 1.5 miles down Eastlake Ave to Fairview & across Fairview to Mercer and Westlake is 1 mile shorter. At 10 mph, you might think it would take 6 minutes less? However, when you factor in the 12 stoplights in that 1.5 mile of Eastlake Ave, it would probably take much longer to go thru Eastlake Ave.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.

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		The DOT outreach meetings were not adequate. The only discussion allowed was how to configure bus stops and where to locate them. With the NC (neighborhood commercial) zoning, Seattle has required all those building owners to provide retail-commercial space at sidewalk level. Now the City proposes to violate it's own zoning code, by eliminating most of those businesses. What are the property owners supposed to do with all the vacant space created by the City?	
P-196	**Sarah Neurath**		
P-196.1	Sarah Neurath	As a resident of the university district who works in south lake union this rapid ride line would be a huge improvement to my commute and would the reduce the amount of car trips I would take regularly. Please move forward with this project.	Thank you for taking the time to provide your comment and support for the Project.
P-197	**Betsy Voelker**		
P-197.1	Betsy Voelker	Writing in to say YES PLEASE! to Rapid Ride and protected bike lanes on Eastlake. I currently ride *miles* out of my way to ride on the Westlake cycle track between the U District and Downtown because I feel unsafe riding my bike on Eastlake. The Cheshiahud Loop Trail is hilly and potholey and also means I am far less likely to access the businesses along Eastlake if I am already removed from it. I am also very much looking forward to a *protected* bike lane along northbound 11th/12th between the U District and Roosevelt to complement the southbound PBL.	Thank you for taking the time to provide your comment and support for the Project.
P-198	**Andrew Houston**		
P-198.1	Andrew Houston	I am in full support of this project and hope fully dedicated lanes will be provided for as much of the route as possible.	Thank you for taking the time to provide your comment and support for the Project.
P-199	**Detra Segar**		
P-199.1	Detra Segar	We all want improved transportation with accessible bus service and safe bike lanes. We also want thriving businesses and welcoming communities. These things should be compatible but the RRJ Line does not, as it is currently configured, meet these goals. The commuter needs are for a short period of time during the day---the businesses are operational a much longer period of time Their needs must be addressed with the same priority.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. Compared to existing conditions, transit service levels in the corridor would increase to all-day (24-hour) service and off-peak headways would improve; therefore, the number of daily transit trips would increase. While the Peak headways would run at 7.5 minutes or better, transit travel times and reliability along the corridor would improve with new traffic signals and queue jumps, station upgrades, and transit lanes. For more information on the Project transit improvements, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C.
P-200	**John Lestina**		
P-200.1	John Lestina	The proposed bike lane along Westlake is a huge benefit for the city of Seattle. It connects NE Seattle with Downtown, along a great flat, straight road. The dedicated lane is an excellent example of infrastructure with biking in mind, which will help significantly as an option for personal mobility as the city becomes too dense for cars to be widely used. As some one who lives in NE Seattle, but works in South Lake Union, I already ride my frequently along the route commuting to work. It will be great to expand the route to be inclusive of cyclists who are less confident riding alongside traffic.	Thank you for taking the time to provide your comment and support for the Project.
P-201	**Kyle Bedell**		
P-201.1	Kyle Bedell	To whom it may concern, In our house, we are very excited to see expanded transit options in Ravenna and University District that provide easy access to Downtown. Light Link train service cannot come soon enough and the addition of RapidRide is also a welcome addition. Outside of commuting hours, we are currently limited to Metro Bus 62 which takes 50-60 minutes from our nearest stop to Pike Place. With more low income units on their way and for the sake of curbing CO2 emissions, we need to make our	Thank you for taking the time to provide your comment and support for the Project. We will consider your comments in final design.

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		public transit network the envy of the country. Please also consider adding trash and recycling receptacles to all transit stops, riders tend to litter the areas around transit and we need to work harder at keeping trash and recycling out of the gutters and thusly of the ocean.	
P-202	**No name provided**		
P-202.1	No name provided	I'm concerned about how the introduction of the J Line may negatively impact access between the Eastlake community and U-District neighborhood and UW campus. Currently the Route 70 connects Eastlake residents to the center of the U-District and edge of UW campus. The J Line will replace the Route 70, and along with it, the Eastlake communities connection to this urban center will be lost - the J Line will serve only the very edge of U-District and will no longer serve the UW campus at all. Why is the Route 70 (J Line) being extended to Roosevelt? Metro already provides a fast commuter connections between Roosevelt and South Lake Union on route 63 and 64, and an all day connect between Roosevelt and U-Dist/UW with the route 65 and 67.	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The Project would have a RapidRide station immediately adjacent to the Roosevelt Link station, which would connect the Project to other regional connections. As compared to the Project proposed in the January 2020 EA, the U District Option proposed in the Supplemental EA would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.
P-203	**Ben Land**		
P-203.1	Ben Land	In general, I think the idea of connecting Roosevelt to SLU and Downtown is a good idea, since connection with SLU is currently difficult. I have a few comments about this project: 1) Using 70th st. as the turn-around street seems to make little sense. First, it would add 0.4 miles of construction compared to 67th st, adding cost. Second, 70th is already a busy arterial street, with lots of traffic traveling Eastbound through the Roosevelt intersection. This would make turning onto Roosevelt difficult (with the current light pattern). Also the left turn onto 70th from 12th might be difficult for articulated buses based on the slight acute angle. The stop line for eastbound traffic will need to be modified, and generally these will add time to the turnaround and potentially delay the start of the route. 2) Using 70th would also force the buses to park either on 12th or Roosevelt (as opposed to on 67th), which has drawbacks. On 12th, many school buses use parking by the high school for track meets etc.., and they would be displaced. On Roosevelt, the bike lane precludes any parking on the west side, and buses on the east could make vision difficult when driving down Roosevelt, which is already a tight corridor. Because of its proximity to the light rail stop, it would seem to make the most sense to have the turn and the wait on 67th.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.

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P-203.2	Ben Land	3) To me, having bused, biked, walked or jogged this route to UW nearly every day, it is unclear how any bus system will be rapid during morning rush hour. I can often walk faster than traffic at 8:30-9:00 am, and even with more people now taking the bus, I expect it will still be delayed without a dedicated lane, as on Aurora Ave.	Thank you for taking the time to provide your comment. See Section 1.3.2.2 of the EA for more information about speed and reliability improvements including transit lanes and traffic signals.
P-203.3	Ben Land	4) If the bus lines are electrified only until the University District, will it take time to switch the bus off of electricity?	Thank you for taking the time to provide your comment. The Project would electrify the route in the University District and Roosevelt neighborhoods so switching off of electricity would not be required. New overhead contact system poles and wire would be added north of the University Bridge, starting at Eastlake Ave NE and NE 40th St and continuing along 11th/12th Avenues NE, and Roosevelt Way NE. See Section 1.3.2.2 of the EA for more information about the overhead contact system.
P-204	**Deanna Britton**		
P-204.1	Deanna Britton	Because 70th street is already too busy with traffic, I want to advocate for placing the bus layover locations at 67th street; Currently 67th street has not been used due to construction, and there is no direct connection with I5 as there is with 70th street. Please do not congest 70th street further with bus layover stations. Thanks for your consideration of my feedback.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-205	**William Donnelly**		
P-205.1	William Donnelly	I support the planning process - that the new J Ride route will help to eliminate single occupant auto use, and anticipate that the result will be improved transit experience for all.	Thank you for taking the time to provide your comment and support for the Project.
P-206	**Adria Martin**		
P-206.1	Adria Martin	The 70 is the only bus route that services Eastlake. Removing bus stops along the route as the Rapid Ride plan does will make it extremely hard for Eastlake residents to get around. For some residents this means having to walk far longer distances to get to the bus stop, and this is very difficult in Eastlake with the high hills.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design.
P-207	**Katy**		
P-207.1	Katy	Please move the bus layover location further away from the station, where there will be many pedestrians, bikes, etc.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-208	**No name provided**		
P-208.1	No name provided	Looking forward to good bus service along Eastlake. The Seattle Lake Union Streetcar is not at all useful for me....	Thank you for taking the time to provide your comment and support for the Project.
P-209	**M. Jones**		
P-209.1	M. Jones	Will there be parking for businesses on the Eastlake corridor from University Bridge to South Lake Union? If not, the businesses will fold or sell out to developers to make Eastlake a through corridor.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-210	**Ivo Andov**		
P-210.1	Ivo Andov	As a 10 year resident in Eastlake and a staunch supporter of public transit, the removal of a driving lane on Eastlake Ave and insertion of a bike lane would be incredibly disappointing and would drive me (no pun intended) to consider leaving the neighborhood I so dearly love. This has nothing to do with parking, small business drama, or anything of the sort. Just a non biased resident giving you a bit of	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. The protected bicycle lanes would improve safety for all users by allowing for greater separation between bicyclists and motor vehicles/buses and reducing conflicts, providing greater

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		insight as to the future of our neighborhood. The future of Seattle's city traffic flow is not cars, it's not bikes - it's public transportation. Eastlake Ave is a main thoroughfare not only for us Eastlakers, but for Downtown, South Lake Union and University District as well. We have to capitalize on the incredible opportunity Eastlake Ave provides to really transport, in efficiently high volume, a lot of people through Eastlake via improved public transit options. I cannot believe how idealistic and unrealistic the idea of a dedicated bike lane is for such a key street. Only 3% of all Seattle residents bike commute to work. THREE PERCENT! And with the addition of a lot more bike lanes all over the city already, that number has barely budged. Seattle is simply not a city made for overwhelming bike commuting. Hills, constant rain, and a city full of young families will not predominantly bike to and from work. I don't care much for parking or facilitating cars in Eastlake. Not in a neighborhood this urban. I would highly recommend abolishing the bike lane idea and instead bolstering the bus service (yes, the improvements coming to the 70 are great but that is just a step in the right direction) and allowing public transit to be the focus. Not biking. Not driving. If anything, making the parking lane on Eastlake Ave a transit only lane would be even better. I think it has helped Westlake transport professionals better around South Lake Union and can be the same for Eastlake and the surrounding areas. All of the urban neighborhoods are going to change rapidly in the next 5 years. Adding a bike line when that can be a public transit option or overall improved vehicle traffic flow is again, incredibly biased towards those 3-5% that would use it.	predictability of people on bicycles and reducing the potential for conflicts at intersections.
P-211	**Chris Ewing**		
P-211.1	Chris Ewing	If this project improves bicycle safety and bus service between downtown and Eastlake, I think it is worth the loss of parking in our neighborhood. Thanks for responding to the concerns of our community, even when they are not expressed very civilly. I appreciate what you do.	Thank you for taking the time to provide your comment and support for the Project.
P-212	**Jack Whisner**		
P-212.1	Jack Whisner	The service network would be stronger if a shorter RR were implemented, north only to the Brooklyn Link station and not extending to the Roosevelt Link station. In essence, Route 70 should be branded rather than former Route 66X, per SDOT proposal. The shorter alignment would provide much shorter walking distance connections with the Brooklyn Link, the UW campus, and it would serve the heart of the University District. It would take fewer service hours, buses, and less trolley bus overhead, so would cost less. Yet, the better connectivity would probably lead it to attract more transit ridership. Riders tend to object to long transfer walks.	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations. As compared to the Project proposed in the January 2020 EA, the U District Option proposed in the Supplemental EA would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.

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P-213	**Brad Steiner**		
P-213.1	Brad Steiner	As a resident of 12th Ave NE just south of NE 70th St I'm writing to strongly oppose the proposed NE 70th bus turnaround / layover alternative in the Roosevelt Rapid Ride plan. NE 70th has recently undergone major changes to improve bus, pedestrian and vehicle safety on a significant arterial that connects Roosevelt with Green Lake, northbound I-5 and even southbound Roosevelt Way NE to downtown. These changes include the addition of bike lanes the length of 70th and stop signs at the entrance and exit of I-5 that have already increased congestion on 70th. A bus layover on NE 70th would only create further congestion and force bikes out of a brand new bike lane into traffic on a busy residential street that's not even directly served by buses. It makes no sense whatsoever. Please keep transit related traffic out of the residential neighborhood and in proximity to the Roosevelt transit station where it belongs.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-213.2	Brad Steiner	I also request that alternatives to overhead electric buses be explored. Roosevelt is already one of the worst neighborhoods in north Seattle for utility poles that block many pedestrian crosswalks and increase pedestrian safety risk along NE 65th St and elsewhere. The last thing Roosevelt needs is more above ground utility infrastructure blocking driver's views of pedestrians, especially on busy arterials. If anything the city should use this opportunity to bury the utility lines we have to increase pedestrian safety around the new transit station.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-214	**Brian Esler**		
P-214.1	Brian Esler	I oppose this proposed project, as adding a "rapid" bus line to a neighborhood (i.e., Roosevelt) in which a light rail station is about to open is counterproductive from both an environmental and traffic standpoint. Further (and I say this as a regular bike commuter), the existing bike lanes are sufficient, and I oppose installation of new lanes, which will only hamper automotive traffic flow. While there may be a need for a rapid bus from downtown to the University bridge (which area is not served by the new light rail line), extending the line past the University bridge will be redundant to the much faster transportation about to be provided by the light rail stations in the U-District and at Roosevelt.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. The Project would potentially increase auto travel times by up to 5 percent in 2024[1] but decrease auto travel times by up to 7 percent by 2040. See Section 2.1.2 of the EA for the Project's effect on auto travel times and intersection operations. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). Link light rail does not offer local access to Eastlake or South Lake Union, and the Project would provide a connection to the University District, Roosevelt, and Downtown neighborhoods.
P-215	**Elizabeth Dunn**		
P-215.1	Elizabeth Dunn	I am a new resident to Eastlake and so recently learned of the plans to accommodate the RapidRide and two-way bike lanes on Eastlake Avenue. Frankly I am absolutely appalled and I do not understand why the City is persisting with a plan that clearly has generated so much opposition from the community. I am a landlord of many small businesses in the city (Melrose Market, Chophouse Row) and so I know from decades of firsthand experience how fragile they are and how many years of effort it takes to get a neighborhood business district to thrive. SDOT's plans to add both rapid ride AND protected two way bike lines to Eastlake Avenue will, if executed as designed, do unrecoverable damage to the neighborhood business district. Nowhere in the city should a commuter route be allowed to decimate an existing community, and particularly not in dense established center city communities. Public comment from the community has been consistent from the get-go and yet completely ignored due to SDOT's tunnel-vision focus, which I'm told is because is because of a federal funding package that was approved several years ago. SDOT has a terrible track record on such projects. It has never demonstrated an ability to marry their transportation plans with neighborhood-friendly pedestrian-oriented urban design. Broadway south of John being one disastrous case in point, the routing of the First Avenue streetcar being another, and the recent changes to East Pike Street being yet another. In	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.

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		this case SDOT's determination to push two major pieces of commuter infrastructure through the same neighborhood arterial once again shows lack of critical skillset within the department around both urban design and neighborhood economic development. Until this can be addressed, no more commuter corridors of this kind should be built. Small businesses in Seattle have always borne the brunt of other departments' priorities, and are now hanging by a thread, pummeled by numerous destructive factors: the pass-through of massive property tax increases, the poor implementation of the city's minimum wage, the regressive nature of B&O taxes, and relentless construction which has closed the same streets over and over again. The removal of on-street parking is often the death knell for small local businesses, for reasons that seem to be willfully misunderstood by transportation planners. Of course we want to compel people to get out of their cars, but in many neighborhoods drivers still represent 10-25% of retailers' revenues, which is the margin between success and failure of most small locally- owned businesses. While research may show that as consumers, bicyclists spend just as much as drivers, it does nothing to suggest that the cyclists on a two-way protected bicycle highway we will stop and spend their money at the same neighborhood businesses who lost their on-street parking. Even more critically, the buffer of parked cars next to the sidewalk is what makes pedestrian shoppers feel safe and protected from moving traffic. It's patently ridiculous that a better solution can't be found given the width of the right of way. It's also shocking that the neighborhood was not involved in the design process. At a legal level, the future economic impacts suggest a clear economic "taking" by the city from the businesses and residents. It should also be noted that this isn't an area where we can afford to experiment. These businesses are the livelihoods of the families that own them and once they are gone there's nothing anyone will be able do to bring them back. At a more practical level, if these local amenities disappear, it will create the necessity for more commuter trips by those inside the community. Proceeding with a transportation plan that will cause small neighborhood businesses to fail fundamentally defies the goals of urbanization.	
P-216	**Lindsay Andersen**		
P-216.1	Lindsay Andersen	I travel regularly through this neighborhood, and I think bus, bike, and pedestrian infrastructure is critical. You should make sure to support these in your updates.	Thank you for taking the time to provide your comment and support for the Project.
P-217	**Derek Boiko-Weyrauch**		
P-217.1	Derek Boiko-Weyrauch	Hello, I am a Seattle homeowner, car owner and cyclist, and I am writing today to express my support of bicycle, bus and pedestrian improvements along the Roosevelt corridor as part of this project. Infrastructure improvements for non-motorized users always take a back seat to projects for automobiles, and so I urge you to seriously consider the bike, bus, and pedestrian-centric proposals that are currently on the table.	Thank you for taking the time to provide your comment and support for the Project.
P-218	**Renee Davis**		
P-218.1	Renee Davis	I am opposed to the use of NE 70th street as the alternate bus route for the proposed RapidRide J line for the following reasons: 1) NE 70th street currently consists of single family residential homes. Negatively impacting a new street and additional part of the neighborhood as opposed to concentrating the impacts in one place; the Roosevelt rail station, makes no sense. 2) The stretch of NE 70th Street between 12th and Roosevelt Way is extremely narrow and buses have never been able to make the left hand turn from 12th onto 70th. I know this because I live on this corner. The street is so narrow that when bikes lanes on both sides of the street were added last year, parking had to be completely eliminated. Their initial plan was to keep parking on one side of the street but they couldn't make it fit so they just got rid of it. 3) Several elementary school bus stops are on this stretch of 70th. 4) Making the left hand turn from 70th onto Roosevelt is extremely difficult, even for cars as you are yielding to	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.

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		oncoming cars heading East getting off the freeway exit. Usually only one car can make the turn before the light changes and cars are backed up halfway down the street. There is currently no left hand turn signal. Better options available with fewer impacts: 1) 67th is the best Route, as it is right by the station and concentrates the transit closest to the light rail and the commercial core. 67th is a much wider street with no single family homes and no competing oncoming traffic to turn left onto Roosevelt Way. Another option would be to make 67th a one way bus only street so transit would not be competing with cars or pedestrians. 2) NE 75th street is the only alternative proposed that could accommodate buses on making both the left hand turn from 12th and the left hand turn onto Roosevelt Way. 75th is a major arterial and is the only major street that could accommodate buses making the circle multiple times a day without impacts to the residential part of the neighborhood.	
P-218.2	Renee Davis	I am further opposed to adding infrastructure to support an overhead electric trolly in the neighborhood. There is no reason why an all battery or hybrid system cannot be implemented for the Roosevelt section. The increased cost and impacts cannot be justified in a day and age when we are moving toward electric. The trolly system is outdated, malfunctions and is visually ugly.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-219	**Madeleine Hibbert**		
P-219.1	Madeleine Hibbert	Hi - I live in in the Eastlake community and I spent some time reviewing the service map for RapidRide J line this morning. I'm open to having more bus service in Eastlake, however, the service route planned is disappointing. Currently, the Seattle Metro 70 line serves Eastlake corridor residents from 50th in the University District to the International District, which is nice, but very limiting as far as accessing areas further north or south. The proposed J line route doesn't expand on this service area. It doesn't help me access rapid transit options to get out of the city entirely, nor does it help me access the west side of the city or anywhere further east. The proposed J line route also does not truly get me closer in any meaningful way to any Link Light Rail connections in the city. Any new transit options to Eastlake absolutely must expand the public transit options in at least one of these areas to make it worth the impact to neighborhood density and parking. I'm actually really surprised this has not been considered because it is a basic fact of this area and this city that getting north to south is alright, but getting east to west and vice versa is a nightmare and in need of drastic improvement. I'm a happy bus-rider for most of my city travel, however, I eventually had to have a car if I ever wanted to go anywhere besides the University District, Eastlake, Downtown, or the International District. If the RapidRide J line truly offered a route that could expand my community's ability to move around the city (or even get out of the city!), I would be happy to support it. However, it's not enough to replicate the 70 but faster. That is just not good enough for our rapidly growing city.	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The Project would have a RapidRide station immediately adjacent to the Roosevelt Link station. The Project does not deviate to the east to serve the U District Link station directly because it is designed to travel in a more linear north-south pattern to provide fast connections from the north and south. However, the U District Option assessed in the Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The Project would also connect to Link, Seattle Streetcar, and other RapidRide lines in Downtown providing additional regional connections.
P-220	**Ian Muse**		
P-220.1	Ian Muse	More bike lanes is always a good thing! We need to ensure cycling is a viable, safe option for people. But we also need to fix the massive number of potholes in Eastlake that eat tires and throw riders.	Thank you for taking the time to provide your comment and support for the Project. As described in Section 1.3.2.2 of the EA, Eastlake Ave E would include full-depth repaving between Fairview Ave N and Fuhrman Ave E.
P-221	**Linda Cox**		
P-221.1	Linda Cox	I don't think we have any endangered species in the neighborhood, but I will say the noise with all the construction of apartment buildings, building the light rail station and now all the traffic that will be coming to the station is nerve racking and all the air pollution with increased car and bus traffic. So this will increase again with the j line and if these buses wait on 70th St, I'm sure they will be idling and then we get to breath more air pollution. It is hard being a resident here with all these changes, my quality	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.

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		of life has dropped with increased noise, air pollution and no place to park a car.	
P-221.2	Linda Cox	I have no driveway, so where do I go? When I ask the city, they blow me off. I hate the city, they do nothing for the people who live here, just keep building apt buildings with no parking, so now we have cars driving around the block looking for parking, they don't live here or they move into the new apt buildings that provide no parking spaces. There needs to be some incentive for people to move here and have no car and there needs to be permit parking on the street for residents. I just get to make my little comment to you now when you act concerned, because the law requires some input. What about my health effects with all the noise and poor air with all this construction???	Thank you for taking the time to provide your comment. See CR-1 and in Table A-1 for more information about parking. Project construction activities would result in short-term increases in noise. Mitigation for construction noise would include development of construction noise control plan (e.g., limit engine idling or use of engine exhaust mufflers). See Section 2.2.2. of the EA for more detail regarding noise. Construction would result in temporary increases in dust and air emissions from equipment. Best management practices (BMPs) would be implemented to minimize construction emissions and avoid adverse effects. Operation of the Project would improve air quality and reduce greenhouse gas emissions by decreasing the number of vehicle trips in the corridor, and by primarily using electric trolley buses that do not produce tailpipe emissions.
P-222	**Lance Kent**		
P-222.1	Lance Kent	I am in favor of this project, especially along Eastlake Ave where I live. I support how it will improve bicycle and pedestrian safety by removing parking along Eastlake, and enhance transit connections by relieving capacity on the 70. We need more improvements like this across the city.	Thank you for taking the time to provide your comment and support for the Project.
P-223	**Cindy Watanabe-Mezs**		
P-223.1	Cindy Watanabe-Mezs	The outgoing buses for the RapidRide J bottleneck during peak hours along Virginia St. You need to take care of the buildings with TMPs whose tenants are still driving and pouring out of the garages. Or, from Third Ave, the buses would take a left on Olive, stay on Howell, heading to Eastlake and then turn back Left toward Fairview at Thomas or another side street cutting through the Cascade neighborhood.	Thank you for taking the time to provide your comment. Transit signal priority has been added throughout the corridor where it adds Project benefit to overall transit speed and reliability. In addition, the Project includes transit improvements, such as in-lane bus stops and transit-only lanes, to increase transit speed and reliability. See Section 1.3.2.2 of the EA for more information about traffic signals and transit lanes. Specifically along Virginia St, transit only lanes are proposed where they would provide a benefit to transit speed and reliability. These are shown in Appendix I, Conceptual Design Drawings, of the EA.
P-224	**Gail Grinnell**		
P-224.1	Gail Grinnell	I am commenting about the Rapid Ride plan as a resident of the Eastlake neighborhood. My concerns: Continuing existing and improving walkability for all ages and abilities - school children to elderly who live in the neighborhood such as: more marked street crossings and more street lights on Eastlake turn lanes - turn lanes off Eastlake for access to housing in the neighborhood for residents and service vehicles some vehicle access to business on Eastlake Ave such as time limited parking on one side of the street and in midstream turn lanes. One-way bike lane on one side of Eastlake Ave along with more traffic safety measures for bikes and pedestrians such as bike stop lights and turn lanes and speed limits. Second one-way bike line on Fairview which is a "green street" with existing mixed but slow speed usage. Make sure that the design reflects the fact that Eastlake is a community 1st and a transit corridor second. Increase the time it takes for the Rapid Ride to run on Eastlake by increasing the points that it stops. It is a short run though this densely populated neighborhood - lots of pedestrians, business and bikes - we want to keep it this way and encourage more business and walkability.	Thank you for taking the time to provide your comment. See Section 1.3.2.2 of the EA for more information on Project improvements. We will consider your comments in final design.
P-225	**Jacob Malter**		
P-225.1	Jacob Malter	As someone who lives between Roosevelt and 12th Ave near 65th Street, I cannot wait for a new light rail line right by my residence! Please build the proposed line with new bikes lanes and asphalt! Hope to use my scooter safely. Having multiple modes of transport would help the neighbor be cheap to get around without spending extra resources on a car.	Thank you for taking the time to provide your comment and support for the Project.

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P-226	**Karen Appelman**		
P-226.1	Karen Appelman	I object to the current configuration of the RapidRide Roosevelt (RR-J) project. RR-J removes all parking and load zones along the length and on both sides of Eastlake Avenue East in favor of segregated bicycle lanes. As the EA reports, neighbors have been informing SDOT for years that this RR-J configuration will devastate the Eastlake business community and discriminate against those with mobility issues. I believe that a successful RR-J project is possible if SDOT will finally listen to the Eastlake community and adopt an alternative bicycle route through Eastlake. Instead, SDOT has refused to study the effects of the RR-J segregated bicycle lanes on the health of Eastlake businesses and on the lives of those with mobility issues, but rather has made vague, unkept promises of mitigation plans for the business and mobility issues. I request an Environmental Impact Statement (EIS) or any other measures that require SDOT to sincerely look at the impacts of RR-J as currently configured and at other bicycle route options off of Eastlake Avenue East. Eastlake businesses: Eastlake is that community of Seattle from the University Bridge to just north of the Fred Hutchinson Cancer Center, bounded by Interstate 5 sloping down to Lake Union. Almost all Eastlake businesses front Eastlake Avenue East. Most of these businesses rely on parking and load zones in front of their businesses on Eastlake Avenue East. The current configuration of RR-J eliminates that parking and load zones, replacing it with segregated bicycle lanes. Two years ago, the community did a survey of local Eastlake businesses to determine the effect of the loss of street parking and load zones. An overwhelming majority reported that Eastlake businesses would be devastated by the loss of parking and load zones; the survey results were distributed to SDOT, each member of the City Council and the Mayor. Last year, over 100 Eastlake businesses sent a petition to Mayor Durkan, SDOT and the City Council asking that Eastlake Avenue East parking and load zones be preserved to prevent the devastation of local businesses. For years, SDOT has been entirely unresponsive, making vague claims of working with the neighborhood which never happens. The EA continues the SDOT policy of kicking the can down the road to a fantasy solution because the current RR-J configuration CANNOT BE MITIGATED. Parking on side streets off of Eastlake Avenue East is already over-committed because of the City's policy of encouraging Small Efficiency Dwelling Unit (SEDU) buildings with no off-street parking. There are many of these SEDU buildings in Eastlake and more are being planned. A significant percentage of SEDU residents have cars, so Eastlake side streets are jammed and becoming more jammed. SDOT has no coherent policy for dealing with the parking problem other than ignoring it.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. The Project will continue to solicit public feedback through final design. With implementation of environment commitments identified in Appendix E of the FONSI, the Project would not result in any substantial permanent impacts.
P-226.2	Karen Appelman	Mobility challenged residents: Currently, Eastlake residents with mobility challenges, such as seniors and those in wheel chairs access Eastlake businesses by parking in front on Eastlake Avenue East. This provides convenient business access. The current RR-J configuration eliminates that access, replacing that parking with segregated bicycle lanes. This thoughtless elimination of access discriminates against those with mobility challenges in favor of young, healthy bicycle riders. SDOT has rejected alternative bicycle configurations on streets other than Eastlake Avenue East because bicycle riders might be inconvenienced by being required to ride on a short, sloped section of a side street. The side streets that intersect Eastlake Avenue East are often sloped because Eastlake slopes from I-5 to Lake Union. Ironically, pushing mobility challenged residents to the side streets would require residents in wheel chairs and older residents having difficulty walking to risk serious injury on slopes that might merely inconvenience young, healthy bicyclists. Seattle fosters a reputation of caring for marginalized groups, such as those with disabilities. However, the current configuration of RR-J appears to violate Seattle and Federal policy: Seattle's Comprehensive Plan transportation policy T 3.21 requires SDOT to, "Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations..." The Americans with Disabilities Act (ADA) requires that the construction of public facilities by cities, such as the sidewalk, not result in discrimination against people with disabilities. The older Rehabilitation Act requires that no project receiving federal funds shall discriminate against	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.

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		people with disabilities. RR-J as currently configured with segregated bicycle lanes discriminates against people with disabilities because that protected population has good access to businesses now, but by removing that on-street parking, access will be lost in favor of young, healthy bicyclists and other residents who, if they can get to the businesses at all, are likely able to use the sloped side street sidewalks without injury.	
P-226.3	Karen Appelman	Conclusion: The RR-J project as currently configured has major, unstudied impacts such as the devastating effect on Eastlake businesses and the discrimination against mobility-impaired residents such as seniors and those in wheel-chairs. SDOT has been promising for years to work with the neighborhood to address the unstudied problems that SDOT clearly doesn't understand. I request that an EIS or other measures be required to study the impacts on businesses and the mobility challenged and prove the feasibility of any SDOT proposed mitigation measures before FTA issues a Finding of No Significant Impact (FONSI) and before RR-J as configured receives any additional approval.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-227	**Barry Broman**		
P-227.1	Barry Broman	Removing parking options is a horrible idea by itself, especially in a city where little to no thought goes in to what the actual problem is and implement things that usually do more damage than good. But removing parking that also is a much needed traffic relief lane during critical times is hard to describe how absurd that decision is. I am voicing this opinion yet again, even though you will refuse to listen.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. As noted in Table 2-1 of the EA, travel times for both transit users and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.
P-227.2	Barry Broman	How many cyclists does this help?	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. Approximately 1,700 people that bike per day cross the University Bridge, which is the second-highest in the City of Seattle in terms of bicycle volumes. The protected bicycle lanes would improve safety for all users by allowing for greater separation between bicyclists and motor vehicles/buses and reducing conflicts, providing greater predictability of people on bicycles and reducing the potential for conflicts at intersections.
P-227.3	Barry Broman	I assume you did the research on this and have seen that the massive bottleneck this will create is somehow worth the extra headache, in a city that already has a failing infrastructure and continues to get infinitely more frustrating by the day. Can't wait to not be able to go anywhere from 6am - 10am and 3pm - 7pm due to gridlocked traffic. I look forward to seeing all 12 cyclists go by using the million dollar lanes, rather than just rerouting them to a safer, less crowded street.	As noted in Table 2-1 of the EA, travel times for both transit users and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.
P-228	**Pandora Eyre**		
P-228.1	Pandora Eyre	To whom it may concern: I am a concerned citizen, who as a longtime Eastlake resident is very concerned about the impact that the J line buses and the protected bike Lanes will have on our neighborhood. Traffic is already bad in our neighborhood, and taking away lanes for cars and buses, Uber's Lyft, etcetera in favor of a very small minority of biking commuters, seems very short-sighted to me. Perhaps creating an alternative route for bicyclists who need to commute, such as going via Fairview Avenue where there is already a path in place, would make more sense all around. I have lived in Seattle all of my life, I'm a tax-paying productive citizen, and I'm tired of seeing my city destroyed by "progressive" ideas that really don't make sense. By taking away half of a street for a protected bike lane, you are removing parking for businesses as well as access. for people who really do need to get places by car such as families elderly, disabled folks, and basically anybody who just happens to drive a car, which is most of us. I am a native Seattle Light who has lived here all my life. I am a contributing member of society, but I feel like my city has been taken over. But people who have no understanding of its past. I have nothing against bike commuters, but they are a small minority in reality.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. Approximately 1,700 people that bike per day cross the University Bridge, which is the second-highest in the City of Seattle in terms of bicycle volumes. The protected bicycle lanes would improve safety for all users by allowing for greater separation between bicyclists and motor vehicles/buses and reducing conflicts, providing greater predictability of people on bicycles and reducing the potential for conflicts at intersections. As noted in Table 2-1 of the EA, travel times for both transit users and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.

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P-228.2	Pandora Eyre	And why don't we put more buses on Eastlake and bring bac the route 25 which was another way of getting to and from downtown.? With the arrival of Amazon and other South Lake Union businesses, ridership on the buses has increased many fold and makes it really difficult to get around for anyone. Thank you for listening to my (and many others' concerns about this issue.	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt).
P-229	**Sam Keller**		
P-229.1	Sam Keller	Please make sure that this plan gets done! We need better transit and safer bike infrastructure on the east side of Lake Union -- with I-5 right there, we can't continue to prioritize cars on all the other streets, too. Seattle won't thrive if we make it hard for people to get around the city, and prioritizing cars and parking doesn't help people navigate an increasingly dense city. We don't want to be LA!! Also, when considering businesses' complaints about losing parking, _please_ read the research about how removing parking and adding access for pedestrians, bikers, and transit riders actually increases the number of people going into these businesses.	Thank you for taking the time to provide your comment and support for the Project.
P-230	**Aaron Keating**		
P-230.1	Aaron Keating	I support the proposed bus priority, bicycling and sidewalk improvements proposed between downtown and Roosevelt in the RapidRide J project. They will improve mobility, access and safety for all users, and promote transit, cycling and walking -- all of which has health and environmental benefits for Seattle residents. I would like to particularly highlight the proposed bike lane improvements. Today that route is one of the most dangerous for people biking -- I know, because I ride it several times per week -- so it merits change on that basis alone. However, it will also some day connect to the 520 Trail once the state completes their new connection between Montlake and I-5. Ensuring bike access throughout this corridor is a smart long-term investment in that regard.	Thank you for taking the time to provide your comment and support for the Project.
P-231	**Luke Rogers**		
P-231.1	Luke Rogers	I support the RapidRide route and the proposed pedestrian and bicycle improvements. However, I have concerns about the proposed layover locations at the northern end of the route, as well as the proposed turnarounds on either 67th or 70th. The proposed 67th turnaround and layover location is too close to the station and would create an unnecessary pedestrian hazard with people walking between and around buses there. Northeast 70th street is simply not wide enough to accommodate buses, cars and the newly added bicycle lanes. In addition, neither location provides a logical space for a driver comfort station. The best alternative is to have the layover be on the east side of 12th Ave NE between 72nd and 75th street. This location is adjacent to the reservoir, rarely parked at and is steps from Froula Park - a perfect place for a driver comfort station. The layover option also requires no changes to 67th or 70th streets, and is not adjacent to neighborhood housing. This would move the turnaround to NE 75th street, which is wide and well suited to bus traffic. I am shocked that the city has not considered this alternative and urge the city to evaluate this option.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-232	**Jessica Lucas**		
P-232.1	Jessica Lucas	I commented before in favor of the bus line, but didn't realize this was also where I should comment about the road project as well. Please do keep the bike lanes! So many people bike through here to downtown, even in it's current dangerous capacity. A friendlier road will invite more people to stop and enjoy the businesses. When I ride through here now, it's as quickly as possible because I'm just trying to keep ahead of the driver behind me. A bike lane will help me see what's available and make it more friendly for people walking as well. I ride this route regularly when I go from my work location in Wedgwood to downtown for meetings etc. Probably 4-5 times a month. It always causes me anxiety after I leave the protection of the University Bridge.	Thank you for taking the time to provide your comment and support for the Project.

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P-233	**Douglas Nellis**		
P-233.1	Douglas Nellis	I support the Rapid Ride J line on Eastlake. Buses and bike lanes are good for the environment and community, both by keeping people out of cars and by allowing for better physical health. Single-use automobiles must be curtailed within the city, Rapid Ride buses and protected bike lanes go a long way toward making that future a reality.	Thank you for taking the time to provide your comment and support for the Project.
P-234	**William Harper**		
P-234.1	William Harper	Our only way out of our traffic and environmental messes are increasing the use of non-car transportation. This means more and more frequent bus routes. This also means giving cyclists and pedestrians a more safe routes in commuting to work, shopping, and running errands. This all adds up to increasing dedicated bus and bike lanes. Buses should be so frequent and easy to use the driving a car is the worst option to commute.	Thank you for taking the time to provide your comment and support for the Project.
P-235	**Mark Harris**		
P-235.1	Mark Harris	Keep the buses and bike lanes coming. Really excited to see this transition, which will enable more and faster transit ridership, improve access to local shops and businesses to those not driving, and benefit the local (better air quality, safer streets) and global (fewer CO2 emissions) climates.	Thank you for taking the time to provide your comment and support for the Project.
P-236	**Laila Barr**		
P-236.1	Laila Barr	More stops are needed, especially on lower Roosevelt and 11th outside UW Clinic Roosevelt, but also on NE 55th in both directions.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design.
P-237	**Margaret Sanders**		
P-237.1	Margaret Sanders	Thank you for providing this opportunity to share my comments about the RRJ EA. Stormwater: In Seattle where the West Point facility periodically dumps untreated sewage into Puget Sound, projects like the RRJ as well as other construction should direct stormwater to nearby filtration/treatment facilities and discharge the treated water into Lake Union or other nearby waterways.	Thank you for taking the time to provide your comment. Projects in Seattle that drain to waterbodies and drain through the combined sewer system to the treatment plant must comply with the Stormwater Code. See Section 2.5.2 of the EA for more information on stormwater/water quality improvements.
P-237.2	Margaret Sanders	Regional transit services: It doesn't appear that Eastlake will have any new connections to regional transportation services, including ferries, other than the light rail north of the neighborhood. For such a huge impact on the neighborhood, it seems that we should have better access to other transportation facilities. Convenient connections now available via Route 70 in the UW area as well as convenient access to the major part of campus will be lost.	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. However, the U District Option assessed in the Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations.

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P-237.3	Margaret Sanders	Parking: Section 2-11 notes that there is limited on-street parking and few off-street facilities that might supplement the parking supply. Even with mitigation, I and other neighbors haven't seen where a significant number of spaces will be identified for use by visitors, customers and residents. I and other residents have noted car drivers who park in the neighborhood and catch rides with others to other destinations. The EA notes that 75% of cars parked on Eastlake Ave E are parked for less than four hours, which suggests many are visitors or customers.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-237.4	Margaret Sanders	Protected bicycle lanes and vehicular traffic: Not having a protected bike lane between Harvard and Fuhrman along Eastlake northbound creates a major conflict with vehicle traffic - especially so since they have been separated for many blocks south of this area. Many business driveways in addition to the numerous cross streets will continue to affect traffic flow, both bicycle and vehicular traffic, as visitors and customers slow down to enter as well as exit. Pedestrians attempting to cross Eastlake at uncontrolled intersections present a potential conflict with bicycles. Protected bicycles lanes do not protect bicycles from vehicles making right turns. The use of the green boxes into the traffic lane (if planned) at controlled intersections will help when the light is red but less so when it is green. Portland Oregon has reduced many of the hazards associated with bicycle lanes on a major arterial by putting them on a parallel street or greenway.	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-237.5	Margaret Sanders	Economic Impact: The cited article, Measuring the Local Economic Impacts of Replacing On-Street Parking With Bike Lanes discusses the neutral or slightly positive impact of this change, and the abstract I was able to find states: Our findings are consistent with an improving economic environment at the intervention site. Downtown retail strips may therefore be suited to tolerate bike lanes and even benefit from increased retail activity. [abstract: https://www.tandfonline.com/doi/abs/10.1080/01944363.2019.1638816?journalCode=rjpa20]. This study was for an area not comparable to Eastlake, which is an urban village with extremely limited alternative sites for parking.	Thank you for taking the time to provide your comment. Several studies cited in Section 2.9.2 of the EA found that there can be benefits for businesses as a result of new bicycle lanes even with the removal of on-street parking. Some studies might include areas of the urban core while others focused on neighborhood commercial areas such as the Mission District in San Francisco (Drennen, 2003).
P-238	**Scott Soules**		
P-238.1	Scott Soules	1. Businesses along the line are not mentioned as a group you are trying to serve. The plan does not include the devastating negative impacts it will have on them. The neighborhood businesses along the route depend on on-street parking and loading, as has been in place for at least fifty years. Trying to find replacement parking in neighborhoods like Roosevelt and Eastlake that are already heavily parked will be difficult to impossible. Small businesses are a big part of what makes neighborhoods special. Their survival is already challenging. This plan will likely result in closures and failures.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking and businesses.
P-238.2	Scott Soules	2. It is hard to tell from the plans here, but it looks like bus riders may have to cross the bike lanes to get on and off the buses. If so, that is a guaranteed recipe for bike/pedestrian accidents in far, far greater numbers than the six bike/vehicle accidents per year mentioned in your report. Why on earth would you want to put bike lanes on a major thoroughfare? What's next, bike lanes on I-5? There has to be a smarter way to site them that protects riders and enables motor vehicles to use the main streets.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. In locations where the protected bicycle lanes are between the transit stations and the sidewalk, the bicycle lane will be designed to slow the bicyclists and have designated crossing locations. SDOT is working with KCM to design stations compatible with adjacent protected bicycle lanes.
P-238.3	Scott Soules	3. Trolleys with overhead wires? Really? Talk about old fashioned thinking! I've read Metro has already ordered battery electric buses. Those make sense. Trolleys don't.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.

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P-239	**Ariah Kidder**		
P-239.1	Ariah Kidder	I am writing to support Rapid Ride J as proposed. I ride my bike with my toddler daily to work and daycare at UW and our safety would be greatly improved by having protected bike lanes.	Thank you for taking the time to provide your comment and support for the Project.
P-240	**Brendan Ribera**		
P-240.1	Brendan Ribera	I am excited about the protected bike lanes that will be added as part of this project. There is no way around this stretch of road in my daily cycling commute, and it is one of the more dangerous stretches. Reducing car/bike conflict, reducing parking, and reducing speeds will all lead to good outcomes.	Thank you for taking the time to provide your comment and support for the Project.
P-241	**Ewan Hruska**		
P-241.1	Ewan Hruska	I am writing to support the option of bus layover/turnaround on 67th or alternatives other than 70th for the J line. 70th is too packed with car traffic to be a viable option in my mind. Some have argued against 67th but I feel like this is the most logical decision as it is closed and is lightly used due to it not being used for so long. Some have argued for 70th due to its size and for the safety of pedestrians due to existing infrastructure but there is far too much car traffic and foot traffic and anticipated bike traffic for that to be a good option. Others have considered options further north and those may make sense but depend on the actual options.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-242	**Ryan Paul**		
P-242.1	Ryan Paul	Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. The new RapidRide J line is a huge benefit, and I as a Westlake resident who gets to work and runs errands without a car, I view this transit & bike facility to be hugely important to the health, safety, and climate goals of our city. I know many business owners in Eastlake are worried about parking and becoming a throughway. This fear is unfounded however, since data and studies show that places with more bike and transit access actually boosts businesses, and it has the added benefit of making the streets safer and more accessible for all types of people. [link: https://mobilitylab.org/2018/06/06/bottom-line-protected-bike-lanes-boost-business/] [link: https://www.cbc.ca/news/business/biking-lanes-business-health-1.5165954] In my own experience I actively avoid areas without safe bicycling facilities, and as a result Eastlake is an area that I avoid. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-243	**Mitchell Harper**		
P-243.1	Mitchell Harper	First of all, I want to echo my excitement for the return of the 66 with even better service. The 66 was a hard-working bus route and I'm glad to see there's thought going into how the Eastlake corridor can be optimized. I live in Green Lake fairly close to the Roosevelt PBLs. Easily, the most direct route to	Thank you for taking the time to provide your comment and support for the Project.

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		downtown is via Eastlake. Having invested in a Roosevelt PBL and not extending that to downtown seems like a real lost opportunity for building a bike corridor that I would be really likely to use! In fact, I'd probably be more likely to frequent businesses along Eastlake if they were accessible by PBL, because I do like the neighborhood and could zip down there on a bike much faster than taking a bus. Also, it would make it much more likely I would take bike trips into the downtown corridor. Thanks for the opportunity to comment, and your work on this issue. Grew up in Spokane where their planning capacities are 30 years behind and traffic is getting nightmarish compared to Seattle.	
P-244	**Katie Wood**		
P-244.1	Katie Wood	I live just blocks from the Roosevelt Light Rail and am concerned about the impact of the Rapid Ride using overhead-trolley electric buses. I would prefer a hybrid battery-electric, as Metro is investing in battery-electric, currently. If there could be a hybrid, using overhead electric-service for the route up to Campus Parkway, and battery-electric northward, that could be a cost savings for infrastructure improvements, and make extending the line to NE 75th St. more feasible. Given that these buses will not be in operation until 2024, there will likely be new and effective battery-options for buses by then.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-245	**Joan Davis**		
P-245.1	Joan Davis	I'm in favor of running the proposed J Line with access to Maple Leaf, with the terminus at NE 75 Street.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-245.2	Joan Davis	Also I favor electric busses along this line.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-246	**Robert Yates**		
P-246.1	Robert Yates	Pedestrian and bicycle safe infrastructure is where this project needs to start. Parking and delivery considerations need to come after; Vision Zero, yes?	Thank you for taking the time to provide your comment. SDOT incorporates Vison Zero goals and policies in all projects.
P-247	**Ian Hamilton**		
P-247.1	Ian Hamilton	Hi folks, I am a Roosevelt resident (adjacent to Roosevelt HS to the east) and I am on the board of the RNA. I am writing in a personal capacity and these comments are my own. I am excited about all of these new communication links between Roosevelt and other parts of Seattle and downtown. This project is really exciting. I am supportive overall. I do want to make sure that we do a good job of last mile delivery here and merge the north end of this project into the developing Roosevelt neighborhood successfully.	Thank you for taking the time to provide your comment and support for the Project.
P-247.2	Ian Hamilton	With that, a few comments: There is evidently need for a power substation. There are a few proposed sites being considered ”Roosevelt HS, the south property owned by Sound Transit, and a site at Ravenna Blvd and 12th Ave NE. That last site at Ravenna Blvd and 12th would be in the Olmstead park. That site should be avoided and an alternate selected. We don't get second chances at historic parks. Let's not deface it with a hut in the middle of it. We can put it elsewhere. The north turnaround needs to be on 70th. I know it will be a bit more costly. But, lowering that turnaround to 67th puts it in the heart of the	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. Four TPSS sites were considered in the EA. All four of the potential sites are located on publicly owned property. Following the public comment period, SDOT evaluated the four options and selected the undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE as the preferred option. The decision to locate the TPSS at this

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		Roosevelt core and that's a mess. Turning buses around on 67th mean putting unnecessary traffic on a street where pedestrians will be moving toward the north entrance of the light rail station. Both ends of 67th and Roosevelt and 67th and 12th are likely to be high use pedestrian crosswalks. Moving the bus turnaround to 70th will be safer for pedestrians and will reduce frustration and increase predictability for bus operators. All three areas being considered for layover spaces at NE 67th St, Roosevelt between 65th and 67th, and 12th Ave between 65th and 68th suffer from one or more of the following--blocking retail frontage (unacceptable), Cluttering the path between the station and the 68th St bike route eastbound (bad), cluttering pedestrian movement around the entrance to the light rail station (bad). If you move the turnaround to 70th, you open the possibility of doing bus layover on Roosevelt Way north of the retail core between 70th and 68th, in front of a self-storage and an apartment on the east or an apartment and a church parking lot on the west. Both of these options are far better than any of the three proposed options currently being considered. I think we are on the road to building something great here thanks to your work thus far. I would urge you to think about how the terminus fits into Roosevelt and move that top turnaround to 70th.	location is supported by KCM and was selected for the following reasons: • It is located within the City of Seattle's transportation right-of-way and therefore requires no property acquisition. • It is located outside the boundaries of the Ravenna Boulevard park and historic resources. • It is located adjacent to the Project corridor and OCS system, and is accessible for maintenance. • There would be no adverse effect on historic properties or other environmental effects. • Power would be available to this site from the existing electrical grid. There were no substantive public comments received regarding siting the TPSS at this location for the Roosevelt Station Option. The TPSS will not be sited on the Ravenna Boulevard park median, therefore ensuring that it would not impede the current recreational activities of those using the median. We will consider your comments in final design.
P-248	**Mark Miller**		
P-248.1	Mark Miller	I am strongly in favor of the Locally Preferred Option for the Rapid Ride J Line project. However, one must consider this first: ridership, ridership, ridership. Having lived in the Roosevelt/65th street area for 40 years it's obvious to me that moving the bus layover/turnaround area slightly north to the 75th Street area will accomplish a lot. The intersection of 75th and Roosevelt in a junction for people living in Lake City, Maple Leaf, Green Lake, Wedgewood and farther points. If one is to decompress the corridors farther south you must do whatever draws riders from farther north. I see NE 75th as a much better. The area between 15th Avenue NE and Roosevelt Ave NE along NE 75th Street can be made into a hub for better ridership. Don't lose that opportunity by making the turnaround/waiting area farther south.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-249	**Peter Breyfogle**		
P-249.1	Peter Breyfogle	I really look forward to the protected bicycle lanes on East Lake.	Thank you for taking the time to provide your comment and support for the Project.
P-250	**Nora Johnson**		
P-250.1	Nora Johnson	First, let me say that I support the project overall. However, I'm a homeowner along the east side of 11th Ave NE, where the parking in front of my house will be removed for a general purpose lane, which the rapid ride bus will use. I am also supportive of parking removal - the neighborhood largely has too much parking and many people have off street options - but my issue is the lack of proposed buffer between the curb and travel lane. This is a single family block with young children and lots of pedestrian traffic. The lack of some sort of striping or lane buffer to keep busses or cars traveling 30 mph (which is the case despite the 25 mph posting) makes our street less safe. Again, I am supportive of the overall design, but I would ask that we provide adequate pedestrian safety between curbs and general travel lanes, especially in our residential neighborhoods. These blocks will only see increased foot traffic with the advent of light rail.	Thank you for taking the time to provide your comment and support for the Project. See Appendix I, Conceptual Design Drawings, for information on landscaping and other improvements along 11th Ave NE. SDOT will share additional information through the Project website, listserv (electronic mailing list for the Project), and events as it becomes available, and encourage you to share your feedback on Project design.
P-251	**Amanda Winters**		
P-251.1	Amanda Winters	While I am excited for this RapidRide project, which will take me almost door-to-door from home to office, I am strongly opposed to the proposed bus layover on 67th St. The Roosevelt community has strongly advocated for a pedestrian-oriented light rail area and laying buses over directly next to the light rail entrance and new affordable housing/childcare location would be at odds with that. Please strongly consider pushing the layover further north, closer to the reservoir. Pushing the layover north will also increase access for surrounding neighborhoods, like maple leaf and lake city.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.

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P-251.2	Amanda Winters	Furthermore, I question whether this RapidRide is making good use of the most up-to-date technology. Please consider whether using an all-electric/battery system might be feasible.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-252	**Marc Bloch**		
P-252.1	Marc Bloch	I saw this comment posted by Luke on NextDoor and heartily agree: the best alternative is to have the layover be on the east side of 12th Ave NE between 72nd and 75th street. This location is adjacent to the city reservoir, rarely parked at and is steps from Froula Park - a perfect place for a driver comfort station. The layover option also requires no changes to 67th or 70th streets, and is not adjacent to neighborhood housing. This would move the turnaround to NE 75th street, which is wide and well suited to bus traffic.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-253	**Marilee Fuller**		
P-253.1	Marilee Fuller	The Rapid Ride will be an exciting addition to Roosevelt/Eastlake.	Thank you for taking the time to provide your comment and support for the Project.
P-253.2	Marilee Fuller	Hope it will not affect the Route 49 bus which I use to access light rail and Capitol Hill.	Thank you for taking the time to provide your comment. Route 49 would not be affected as a result of this Project.
P-254	**Kristin Brown**		
P-254.1	Kristin Brown	Hello, I am writing to express that Eastlake needs Rapid Ride J AND protected bike lanes. It will bring climate, safety, and equity benefits, and data show that bikes lanes benefit local business. I moved to Eastlake 3 years ago for its convenience to downtown, and have thus far have struggled to find sustainable transportation options. I biked every single day when I lived in DC (for 10 years), but biking in Eastlake is perilously unsafe. I've been doored once, and get tailgated and intimidated by speeding cars all the time because there are zero dedicated bike lanes. I have stopped biking literally for fear of my life. At the same time, the bus is quite expensive ($1,200+ annual expense) and often unreliable or incredibly slow due to traffic conditions. Furthermore, Seattle's number one source of emissions and pollution comes from vehicles, and there is simply NOT room for everyone to be driving in Seattle. We need to mode shift, and we need to protect those who are not privileged enough to own and drive a car. This project could bring many benefits to our community, and to the thousands of people who commute through Eastlake every day.	Thank you for taking the time to provide your comment and support for the Project.
P-255	**Linnea Peterson-Bunker**		
P-255.1	Linnea Peterson-Bunker	I support the proposal for RapidRide J as written, including the protected bike lanes on Eastlake. This corridor is currently exceptionally dangerous for cyclists and protected bike lanes along Eastlake, with the elimination of on street parking, is the only sensible approach for anyone committed to Vision Zero and preventing climate apocalypse. As a city, we must use every opportunity we have to make structural reforms to prevent death from traffic violence, and to reduce greenhouse gas emissions, 50% of which come from transportation in Seattle. I look forward to riding the RapidRide J and biking to businesses on Eastlake Ave, such as Mammoth, and connecting to South Lake Union from the U district.	Thank you for taking the time to provide your comment and support for the Project.

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P-256	**Inga Manskopf**		
P-256.1	Inga Manskopf	The recently-released City of Seattle Bicycle and Pedestrian Safety Analysis Phase 2 reports that, since 2006, 24% more people are walking/rolling to work; 22% more are biking to work; and 29% more are taking transit to work in Seattle. Driving to work decreased by 14%. As more people walk and bike to work, more people will become comfortable walking, rolling, and biking to get to other places, as well. As Seattle continues to grow and greater numbers of people are walking, rolling, biking and taking transit, it is important to make sure that using all modes of transportation are as safe as possible for everyone. The analysis indicates that the University Bridge and the area immediately surrounding it, along with connecting north-south streets in the University District, have some of the highest bicycle volumes in the city. Maps included in the analysis appear to show that a disproportionate amount of bike-motor vehicle collisions and pedestrian-vehicle collisions happen in or around the corridor, compared to Council District 4 as a whole. This data further supports the need for protected bike lanes through the RapidRide J corridor, as hundreds of people who use a bike for transportation already use the corridor. It also supports the need for better sidewalks, planned ADA upgrades, and other strategies for increasing pedestrian safety.	Thank you for taking the time to provide your comment and support for the Project.
P-257	**Cara McKinnon**		
P-257.1	Cara McKinnon	I support the RapidRide route and the proposed pedestrian and bicycle improvements. However, I have concerns about the proposed layover locations at the northern end of the route, as well as the proposed turnarounds on either 67th or 70th. The proposed 67th turnaround and layover location is too close to the station and would create an unnecessary pedestrian hazard with people walking between and around buses there. Northeast 70th street is simply not wide enough to accommodate buses, cars and the newly added bicycle lanes. In addition, neither location provides a logical space for a driver comfort station. In my opinion, the best alternative is to have the layover be on the east side of 12th Ave NE between 72nd and 75th street. This location is adjacent to the city reservoir, rarely parked at and is steps from Froula Park - a perfect place for a driver comfort station. The layover option also requires no changes to 67th or 70th streets, and is not adjacent to neighborhood housing. This would move the turnaround to NE 75th street, which is wide and well suited to bus traffic.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-258	**Ryan Newell**		
P-258.1	Ryan Newell	I support the RapidRide route and the proposed pedestrian and bicycle improvements. However, I have concerns about the proposed layover locations at the northern end of the route, as well as the proposed turnarounds on either 67th or 70th. The proposed 67th turnaround and layover location is too close to the station and would create an unnecessary pedestrian hazard with people walking between and around buses there. Northeast 70th street is simply not wide enough to accommodate buses, cars and the newly added bicycle lanes. In addition, neither location provides a logical space for a driver comfort station. In my opinion, the best alternative is to have the layover be on the east side of 12th Ave NE between 72nd and 75th street. This location is adjacent to the city reservoir, rarely parked at and is steps from Froula Park - a perfect place for a driver comfort station. The layover option also requires no changes to 67th or 70th streets, and is not adjacent to neighborhood housing. This would move the turnaround to NE 75th street, which is wide and well suited to bus traffic. I am shocked that the city has not considered this alternative and urge the city to evaluate this option.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-259	**Paul Franklin**		
P-259.1	Paul Franklin	I realize some have concerns about using 67th to turn around. I think the character of 67th will inevitably change with the opening of the Roosevelt light-rail station and development of the parcel	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. KCM and SDOT have considered the possibility of using battery buses for the Project but

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
		used for light-rail construction between 66th and 67th, and so I actually favor using 67th as a turnaround to streamline that. I have a hard time imagining laying over on either Roosevelt or 12th south of 66th working out well. I'm concerned because of the congestion between 64th and 66th on both Roosevelt and 12th. Irrespective of the turnaround route used, laying over should occur somewhere north of 66th, while also respecting the need for other bus stops to allow for bus-bus and bus-light-rail transfers. With Metro moving to more widely adopt battery-based buses, and many of the existing electric trolley buses already having some battery storage, I encourage exploration running on battery between the University Bridge and the north layover stop, with the ability to recharge during the layover. I realize that might only be feasible in the downhill (southbound) direction with the existing mixed battery/trolley buses. I realize it's not a current alternative, but I hope in the future, an extension to 73rd can be considered, with a stop and layover on 73rd, providing access to the grocery store there. I realize that in order to make that viable for ridership, that area would likely shift to more denser zoning (which is of course beyond what's being considered for this RapidRide plan); perhaps the area bounded by 75th/Roosevelt/70th/12th could be zoned NC2-55 (except that already at NC3), and 70th/Roosevelt/68th/12th could be zoned NC2-75, the nearby NC2 areas shifted to NC3, and the area bounded by 63th/Roosevelt/I-5/SR-522 also zoned NC3-55/75/95/75 (extending the existing height limits west from Roosevelt); I would support that zoning change.	have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor. We will consider your comments in final design.
P-260	**No name provided**		
P-260.1	No name provided	Quoting a neighbor, Luke Rogers, who had the excellent suggestion that, "the best alternative is to have the layover be on the east side of 12th Ave NE between 72nd and 75th street. This location is adjacent to the city reservoir, rarely parked at and is steps from Froula Park - a perfect place for a driver comfort station. The layover option also requires no changes to 67th or 70th streets, and is not adjacent to neighborhood housing. This would move the turnaround to NE 75th street, which is wide and well suited to bus traffic."	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-261	**Joe Drovetto**		
P-261.1	Joe Drovetto	If it ain't broke, Don't fix it. Currently on Eastlake Ave, bike riders use the parking lanes that are closed to parked cars during peak traffic hours. These lanes need to remain available for resident and business parking during non peak hours. If you eliminate these lanes, the city needs to provide alternative parking on side streets, digging up the existing tree lined parking strips and adding angled parking. If this can not be done, then don't eliminate the parking on Eastlake.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycles lanes. Angled parking is likely not feasible with narrow right-of-way at capacity on side streets with on-street parking. We will consider your comments in final design.
P-261.2	Joe Drovetto	Also adding poles and trolley lines is going back ward in the use of technology. Haven't you heard about the all electric buses that run on batteries? Finally, why is it necessary to add bus stop extensions or bubbles that go out to the traffic lanes? When buses stop to pick up passengers, all traffic behind the bus must stop as well, thus causing a traffic back up and doubling commute time. The current bus stops allow for buses to pull over to the curb and allow the traffic behind the bus to continue to move. Spend the grant money on All Electric Battery buses and new pavement for the existing street. That would make the most sense and be less negative impact on the community as well as the city budget.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor. Buses on Eastlake Ave E will no longer pull over to let passengers board or exit; they'll instead remain in-lane so all vehicle traffic will be behind the bus as passengers get on and off. This creates a natural 'platoon' of vehicles behind the bus travelling no faster than the bus. As the bus stops at a station, a gap ahead of the bus will allow vehicles turning to clear out ahead of the bus so the bus will be less impacted by traffic at intersections ahead of it. Access improvements like all-door boarding will also help speed up the boarding process to offset delays to other drivers. Full-depth concrete paving is proposed on Eastlake Ave E between Fairview Ave N and Fuhrman Ave E. Repaving or repair of Eastlake Ave E side streets is outside of the scope of this Project.

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P-262	**Stephanie**		
P-262.1	Stephanie	As a resident living near the upcoming lightrail station, I urge the city to reconsider the layover location of the planned RapidRide addition. Please consider the impact and safety of those of us living here and move the layover further north (off NE 75th, by the reservoir, seems like a logical choice), rather than near the station, school, or other small residential streets.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-263	**Laura Drovetto**		
P-263.1	Laura Drovetto	1. bikes already use the parking lane during peak hours when parking is not allowed.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-263.2	Laura Drovetto	2. adding poles and overhead trolley wires is going backwards with technology. 3. use rechargeable battery operated buses instead instead of trolleys	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-263.3	Laura Drovetto	4. don't add the bus stop extensions or bubbles that go out to the lane of travel, this stops traffic behind bus each time they stop for passengers. 5. continue to allow buses to turn in to the curb lane for passenger pickup, allowing traffic behind the bus to continue to follow.	Thank you for taking the time to provide your comment. Buses on Eastlake Ave E will no longer pull over to let passengers board or exit; they'll instead remain in-lane so all vehicle traffic will be behind the bus as passengers get on and off. This creates a natural 'platoon' of vehicles behind the bus travelling no faster than the bus. As the bus stops at a station, a gap ahead of the bus will allow vehicles turning to clear out ahead of the bus so the bus will be less impacted by traffic at intersections ahead of it. Access improvements like all-door boarding will also help speed up the boarding process to offset delays to other drivers.
P-263.4	Laura Drovetto	6. use the grant money to purchase battery electric buses and repave Eastlake Ave.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-263.5	Laura Drovetto	7. The current plan as proposed will hurt businesses on Eastlake and reducing city tax income. 8. The current plan did not consider where residents and guests should park their cars, if all of the on street parking is removed.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-264	**Joe Drovetto**		
P-264.1	Joe Drovetto	This plan should only include: 1. the purchase of new all electric battery operated buses and 2. repaving of existing roadway and some sidewalks on Eastlake Ave, plus some cobble stone side streets, that are tank traps. Adding poles and trolley wires is old, out dated technology.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-264.2	Joe Drovetto	Eliminating the parking lanes will kill businesses. The bikers are safe riding in the parking lane that is closed to parked cars during peak traffic hours. Take a lesson from the over budget, analysis paralyses Madison Ave Rapid Ride Proposal, if it ain't broke don't fix it.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.

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P-265	**William Cook**		
P-265.1	William Cook	Support the RapidRide Roosevelt Project. A worthy addition to the culture of our community.	Thank you for taking the time to provide your comment and support for the Project.
P-266	**Sharon Hennessey**		
P-266.1	Sharon Hennessey	I am a US citizen living at the Olive Tower Apartment at 1624 Boren Ave, Seattle, WA 98101. I'm emailing to ask you to for the return of the former King County Metro Transit bus #66 which ran from Downtown Seattle out to the U-District, specifically close to the University of Washington Medical Center – Roosevelt Clinics, or a modification of the proposed Rapid Ride Roosevelt or J Line. The addresses for the two buildings of the clinic is 4225 and also 4245 Roosevelt Way NE, Seattle, WA 98105. It appears that the cut of the 66 route occurred on circa February, 2015, though I know that you will have better accuracy of the exact date this occurred, as a King County employee. I was able to find this link: https://seattletransitblog.com/2014/04/25/metro-cuts-when-where/ <https://seattletransitblog.com/2014/04/25/metro-cuts-when-where/> The reason that I'm asking for this request is that many people used and would use this bus as a way to get directly from Downtown Seattle to the UWMC Roosevelt Clinics, including patients (such as people with disabilities, seniors, families with children), as well as UW students and medical staff, including doctors. I am writing to you specifically about my request to re-instate this particular route because I am a low income senior with multiple disabilities, and current receive Social Security Disability Income, as well as DSHS Medicaid benefits, and simply cannot physically or financially make this trip with the transit system at this time, to see multiple providers at UWMC which hinders my ability to get the vital medical services that I need for my disabilities. While I appreciate that there has been a new service, the Light Rail Service that goes from Downtown Seattle to the Seattle UW Light Rail station, this particular option would require me to take a King County Metro bus from Pine and 9th down to the Union/University Light Rail station, take the Light Rail to the UW station and then transfer to a UWMC shuttle bus. While I appreciate that this is an option, it is very inconvenient, causes pain, takes a long time, and can be very hard for patients such as myself, when coping with multiple disabilities. Also, I'm not in the position financially to afford to take a cab or Uber to drive me to these medical appointments. There is no free parking at the Clinics and parking is $20 for each person, regardless if they are a patient or caregiver. I am aware that there is a long term plan to build another Light Rail station close to NE 45th and University Way NE. However, this will not be built for some time and, also, it will still not be convenient for people such as myself. According to the UWMC website, the UWMC employs 30,300 medical staff. The UWMC, Harborview and Valley General see over 64,000 patients annually. I have not been able to obtain the statistics for the UWMC Roosevelt Clinics by looking at the UW or UWMC websites. However, these statistics are clearly high. Note – I see that there is a plan to set up a Rapid Ride Roosevelt bus from Belltown to the U-District. I strongly request that this particular bus start location be revised to include Downtown Seattle (at	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. You can see a map with the proposed bus station locations on pages 1-7 and 1-8 of the EA. RapidRide stations would be available along 3rd Ave in Downtown, and continue north through the South Lake Union, Eastlake, University District, and Roosevelt neighborhoods. The U District Link station opened in 2021 prior to the Project, which is scheduled to provide service as soon as 2026. As described in Section 1.3.2.2 of the EA, the Project would operate 24 hours per day with 7.5-minute headways (the length of time between transit vehicles arriving at a location) or better during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods, and with 10-minute headways midday and until 10 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. The nearest station would be location at NE 45th St approximately 700 feet north of the clinic. As described in CR-3, KCM and community organizations like Hopelink also offer several accessibility services for people who have other needs. We will consider your comments in final design. As compared to the Project proposed in the January 2020 EA, the U District Option proposed in the Supplemental EA would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.

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		Pioneer Square), go along 3rd Ave and up Stewart Street and then onto Eastlake so more transit riders can access this route. (Many low income housing is located in this area and also, commuters using Light Rail and other transit options can also use connect with this new route). I also feel that travelling along Stewart Street would allow the many Amazon and other IT employees who work in the Denny Triangle area to use the Rapid Ride J service, which could potentially decrease the amount of cars on the road. I also want to emphasize the importance of having this Rapid Roosevelt J route be available every 15 minutes, at least during the week from 6.00 AM to 12.00 AM, and every 30 minutes on the weekends. This means that not only patients and UWMC staff could use this service, but also medical staff and UW students, residents and interns could also use this service, thereby decreasing traffic and pollution. Again, I implore you to consider my request for me, other patients with disabilities and children, who may be low income as well as the convenience of staff and medical providers and students, in reinstating the King County Metro bus #66 or revising the Rapid Ride J route to go directly from Downtown Seattle to the UWMC Roosevelt Clinics.	
P-267	**Liz Lamson**		
P-267.1	Liz Lamson	I find the proposal unbelievable!!!!! Can you imagine a neighborhood with no parking, a hi way running down the Main Street, no places to have Uber pick you up, or the mail truck to pull over and deliver mail, or for all the delivery services having no option to unload their cargo?????? All of this is unreasonable!!!!!!!! It will be a HELL for this small, old neighborhood. I can't believe this plan is serious!!!!!!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-268	**Peter Ostrander**		
P-268.1	Peter Ostrander	Instead of a bus line, how about extending the Trolley?	Thank you for taking the time to provide your comment. For more information on alternatives development, including the consideration of trolley, see Section 1.3.1 of the EA.
P-269	**Reed D Jopling**		
P-269.1	Reed D Jopling	Thank you for asking for my comments (and all the other affected residents as well). I will support the Rapid Ride changes in my neighborhood. I often use the bus now to travel downtown and to the market so I can easily adjust to these changes. I also cycle to downtown and around Lake Union and the added bike lane through the neighborhood will make this safer for me. My concerns are for the affect of removing Eastlake parking on local business which has a hard time anyway here. The suggestion of engaging parking opportunities from businesses with garages that are not full is a good one but I wonder if this has been actively pursued yet. Our neighborhood is quite steep with hills and I am concerned that those with limited mobility will be able to access Eastlake Ave E businesses if they cannot park their vehicle. Also, I am hoping that these changes will alleviate the amount of stealth parking by commuters in our neighborhood who do not live here but don't want to pay for downtown parking. In general I support the Rapid Ride extension through Eastlake neighborhood. I realize that our main problem in the city re:cars and getting to work downtown or elsewhere has a lot to do with our city being full of narrow streets. The city never planned on becoming this big and we have to accept there will be compromises for residents in accommodating fairer transit.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. It is anticipated that that there will be fewer stealth parking occurring in the Eastlake Neighborhood due to strategies such as relocation of short-term parking and RPZ updates. Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.

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P-270	**Mary LaMarche**		
P-270.1	Mary LaMarche	Hello, I am so sad to see our neighborhood Eastlake become a pass through neighborhood. Taking away all the parking on Eastlake for apartments and businesses will force the cars into the already jammed neighborhoods. Yes everyone has a car. Even people who leave in tiny apartments. It is painful to watch as we become a bike and bus corridor and no more restaurants or shops. The buses are awful as well. I ride the 70 frequently and there is always a disruption with a mentally ill person or a person high on heroin or hasn't bathed for a month. They all have free passes from the mayor so take the bus all day long with all of their possessions. Does she ever ride? Every bus needs a metro officer on board. The bus drivers are excellent but cannot handle the chaos while they are driving. I know you have already made up your mind. I attended meetings for a year but they were just your organization telling us what you are doing. No one ever listened. Please don't destroy Eastlake.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-271	**Michael de Guzman**		
P-271.1	Michael de Guzman	The rapid ride through Eastlake is one of worst ideas I've encountered in my 31 years living here. Why fix what isn't broke? The 70 is a local, which is exactly what we need. It takes us to the ferry terminal and to Pioneer Square and the ID without a transfer. The rapid ride might be good for other neighborhoods. But not this one.	Thank you for taking the time to provide your comment. As described in Section 1.3.1 of the EA, the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). You can see a map with the proposed bus station locations on pages 1-7 and 1-8 of the EA.
P-271.2	Michael de Guzman	When bicycle lanes are approved for Eastlake then the consequences are compounded. Street parking will be gone. The result will do great harm to our businesses because there are almost zero parking lots in our neighborhood. Please reconsider this idea. Please be aware of the negative impact on our neighborhood.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-272	**Janet Larkin**		
P-272.1	Janet Larkin	Bike lanes have destroyed this city and taken away lanes for traffic. Mass transportation is usually linked with increased crime. Eastlake Avenue is already congested because it's used by non-residents as an alternative to I-5. Also would make it difficult for small businesses which already struggle for parking for their customers.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-273	**Scott Mertel**		
P-273.1	Scott Mertel	Why is this being ramrodded through this neighborhood? It would work perfectly if it was routed dead street from a pedestrian and cyclist POV by routing it on Lakeview Blvd. This plan will be a major negative impact on this neighborhood. Eastlake is a neighborhood not a transit corridor!	Thank you for taking the time to provide your comment. As described in Section 1.3.1 of the EA, the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-274	**David Linger**		
P-274.1	David Linger	As a resident of Eastlake (hamlin and Fairview) I totally support protected bike lanes and rapid ride transit. The sooner the better. The Eastlake future does not really favor cars as during rush hours a bike	Thank you for taking the time to provide your comment.

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		is a faster way around the south end of lake union (my commute route). A future on bikes and busses is pretty much it Build it and they will ride it.	
P-275	**Susan Stanford**		
P-275.1	Susan Stanford	I've lived in the Eastlake neighborhood for 15 years, and I am a daily bus commuter. I strongly oppose the bike lanes/RapidRide J Line project. Our neighborhood is a place where people live - not just a commuting corridor for people who want to ride their bikes to work during rush hour. I live on Eastlake Avenue, and I see the bikes during rush hour, but there aren't that many bikes during off peak hours or on the weekends. The needs of bike commuters could be met by more strictly enforcing the existing parking restrictions during rush hour. We don't need to put in permanent bike lanes and take out parking for local businesses, or narrow sidewalks, or lose turn lanes. We also don't need to make life more difficult for our neighbors who can't ride a bike to work (the elderly, parents with young kids, people with temporary or permanent mobility challenges, people without a shower at work).	Thank you for taking the time to provide your comment. As described in Section 1.3.1 of the EA, the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-275.2	Susan Stanford	Under the new plan, these people all need to walk farther to fewer bus stops in the neighborhood. Please don't sacrifice the quality of life in our neighborhood for the small but vocal bike commuter group who don't live in our neighborhood.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design.
P-276	**Jim Renegar**		
P-276.1	Jim Renegar	Hello, I live at 2500 Yale Ave East and have concerns about bike lanes and the J line on Eastlake. As we all know Eastlake is getting much more populated. We have a rather large apartment building up directly east of us (2517 Eastlake). There will be limited parking for the renters. We are being told to ditch our cars and ride bikes and buses. As a 61 year old retired RN this isn't always safe or practical. I remember seeing many car / bike accidents in the hospital. I would not feel safe on our many dark and wet nights riding a bike. For the short distances I travel a bus isn't always practical. With the addition of the J line and rapid ride most of the parking on Eastlake will be gone. Eastlake will become a travel though area retail dead zone just like Roosevelt. The limited available parking will be shifted to the surrounding neighborhoods including mine. I frequently like to have guests over but there will be no place for them to park. Apparently the city and SDOT doesn't 't care.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. Additionally, approximately 25% of vehicles parked on-street along Eastlake Ave E during the mid-day are for durations over 4 hours. Longer durations are assumed to be associated with employee or residential parking. An overnight study of parking in the Eastlake neighborhood had relatively low utilization on Eastlake Ave E (34%), likely because residents may not use available parking after businesses and restaurants close in the evenings and because of early morning parking restricted zones for the southbound curb lane. The overnight extended parking study area found 76% utilization in the overall extended study area, which included all block faces located along Eastlake Ave E (east and west directions) between South Lake Union and I-5 to determine the availability of additional parking options for all of the Eastlake neighborhood. This indicates that there may be additional on-street parking availability in the Eastlake neighborhood for those residents currently parking on Eastlake Ave E.
P-276.2	Jim Renegar	The already gridlocked Eastlake street will come to a standstill. When the UW bridge goes up nothing moves. Seattle is not a world class city but a city in decline. The city doesn't listen or even care.	Thank you for taking the time to provide your comment. As described in Section 2.1.2.1 of the EA, bridge openings have a minor impact on overall reliability and transit speed, and Project improvements along the corridor would help ensure the schedule is maintained. As noted in Table 2-1 of the EA, travel times for both transit users and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.
P-277	**Lance Kent**		
P-277.1	Lance Kent	I'm writing in support of the RapidRide J Line. I live on Eastlake Ave E. Eastlake needs better transit connections, better bicycle infrastructure, and improved safety for pedestrians. know how dangerous it can be to cross Eastlake Ave as a pedestrian with parked cars preventing drivers and pedestrians from seeing each other. In fact, from my place on Eastlake Ave, I can regularly hear cars screeching to a halt to avoid pedestrians. As the recent upzones continue to bring more badly needed housing to Eastlake, the pressure will mount to build transportation infrastructure to give people alternatives to driving cars. Removing parking from Eastlake Ave and encouraging bicycles and transit will make it easier for the neighborhood to continue to grow safely.	Thank you for taking the time to provide your comment and support for the Project.

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P-278	**Patricia Graybeal-Miller**		
P-278.1	Patricia Graybeal-Miller	At the last meeting I was able to attend I was disturbed to learn that no assistance is being given to the parking crisis that will be precipitated by removal of all parking on Eastlake Avenue East. For many of us who are older and long time residents this will be a real hardship. Is there no alternative to having all parking removed?	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-279	**Gail Grinnell**		
P-279.1	Gail Grinnell	I am commenting about the Rapid Ride plan as a resident of the Eastlake neighborhood. My concerns: Continuing existing and improving walkability for all ages and abilities - school children to elderly who live in the neighborhood. such as: • more marked street crossings and more street lights on Eastlake • turn lanes - turn lanes off Eastlake for access to housing in the neighborhood for residents and service vehicles • some vehicle access to business on Eastlake Ave such as time limited parking on one side of the street and in midstream turn lanes. • One way bike lane on one side of Eastlake Ave along with more traffic safety measures for bikes and pedestrians such as bike stop lights and turn lanes and speed limits. • Second one way bike line on Fairview which is a “green street” with existing mixed but slow speed usage. • Make sure that the design reflects the fact that Eastlake is a community 1st and a transit corridor second. Increase the time it takes for the Rapid Ride to run on Eastlake by increasing the points that it stops. It is a short run though this densely populated neighborhood - lots of pedestrians, business and bikes - we want to keep it this way and encourage more business and walkability.	Thank you for taking the time to provide your comment. See CR-1, CR-2 and CR-3 in Table A-1 for more information about parking, protected bicycle lanes, and bus stops. For more information about Project improvements, see Section 1.3.2.2 of the EA and Appendix I, Conceptual Design Drawings. We will consider your comments in final design.
P-280	**Margaret Sanders**		
P-280.1	Margaret Sanders	I’ve appreciated the opportunities to get more information about the proposed RRJ and protected bike lanes for Eastlake Ave E through your meetings and open houses here in Eastlake, and I have a few more comments to share about the projects. Business impact may be minimized in this analysis Even if private parking lots are available for residents at night, they are unlikely to be available during the day when most businesses along Eastlake are open; restaurants open in the evening may be less impacted. Elimination of loading zones, especially useful for people with physical disabilities may not be effectively countered by side-street loading zones because of the steep inclines of those side streets.	Thank you for taking the time to provide your comment. See CR-1 and CR-3 in Table A-1 for more information about parking and bus stops. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
P-280.2	Margaret Sanders	Protected bicycle lanes • Not having a protected bike lane between Harvard and Fuhrman along Eastlake northbound creates a major conflict with vehicle traffic – especially so since they have been separated for	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot

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		blocks south of this area. • Pedestrians attempting to cross Eastlake at uncontrolled intersections present a potential conflict with bicycles. • Protected bicycles lanes do not protect bicycles from vehicles making right turns. The use of the green boxes into the traffic lane at controlled intersections will help when the light is red but not when it is green. • Many of the hazards associated with putting protected bicycle lanes on a major artery would be eliminated by putting them on a parallel green way. • Many business driveways in addition to the numerous cross streets will continue to affect traffic flow, both bicycle and vehicular traffic.	bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-280.3	Margaret Sanders	Route 70 and RapidRide Eliminating Route 70 deprives Eastlake, SLU and downtown residents as well as UW students, faculty and staff of convenient access to those respective areas.	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. However, the U District Option assessed in the Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations.
P-280.4	Margaret Sanders	Street and sidewalk condition Eastlake currently needs surface repairs in the main traffic lane, especially southbound. I think painted bicycle lanes in the space between parked cars and the lane line would be a great addition for the safety of current bicycle riders. They would alert the drivers. All sidewalks should be inspected for repairs, not just at the RapidRide stops. Pedestrians' needs are important in multi-modal projects.	Thank you for taking the time to provide your comment. Full-depth concrete paving is proposed on Eastlake Ave E between Fairview Ave N and Fuhrman Ave E. For more information about pedestrian improvements, see Section 2.1.2.1 of the EA. We will consider your comments in final design.
P-280.5	Margaret Sanders	Light Rail An evaluation of the impact on all traffic – car, bus usage, bikes – should occur after the light rail stations north of Eastlake open.	Thank you for taking the time to provide your comment. The traffic study for the Project assessed future traffic conditions with and without the Project and included the opening of the North Link light rail extension as part of analysis. Traffic volumes and congestion are expected to increase, but traffic operations with the Project would be similar to the conditions without the Project. Travel patterns and roadway operations would adjust along the corridor as more people use transit and roadways are modified with the Project's transit improvements. As a result, some intersections would experience lower amounts of delay while others would increase. Intersections operating at the lowest levels of service are primarily located in the Downtown and South Lake Union neighborhoods. For more information on the traffic analysis performed for the Project, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C. The traffic analysis included Link light rail operations north of Eastlake.

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P-281	**Tamara Schautz**		
P-281.1	Tamara Schautz	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-282	**Mitch Haldeman**		
P-282.1	Mitch Haldeman	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-283	**Kevin Weddell**		
P-283.1	Kevin Weddell	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the	Thank you for taking the time to provide your comment and support for the Project.

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P-284	**Leah Caglio**		
P-284.1	Leah Caglio	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-285	**Tyler Vaughan**		
P-285.1	Tyler Vaughan	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will	Thank you for taking the time to provide your comment and support for the Project.

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P-286	**Greg Tapper**		
P-286.1	Greg Tapper	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-287	**Morris Sharp**		
P-287.1	Morris Sharp	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the	Thank you for taking the time to provide your comment and support for the Project.

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		bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-288	**Michael Krasnow**		
P-288.1	Michael Krasnow	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-289	**Ulysses Hillard**		
P-289.1	Ulysses Hillard	Thank you for directing me to the design information for the project. I am excited to see the RapidRide J project move forward. I have the following questions: 1. In the existing condition, Eastlake Avenue during commute hours when parking in the right-hand lanes is not allowed has the virtue (though it is hazardous from interactions between bikes and pedestrians and cars) that it is bikable during and after poor weather because bicyclists have the entirety of a car travel lane. If there is flooding against a curb or debris in the lane, there is still usually room to get around it. Roadway design guidance that I am familiar with generally does not require drainage for bike lanes so that they are passable even when rain has caused ponding. I have also seen bike lanes in Seattle remain impassable for weeks because of debris because, I suppose, it is not in the mandate of any City department to make sure that bike lanes remain usable. Will the bike lanes in the RapidRide design incorporate features so that they remain usable during and after rainfall and when debris has fallen into the lanes similar to the standards for car travel lanes? 2. The traffic detection loops in E Allison St at the intersection of E Allison St and Harvard Ave E apparently do not detect bicycles. Will evaluating the intersections in the vicinity (e.g., one block on either side) of the RapidRide alignment for whether they are set up for bicycles be included in the scope of the work?	Thank you for taking the time to provide your comment. SDOT maintenance crews sweep arterials such as Eastlake Ave E on a regular basis ranging from daily to every two weeks and also do leaf cleaning in winter months. Protected bicycle lanes separated from roadway typically require leaf cleaning when sweepers are unable to access across separation buffers. Catch basins are expected to drain the roadway and protected bicycle lanes per current design standards based on the size of the storm event. We will consider your comments in final design. Signal upgrades would only be assessed within the limits for this Project, but this recommendation will be provided to the SDOT bike program.

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P-290	**Robert Yates**		
P-290.1	Robert Yates	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-291	**Peter Breyfogle**		
P-291.1	Peter Breyfogle	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-292	**Todd Bernier**		
P-292.1	Todd Bernier	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the	Thank you for taking the time to provide your comment and support for the Project.

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P-293	**Aaron Chambers**		
P-293.1	Aaron Chambers	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-294	**Colleen Kennedy**		
P-294.1	Colleen Kennedy	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will	Thank you for taking the time to provide your comment and support for the Project.

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		complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-295	**Eiko Fujikawa**		
P-295.1	Eiko Fujikawa	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-296	**Jeffrey Glasser**		
P-296.1	Jeffrey Glasser	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has	Thank you for taking the time to provide your comment and support for the Project.

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		been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-297	**James Berg**		
P-297.1	James Berg	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-298	**Joel Miller**		
P-298.1	Joel Miller	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-299	**Gary Fujioka**		
P-299.1	Gary Fujioka	Thank you so much for the opportunity to comment on the RapidRide J Line project.	Thank you for taking the time to provide your comment and support for the Project.

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		In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-300	**Nick van den Heuve**		
P-300.1	Nick van den Heuve	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-301	**Erin O'Meara**		
P-301.1	Erin O'Meara	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for	Thank you for taking the time to provide your comment and support for the Project.

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		efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-302	**Manuel Wanskasmith**		
P-302.1	Manuel Wanskasmith	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-303	**Jimmie Willis**		
P-303.1	Jimmie Willis	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely.	Thank you for taking the time to provide your comment and support for the Project.

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		Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-304	**Gregory Quetin**		
P-304.1	Gregory Quetin	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-305	**Erin Snow**		
P-305.1	Erin Snow	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.

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P-306	**Jessica Davis**		
P-306.1	Jessica Davis	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-307	**William Cook**		
P-307.1	William Cook	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-308	**Tom Lang**		
P-308.1	Tom Lang	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the	Thank you for taking the time to provide your comment and support for the Project.

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		City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-309	**Megan Rabone**		
P-309.1	Megan Rabone	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-310	**Nick Drovetto**		
P-310.1	Nick Drovetto	Bikes already use the parking lane during peak hours when parking is not allowed.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-310.2	Nick Drovetto	Adding poles and overhead trolley wires is going backwards with technology. use rechargeable battery operated buses instead of trolleys don't add the bus stop extensions or bubbles that go out to the lane of travel, this stops traffic behind bus each time they stop for passengers. continue to allow buses to turn in to the curb lane for passenger pickup, allowing traffic behind the bus to continue to follow. use the grant money to purchase battery electric buses and repave Eastlake Ave. Use the grant money to purchase battery electric buses and repave Eastlake Ave.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor. Full-depth concrete paving is proposed on Eastlake Ave E between Fairview Ave N and Fuhrman Ave E.

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P-310.3	Nick Drovetto	Don't add the bus stop extensions or bubbles that go out to the lane of travel, this stops traffic behind bus each time they stop for passengers. continue to allow buses to turn in to the curb lane for passenger pickup, allowing traffic behind the bus to continue to follow.	Thank you for taking the time to provide your comment. Buses on Eastlake Ave E will no longer pull over to let passengers board or exit; they'll instead remain in-lane so all vehicle traffic will be behind the bus as passengers get on and off. This creates a natural 'platoon' of vehicles behind the bus travelling no faster than the bus. As the bus stops at a station, a gap ahead of the bus will allow vehicles turning to clear out ahead of the bus so the bus will be less impacted by traffic at intersections ahead of it. Access improvements like all-door boarding will also help speed up the boarding process to offset delays to other drivers.
P-310.4	Nick Drovetto	The current plan as proposed will hurt businesses on Eastlake and reducing city tax income. The current plan did not consider where residents and guests should park their cars, if all of the on street parking is removed.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-311	**Zaahir Papar**		
P-311.1	Zaahir Papar	Hello, I frequently drive over the 71st/70th St overpass from Greenlake to Roosevelt, and at rush hour cars can back up till the bridge. Having a Rapid Ride bus turning Left onto to Roosevelt at the 70th light, will GREATLY increase traffic and gridlock in this area. There is a lot of traffic coming on and off 1-5 that use the 70th St. arterial and having the Rapid Ride line extend up to 70th for a turn around seems like a really bad idea. If busses can turn lower down at 67th, that seems a MUCH better option and will avoid a lot of the 1-5 and rush hour traffic that uses the 70th St exit and fly over.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-312	**Paul Keyes**		
P-312.1	Paul Keyes	I strongly endorse the NE 67th turnaround option for the Roosevelt Rapid Ride/J Line. It seems like the obvious choice for a couple of reasons: 1. NE 67th has no traffic from east to west, since it's one-way eastbound, so there will be no delays/backups with traffic trying to continue eastbound on 67th. NE 70th on the other hand is already a cut-through street for drivers in NE Seattle to get to the I-5 north on ramp. The street is already difficult to navigate due to traffic calming barriers, and backups on for both east and westbound traffic due to buses turning west onto it from 12th NE are very likely. 2. Backups are almost inevitable along NE 70th between 12th and Roosevelt with buses using 70th as turnaround. It's already very frequent for only a single car to make the turn south onto Roosevelt in a single light cycle. It's also a very short block, and it's likely that traffic will start backing up all the way back to 12th. 3. NE 67th will be rebuilt and wider, whereas 70th was just narrowed considerably to add bike lanes. This will also add to the congestion along NE 70th. I would be interested to hear what the arguments are for the 70th turnaround over the 67, as I can't see any good reason for not using 67th.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-313	**Brian McFarlane**		
P-313.1	Brian McFarlane	I believe almost all aspects of this plan make our city and neighborhood better I thank you for this proposal. I would suggest a single suggestion though. The bus layover locations proposed would be adjacent to many walk ways that children pass on their walks to and from school. The traffic in this small corridor has been increasing and I am concerned about adding to the street density. I am curious if the area near the city reservoir on 12th - just north of 72nd has been considered. This area does not see much foot traffic, does not have intersections that create blindspots with parked busses, and is far enough away from the high school that it would minimize disturbance. I encourage you to look at this area.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-314	**Charles D. Williams**		
P-314.1	Charles D. Williams	I am writing to support Rapid Ride J as proposed. I ride the bus downtown and walk in the neighborhood frequently and support the improved pedestrian safety the proposal entails.	Thank you for taking the time to provide your comment and support for the Project.

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P-315	**Gerald Jandacka**		
P-315.1	Gerald Jandacka	I oppose the use of NE 70th St for the J Line RapidRide, and any form of overhead electrical wiring for this trolly.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor.
P-315.2	Gerald Jandacka	NE 70th St is mainly single family homes. There are two bike lanes on each side of this narrow street, a main bike route to and from Greenlake. They would need to be modified or removed for large transit vehicles to make wide left turns onto 70th from 12th, and onto Roosevelt from 12th. At Roosevelt there is heavy traffic coming off of I5, making a left turn onto Roosevelt during commute hours is difficult, usually only 2 to 3 cars get thru during one light cycle. NE 67th would be a much better street to use. It is close to the light rail station. It is in the commercial core of the district, where it belongs. It is wider. There are no single family homes. The left turn onto Roosevelt has no oncoming traffic from the East. The only other alternative is to go to the major arterial, NE 75th. It can handle large transit vehicles.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-316	**Rose Roberts**		
P-316.1	Rose Roberts	Please extend the Roosevelt Rapid Ride northward, so that its northernmost extent, is east-west along NE 75th Street, or -- at least -- to NE 73rd Street. Please make the layover along NE 75th Street, or wherever the northernmost, east-west roadway, extent reaches. Adjacent to the Roosevelt Reservoir, along 12th Ave. NE, would also be a better layover location than along NE 67th Street. Please do **not** put a layover location on NE 67th Street; it will add to the traffic operations and congestion problems already created by the trip generator which is the Link Light Rail Station; the vehicle traffic on the one-way couplet; and pedestrian volumes, in that area.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-317	**MaryLou Pederson**		
P-317.1	MaryLou Pederson	We have attended almost every scoping meeting and community meeting for the Rapid Ride J Line and commented at those meetings, verbally and in writing. We remain very concerned about the changes proposed in this project. 1) The loss of the multiple transit stops on Eastlake Ave between Fuhrman and Galer will directly impact everyone by lengthening the walking time between stops, much of which distance includes hills (many quite steep) that especially impact the disabled/handicapped. The lengthened boarding time of crowds at the 4 proposed stops will impact automobile traffic who will have to stop and wait during the boarding time as no 'pull over' boarding sites are provided as with the current #70 route.	Thank you for taking the time to provide your comment. Access improvements like all-door boarding will help speed up the boarding process to offset fewer stops on Eastlake Ave E. See CR-3 in Table A-1 for more information about bus stops. We will consider your comments in final design. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
P-317.2	MaryLou Pederson	And remember that all busses are delayed when the University Bridge is opened and that will further delay automobile traffic held up by the bridge added to the RapidRIde longer boarding stops south of the bridge on Eastlake.	Thank you for taking the time to provide your comment. The University Bridge openings have a minor impact on overall reliability and transit speed, and Project improvements along the corridor would help ensure the schedule is maintained. For more information about University Bridge crossings, see Section 2.1.2.1 of the EA.
P-317.3	MaryLou Pederson	2) The loss of the #70 will mean lack of access to the University area and the new light rail station there. There are no convenient transit accesses to the University area without the #70. Those with impaired walking ability will be very affected by the RapidRide J route.	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. However, the U District Option assessed in the

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			Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations.
P-317.4	MaryLou Pederson	3) The addition of protected bike lanes on both sides of Eastlake Ave will remove all parking and no one will be able to easily access any of the current businesses along Eastlake Ave., thus destroying our small neighborhood business community (which will definitely have great economic impact on owners and employees!). Current bikers successfully use the one lane south or north bound on Eastlake during rush hours when parking is already prohibited. Very few bikers use Eastlake during non rush hours so destroying the business community just for this limited population and timing does not strike us as an ethical or reasonable use of the roadway. Since we understand there are safety concerns for bikers surely a compromise can be struck. for example by putting a two-way protected bike lane just on one side of the street and keeping parking on the other, or redirecting the bikes to Fairview via Furhman to Hamlin, through the Chesiahud trail alley to Roanoke and back onto Fairview to rejoin Eastlake Ave at the south end of Lake Union. Yes there are two short hills but those are minor inconveniences compared to the major impact of taking both sides of Eastlake Ave for bike lanes.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. Regarding the comment to put a two-way protected bike lane on one side of the street and keep parking on the other, this was evaluated in Bicycle Facility Evaluation as Option 3 but would still require removing all on-street parking on Eastlake Ave E.
P-317.5	MaryLou Pederson	4) Loading zones moved off of Eastlake are not acceptable especially along the steeper streets. Most of the neighborhood streets are already narrow and adding loading areas with large trucks that will require cars to pull around them is just not a reasonable plan. We need the parking spaces on the side streets and losing more to loading zones just makes things worse for our limited parking situation.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking and load zones.
P-317.6	MaryLou Pederson	5) Construction guidelines and RPZ zones affect parking -- currently apartment and condominium construction guidelines do not require enough parking spaces for units built, exacerbating an already difficult situation in the neighborhood where there is not enough parking space already. It is foolish to think everyone will move in without a car, even if they are taking transit to work. Guidelines currently state if transit is readily available then parking spaces do not need to be included in the building. It is observable now that people moving in have cars and need parking for them. Also, the streets are mostly zoned for restricted parking but the RPZ stickers are given to anyone with an address without regard to the amount of spaces available. People moving into appointment units that provide no parking at all are provided with more than one RPZ sticker, thereby crowding the limited spaces even more. Teachers coming to TOPS school find it extremely difficult to find parking (and are rarely able to commute by bus due to poor coordinated transit timing and length of commutes) due to the limited street parking available because of the current overcrowding from residents with units that do not provide enough spaces so they take all the street parking. When all the parking on Eastlake Ave is removed for bike lanes (for the less than 10% of the population who commute by bike!) the parking situation will be even more challenging for those coming to work at TOPS and any of the businesses that might somehow manage to survive the removal of all Eastlake Ave parking.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. See Section 2.9 of the EA for more information on indirect and cumulative impacts including future development. Compared to existing conditions, transit service levels in the corridor would increase to all-day (24-hour) service and off-peak headways would improve; therefore, the number of daily transit trips would increase. While the Peak headways would run at 7.5 minutes or better, transit travel times and reliability along the corridor would improve with new traffic signals and queue jumps, station upgrades, and transit lanes. The Project would have a station immediately adjacent to the Roosevelt Link station and near the U District Link light rail station. For more information on the Project transit improvements, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C.
P-317.7	MaryLou Pederson	6) It is our opinion that an Environmental Impact Study, not just an Assessment Study, needs to be done prior to further approval of any of the RapidRide J line proposals. We are 20 year residents in the neighborhood and are very discouraged by the push by those outside our neighborhood to try to turn us into a transit corridor only - we are a neighborhood and deserve to have our quality of life protected.	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt).

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		We understand the need for some changes as the city grows, however we do not feel that our neighborhood has been given respect by those who do not live here. Having multiple meetings does not mean we are being listened to or that the transit planners are trying to work on compromises that can benefit us as well as their project. We keep hearing the same plans over and over again, without any apparent alternatives being presented that address the repeated concerns of the business and resident community in Eastlake. We request a full Impact Study be completed before anything more occurs on this project.	With implementation of environment commitments identified in Appendix E of the FONSI, the Project would not result in any substantial permanent impacts.
P-318	**Gifford and Mar Jones**		
P-318.1	Gifford and Mar Jones	We are two senior homeowners living in Eastlake since 1995. This is to provide feedback against removal of any/all parking along Eastlake Avenue for the benefit of RapidRide buses and/or exclusive bicycle lanes. Our neighborhood is much more to our residents than a convenient transportation corridor for commuters. Our local businesses are highly dependent on customers being able to drive and park to engage in trade. This is pessimistic but we are hesitant to even take this time to write. Past participatory experience has resulted in just "filling SDOT squares" in furtherance of projects already decided upon. Our defeatist attitude is the consequence of 20 years of experience working with a city agency that has become autocratic and seemingly impervious to citizen input or opposition. So once again, we perform the ritual, feeling like Peanuts ... knowing that Linus will yank the ball away just before he kicks it. SDOT, here is your requested feedback. Please take it into consideration this time. Don't turn Eastlake Avenue into just another thoroughfare for buses and bikes.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt).
P-319	**Alex Hansen**		
P-319.1	Alex Hansen	I am writing in support of the RapidRide J project and its associated street improvements. My girlfriend and I are longtime Eastlake residents and commute daily via bicycle and foot. We also own a car, which we park for free on the neighborhood streets. Much of the opposition to this project pretends to be about issues other than parking, but it is clear that this is the overriding concern- a selfish desire to appropriate public property for the storage of private property. The need to have safe and equitable transportation options that address the expressed climate goals of the city far outweigh this selfish concern. Every morning and evening Eastlake is clogged with single occupancy vehicles cutting through the neighborhood to get elsewhere, or using Eastlake as an extended on or offramp for I-5. By and large these cars do not stop to patronize local businesses. This degrades the livability of the neighborhood and threatens the safety of those who get around via other means. Eastlake lacks a soul and many essential services- it hardly qualifies as a real neighborhood when most people only pass through. This project will help revitalize the street life and improve safety and equity for all.	Thank you for taking the time to provide your comment and support for the Project.
P-320	**Jenn Huff**		
P-320.1	Jenn Huff	In regards to the proposed NE 70th St. turn around, is there some benefit to crossing here vs. NE 67th that I'm not seeing? Because it must be pretty substantial to offset the myriad costs that are much more apparent. For one thing, a turn around at NE 70th S would be financially much more expensive given the extra electric lines needed to power the line up an additional 7 blocks. Moreover, having minimal delays at the start of the line is stated to be a priority, but the prolonged turn around would add greater risk of delays (especially during rush hour traffic) then one that's positioned directly north of the LightRail station. Finally NE 70th St. is a small/narrow street that is already poorly equipped to handle the traffic going to and from Greenlake and I-5, with frequent back ups and delays during rush hour. Why further burden one of the few arterials that connects the east and west sides of I-5 in the area? Moreover, in the summer, high amounts of GreenLake foot traffic across NE 70th & Roosevelt could add additional delays and risk to pedestrians. All this points to pushing for a turn around at NE 67th, which is	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.

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		a much less trafficked street, and has greater flexibility (so I'm told) for being made into a one-way street, or a "No through traffic" street except for busses and apartment residents.	
P-321	**Ira and Karen Appelman**		
P-321.1	Ira and Karen Appelman	See Attachment A below for full comment and attachments. These are expanded comments of those submitted earlier by one of us (KA), supplemented with attachments and hyperlinks to additional documentation. Summary: We object to the current configuration of the RapidRide Roosevelt (RR-J) project. RR-J removes all parking and load zones along the length and on both sides of Eastlake Avenue East in favor of segregated bicycle lanes. As the EA reports, neighbors have been informing SDOT for years that this RR-J configuration will devastate the Eastlake business community and discriminate against those with mobility issues. We believe that a successful RR-J project is possible if SDOT will finally listen to the Eastlake community and adopt an alternative bicycle route through Eastlake. Instead, SDOT has refused to study the effects of the RR-J segregated bicycle lanes on the health of Eastlake businesses and on the lives of those with mobility issues, but rather has made vague, unkept promises of mitigation plans for the business and mobility issues SDOT clearly doesn't understand. We request an Environmental Impact Statement (EIS) or any other measures that require SDOT to sincerely look at the impacts of RR-J as currently configured and at other bicycle route options off of Eastlake Avenue East. Eastlake businesses: Eastlake is that community of Seattle from the University Bridge to just north of the Fred Hutchinson Cancer Center, bounded by Interstate 5 sloping down to Lake Union. Almost all Eastlake businesses front Eastlake Avenue East. Most of these businesses rely on parking and load zones in front of their businesses on Eastlake Avenue East [1]. The current configuration of RR-J eliminates that parking and load zones, replacing it with segregated bicycle lanes. Two years ago, the community did a survey of local Eastlake businesses to determine the effect of the loss of street parking and load zones. Almost all businesses reported that Eastlake businesses would be damaged or devastated by the loss of parking and load zones; the survey results were distributed to SDOT, the Mayor, and City Councilmembers [2]. The surveys are included as Attachment A. Businesses were promised confidentiality, so the names of the businesses have been removed from the attached surveys. Last year, over 100 Eastlake businesses sent a petition to Mayor Durkan, City Councilmembers, and SDOT asking that Eastlake Avenue East parking and load zones be preserved to prevent the devastation of local businesses [3]. That petition has been included as Attachment B, which includes signatures of about 100 of the over 100 businesses that signed the petition. As the devastating effects of the loss of parking get closer, the businesses are clearly less concerned about keeping their names confidential and are willing to identify themselves. For years, SDOT has been entirely unresponsive, making vague claims of working with the neighborhood, which never happens. The EA continues the SDOT policy of kicking the can down the road to a fantasy solution because the current RR-J configuration CANNOT BE MITIGATED, and so must be modified. Parking on side streets off of Eastlake Avenue East is already over-committed because of the City's policy to encourage Small Efficiency Dwelling Unit (SEDU) buildings with no off-street parking. There are many of these SEDU buildings in Eastlake and more are being planned. A significant percentage of SEDU residents have cars, so Eastlake side streets are jammed and becoming more jammed. SDOT has no coherent policy for dealing with the parking problem other than ignoring it. The EA is based on a parking study done in 2018 or before. In section 2.9 Indirect and Cumulative Impacts, the EA simply dismisses parking impacts on businesses claiming that "no long-term parking impacts on businesses are anticipated." (p. 2-26 paragraph 2). This conclusion isn't based on any study of Eastlake Avenue East's businesses and unique configuration. On March 18, 2019, the City Council passed Mandatory Housing Affordability, a huge upzone throughout Seattle, including Eastlake, http://www.seattle.gov/hala/about/mandatory-housing-affordability-(mha). Again, section 2.9 simply dismisses the effect of upzoning on Eastlake parking without even studying the specific effects of	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. With the mitigation proposed by the Project, the development of additional off-street parking with permitted private projects, and the mitigation requirements under Mandatory Housing Affordability legislation for certain areas including the Eastlake neighborhood, there would be minor cumulative impacts with regard to a reduction of on-street parking. See Section 2.9 of the EA for more information on indirect and cumulative impacts including future development. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E. With implementation of environment commitments identified in Appendix E of the FONSI, the Project would not result in any substantial permanent impacts.

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		upzoning [4]. The EA uses a previously used boilerplate of mitigation measures that are supposed to magically provide replacement for lost parking. In the MHA EIS in section 3.4.3 on pages 3.291 and 3.294, the City rolls out a similar list of mitigation measures with no demonstration that they will work to replace lost parking. The MHA EIS ominously claims that "the on-street parking situation will reach a new equilibrium" (p. 3.294), which is what Eastlake businesses fear that in that "new equilibrium" in the words of the EA, "revenue will be directed to other businesses" (p.2-25).	
P-321.2	Ira and Karen Appelman	Mobility challenged residents: Currently, Eastlake residents with mobility challenges, such as seniors and those in wheel chairs, access Eastlake businesses by parking in front on Eastlake Avenue East. This provides convenient business access. The current RR-J configuration eliminates that access, replacing that parking with segregated bicycle lanes. This thoughtless elimination of access discriminates against those with mobility challenges in favor of young, healthy bicycle riders. A video has been created to show the effect of the lost parking and segregated bicycle lanes on disabled residents (Attachment C). In the video, an elderly couple leaves an Eastlake restaurant and enters their vehicle on Eastlake Avenue East. The woman clearly has difficulty walking and requires help from the man to safely get into the car. The RR-J project will eliminate street access to cars. There will be a segregated bicycle lane between the sidewalk and the street, where no cars can park anyway. The elderly woman will be forced to walk, perhaps for blocks and up or down sloped sidewalks, in order to enter a car. At the 2019 workshop (footnote 2), it was pointed out that, "Access for people with disabilities is ignored," (p. 7), but the EA is unresponsive. SDOT has rejected alternative bicycle configurations on streets other than Eastlake Avenue East because bicycle riders might be inconvenienced by being required to ride on a short, sloped section of side street. The side streets that intersect Eastlake Avenue East are often sloped because Eastlake slopes from I-5 to Lake Union. Ironically, pushing mobility challenged residents to the side streets would require residents in wheel chairs and older residents having difficulty walking to risk serious injury on slopes that might merely inconvenience young, healthy bicyclists. Seattle fosters a reputation of caring for marginalized groups, such as those with disabilities. However, the current configuration of RR-J appears to violate Seattle and Federal policy: Seattle's Comprehensive Plan transportation policy T 3.21 requires SDOT to, "Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations..." The American with Disabilities Act (ADA) requires that the construction public facilities by cities, such as the sidewalk, not result in discrimination against people with disabilities. The older Rehabilitation Act requires that no project receiving federal funds shall discriminate against people with disabilities. The FTA Final Interim Policy Guidance for the Capital Investment Grant Program (June 2016) required projects to include: "Accessibility“ the sponsor demonstrates steps that will be taken to ensure compliance with DOT regulations and standards issued under the Americans with Disabilities Act" (p. 6). The EA doesn't demonstrate how the project mitigates the loss of accessibility for people with disabilities [5]. RR-J as currently configured with segregated bicycle lanes discriminates against people with disabilities because that protected population has good access to businesses now, but by removing that on-street parking access will be lost in favor of young, healthy bicyclists and other residents who, if they can get to the businesses at all, are likely able to use the sloped side street sidewalks without injury.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-321.3	Ira and Karen Appelman	Alternatives for Bicycle Access through Eastlake. There are alternatives for bicycle access through Eastlake on streets that run parallel to Eastlake Avenue East. One alternative is the Cheshiahud Loop on Fairview Avenue East around Lake Union (Attachments D, E, and F). The loop is almost complete, and the City is committed to complete the loop independent of the RR-J project. It's now possible to go through Eastlake on the current Cheshiahud loop, but it requires bicyclists to ride up and down a slope instead of a relatively flat ride on Eastlake Avenue East. As mentioned above, the City would rather have the disabled, seniors and those in wheelchairs, forced to travel on the sloped, sidewalks on side streets than have young, healthy bicycle riders inconvenienced to ride on a short Cheshiahud section of sloped street [6].	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.

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P-321.4	Ira and Karen Appelman	Review of Important Points: [1] Eastlake businesses are dependent on street parking as business owners confirm in Attachment A and B, but the EA dismisses this dependence without reason claiming, "There may be indirect impacts on businesses in the Eastlake neighborhood because the elimination of on-street parking could impact auto-dependent customers and therefore associated revenues could be redirected to other businesses with more parking availability" p. 2-25. This is the exact UNSTUDIED IMPACT that the businesses fear "associated revenues" being "redirected" means they go out of business. [2] The neighborhood survey of over 50 Eastlake businesses (Attachment A) showed that 94% believed that loss of parking would devastate or damage their businesses. Ninety percent indicated they needed parking for customers and 63% needed parking for employees. [3] The Eastlake petition (Attachment B) of businesses with up to 72 years of experience in Eastlake reports that the project threatens the success of their businesses and removes access for the disabled and handicapped. Based on no study of Eastlake's unique situation, the EA concludes that "no long-term indirect impacts on businesses are anticipated" (p. 2-26). [4]. The parking study the EA used is out-of-date. More recently, many efficiency-unit buildings with 20 or more units and with little or no parking have been built or authorized. The EA ignores parking impacts in Eastlake based on the huge upzone at part of March 2019 Mandatory Housing Affordability legislation In a 2019 RR-J workshop, SDOT was asked whether it would consider the effects of MHA, but responded No. "Question 8. How does the project fit with planned upzones of Eastlake? A: the Mandatory Housing Affordability legislation is beyond the scope of the Roosevelt RapidRide Project." (p. 3).	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. There may be indirect impacts on businesses in the Eastlake neighborhood because the elimination of on-street parking could impact auto-dependent customers and therefore associated revenues could be redirected to other businesses with more parking availability. Approximately 25% of the vehicles on Eastlake Ave E are parked longer than 4 hours and most likely belong to employees or residents. Parking mitigation would reduce the potential for indirect impacts on businesses, and the Project would implement modal priorities consistent with the Comprehensive Plan; therefore, although the Project could result in indirect impacts on businesses due to changes in on-street parking and loading zones, it is consistent with the SDOT's goals and policies related to the best use of curb space. The curb space management study provided in Appendix C of the Transportation Technical Report (EA Appendix C) describes the methodology for the study area and data collection in Section 2. The study extended from 2017 to 2019 and provides a relatively accurate depiction of existing conditions. With the mitigation proposed by the Project, the development of additional off-street parking with permitted private projects, and the mitigation requirements under Mandatory Housing Affordability legislation for certain areas including the Eastlake neighborhood, there would be minor cumulative impacts with regard to a reduction of on-street parking. See Section 2.9 of the EA for more information on indirect and cumulative impacts including future development.
P-321.5	Ira and Karen Appelman	[5] The project discriminates against those with disabilities in violation of the Americans with Disabilities Act, the Rehabilitation Act, the Seattle Comprehensive Plan, and the FTA Final Interim Policy Guidance for the Capital Investment Grant Program. Currently, everyone can access Eastlake businesses from the street. The RR-J project eliminates that access, greatly disadvantaging disabled persons, while merely inconveniencing others.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-321.6	Ira and Karen Appelman	[6] There are alternatives to Eastlake Avenue East that SDOT should carefully study. The Cheshiahud Lake Union loop is already approved and useable. It can be improved by constructing a flat alternative on Fairview Avenue East where now, bicyclists must ride up and down a short section of road.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-321.7	Ira and Karen Appelman	Conclusion: The RR-J project as currently configured has major, unstudied impacts such as the devastating effect on Eastlake businesses and the discrimination against mobility-impaired residents such as seniors and those in wheel-chairs. SDOT has been promising for years to work with the neighborhood to address the unstudied problems that SDOT clearly doesn't understand. We request that an EIS or other measures be required to study the impacts on businesses and the mobility challenged and prove the feasibility of any SDOT proposed mitigation measures before FTA issues a Finding of No Significant Impact (FONSI) and before RR-J as configured receives any additional approval or funding. Attachments: A. 2018 Survey Eastlake Businesses Names Withheld B. Business petition against RR-J eliminating access 7-31-19 C. Eastlake Ave E Disability Access Video D. Cheshiahud Fairview Ave E shoreline connection E. Seattle Park Board Cheshiahud briefing 9-25-08 F. Cheshiahud Lake Union Loop map.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-322	**Alex Buraczynski**		
P-322.1	Alex Buraczynski	I support having a safe way for bikers to get to downtown through Eastlake, being a cyclist myself, so I am generally in favour of the plan. But with the increased corridor, I also think changing the 70 route or adding an existing bus would be better than just expanding on the number of 70s that will come through. The route from downtown is so crowded as it is, it would always take way longer than walking just waiting for the bus to come at rush hour. Instead, I want a bus that truly expands access to different parts of the city to support public mobility and increased city density, all while putting in plans for the	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). As described in Section 1.3.2.2 of the EA, the Project would operate 24 hours per day with 7.5-minute headways (the length of

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		new bike lane and allowing people who need to park space.	time between transit vehicles arriving at a location) or better during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods, and with 10-minute headways midday and until 10 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. We will consider your comments in final design.
P-323	**Jeremy Swirsley**		
P-323.1	Jeremy Swirsley	I support the locally preferred alternative as presented. The PBL specifically will make this area a lot safer.	Thank you for taking the time to provide your comment and support for the Project.
P-324	**Bryan Rhodes**		
P-324.1	Bryan Rhodes	As a resident of Eastlake I am very concerned by the Rapid Ride J line that has been proposed. While dedicated bike and bus lanes are generally a good thing I prefer the flexibility of closing a lane of traffic in the morning and afternoon that our current system provides. I believe that the proposal will turn Eastlake into a freeway; something used as a transit corridor instead of a destination. Please keep our neighborhood the way it is.	Thank you for taking the time to provide your comment. As described in Section 1.2 of the EA the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt).
P-325	**Diana McFarlane**		
P-325.1	Diana McFarlane	I am excited for this fabulous improvement and I reviewed the proposal in detail. This will be a much needed service. However, the proposed layover areas on 67th, 12th Ave, Roosevelt, and 70th will just add congestion to an already congested area (that will also be MORE congested when the light rail opens). We must consider how close all of this is to the high school. Adding more busses to the area poses additional traffic safety concerns for those kids, adds more parking issues for the school (they need bus parking on 12th Ave too), takes away more public parking which is already at a premium. 70th does not have room for buses. It is residential, has bike lanes, parking, freeway entrance, and serves as a corridor between Greenlake and Roosevelt. A better layover option is on 12th Ave NE at 72nd just a couple blocks up from your proposed layover area. The east side is wide open, neighbors Froula Park and the Reservoir, is light in terms of high school and light rail pedestrian traffic, does not utilize much desired parking locations, and offers a nice place for drivers to enjoy the outdoors on breaks. Also this allows the bus a smooth reasonable turn around option that flows nicely with traffic by turning left on 75th (light) and left on Roosevelt (light). Please weigh this decision with safety, traffic congestion, residents and the high school in mind!	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-326	**Tyler Perrella**		
P-326.1	Tyler Perrella	The removal of parking along Eastlake avenue for the addition of bike lanes and a bus lane is highly undesirable. I take bus number 70 from Eastlake to UW nearly every work day during peak periods and have never seen it anywhere near capacity. Your projected increase in ridership can very easily be handled by the existing bus capacity or by increase in bus frequency during peak times. I've never experienced an issue with buses getting stuck on Eastlake Ave due to traffic, which is comparatively light and easily handled by the opposite parking restrictions. The service is quick and efficient.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes. The Project is forecasted to increase daily ridership in the corridor by 112% (10,250 to 21,600) in 2024[1] and 116% (12,400 to 26,750) in 2040. See Section 2.1.2 of the EA for more information on the existing and future bus ridership with and without the Project.
P-326.2	Tyler Perrella	What is the projected year-round (history based) use of a bike lane? I'm currently riding the bus around greenlake and Ravenna as I write this comment - I've seen one cyclist. Dozens of cars driving are visible. Similarly, dozens of pedestrians. Several passengers have been picked up. Yet, one cyclist. The protected bike lane which was installed and has been in place for years now is seeing incredibly low use. Eastlake area side streets have low traffic and plenty of capacity to handle bikes as they exist. I cycle on occasion and have no problem riding down Eastlake Ave. what I do have a problem with is further decreased parking.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Along with improving transit service, the Project purpose and need statement also includes improving safety conditions and access for people biking and walking along the corridor. Approximately 1,700 people that bike per day cross the University Bridge, which is the second-highest in the City of Seattle in terms of bicycle volumes. The protected bicycle lanes would improve safety for all users by allowing for greater separation between bicyclists and motor vehicles/buses and reducing conflicts, providing greater predictability of people on bicycles and reducing the potential for conflicts at intersections.

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P-326.3	Tyler Perrella	My guests often have to park on Eastlake Ave to visit, as zone Parking is often at capacity, this will be made worse as more housing is installed with insufficient or no garage space. There is minimal after-hours parking for businesses along Eastlake. Removal of Eastlake Ave parking puts a significant dent in the available parking space, and will make street parking tighter and tighter with no alternative.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-327	**Andy Farr**		
P-327.1	Andy Farr	Lots of great ideas and improvements. Major concern for me is the proposed bus turnaround/staging areas in Roosevelt area. Huge impact on residential neighborhoods on 67th- 70th streets. Staging of busses wold be best done on the north side of 12th, adjacent to the reservoir and little park. Turnaround would best be accomplished via west-bound NE 75th between 12th and Roosevelt. The increased street parking burden on residential streets due to local high density new construction and Roosevelt High School student parking has greatly complicated living in this area. Think before you degrade the livability of this neighborhood further!	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-328	**Judy Smith**		
P-328.1	Judy Smith	With the early effects of climate change being felt around the world the RapidRide J and protected bicycle lanes proposed for Eastlake Ave. are just the type of shift we need to counteract global warming and prioritize walking, transit, and bicycling. This project will help the planet and make Eastlake a better place to live. Eastlake's parking situation is limited like our neighbors in Fremont and Capitol Hill, but businesses thrive in those neighborhoods because of good transit and in the case of Fremont, many bicyclists. RapidRide J and protected bike lanes will be good for Seattle, Eastlake Ave. businesses, and the planet. Let's build it!	Thank you for taking the time to provide your comment and support for the Project.
P-329	**Conor Corkrum**		
P-329.1	Conor Corkrum	Please move forward with the final design; I appreciate any improvements to pedestrian and bike safety while also ensuring bus service on Eastlake is fast and prioritized.	Thank you for taking the time to provide your comment and support for the Project.
P-330	**Thomas Johnson**		
P-330.1	Thomas Johnson	I routinely have occasion to visit and cross through Eastlake, and find the lack of rapid transit and safe bike lanes mystifying. Eastlake is lined with parallel parking spaces for cars, a very poor use of the limited roadway. Eliminate parking spaces and reclaim it for rapid transit and bikes, please.	Thank you for taking the time to provide your comment and support for the Project.
P-331	**Carl Hiltbrunner**		
P-331.1	Carl Hiltbrunner	I am supportive of this project. These changes look exciting.	Thank you for taking the time to provide your comment and support for the Project.
P-332	**Julianna Toombs**		
P-332.1	Julianna Toombs	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.

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P-333	**Eric Bronson**		
P-333.1	Eric Bronson	Build the bike lanes, build the bus lanes. Always err on the side of more protection and separation for both from cars, and be aggressive in painting sections for bus lanes. The environment needs more people taking transit so that climate change doesn't kill us all. Let's reduce emissions and provide safe ways to travel for everyone who isn't in an SOV spewing out greenhouse gasses.	Thank you for taking the time to provide your comment and support for the Project.
P-334	**Dana Taft**		
P-334.1	Dana Taft	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-335	**Josh Colton**		
P-335.1	Josh Colton	My wife and I both receive physical therapy and chiropractic care at Alliance Healing Arts and rely on the (already limited) street parking near their office. When it's parked up, we've struggled to find parking in nearby neighborhoods. Eliminating the street parking along Eastlake will make it difficult for us to continue seeing our providers.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-336	**Elizabeth Arnold**		
P-336.1	Elizabeth Arnold	I am a patient at alliance healing arts and chiropractic it's already very hard to park there. If there's no parking I can no longer attend this business because there's nowhere anywhere to park please assure that you will keep some parking there. I also feel the same way about 14 karat restaurant I bring my 97-year-old mother there once a month for breakfast and there is no way I could have her walk from some parking spot down the hill.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-337	**David Taft**		
P-337.1	David Taft	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave! I also live below this main thoroughfare and if parking is removed from Eastlake Ave E drivers will try and access parking elsewhere, which means finding space above and below Eastlake Ave E, an area that already has parking issues of its own. In addition, the businesses on this route will be severely impacted, including many that we frequent and rely on in our Eastlake neighborhood. Please consider the Minor Ave route to ameliorate these issues.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-338	**Michael Maddux**		
P-338.1	Michael Maddux	I am writing in support of moving forward with the preferred option for Eastlake of the RapidRide J Line project. Specifically I am supporting the consolidation of bus stops, which I understand may result in reduction by 2 stops between Fairview and Harvard in each direction, provided these consolidations are focused on stops on flat stretches rather than sections of Eastlake that have a moderate grade. I am also especially supportive of protected bicycle lanes on Eastlake Avenue on both sides of the roadway, which will not only ensure safety for cyclists, but also improve safety for pedestrians and likely increase foot traffic for local small businesses. I understand that there have been concerns raised about the loss of	Thank you for taking the time to provide your comment and support for the Project. See CR-1 in Table A-1 for more information about parking. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA

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		on-street parking as a result. As this project moves forward, I am hopeful that parking losses can be mitigated by allowing more on-street parking on perpendicular and parallel side streets where it is an option, especially if this narrows these roadways, slowing vehicular traffic and improving pedestrian safety on side streets in the neighborhood. Additionally, I hope that SDOT can and will work with private property owners that have street-level parking lots that are closed and unused at night, and allow them to be used for off-street paid parking on nights and weekends. Further, with some areas of the neighborhood not part of the RPZ program, I am hopeful that the RPZ program will extend to all of Eastlake that doesn't have either RPZ or paid parking to help mitigate parking losses and discourage drivers who drive and park in Eastlake from other parts of the city or county in order to bus or walk the rest of the way to South Lake Union or Downtown, freeing these spaces for residents and customers for small businesses. Finally, as there are no handicap parking spaces on Eastlake Avenue, and in anticipation of tightened parking availability, including some handicap parking spaces near intersections with Eastlake Avenue with perpendicular streets should be part of a parking mitigation plan. Regarding commercial delivery spaces, aside from using spaces on perpendicular streets, perhaps Eastlake could be a pilot street for legally and intentionally using the center turn lane as a load/unload zone, with specified areas marked for this use, along with traffic calming devices in the general purpose lanes approaching these designated areas to help slow traffic and improve safety for delivery drivers.	requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
P-338.2	Michael Maddux	Regarding the northernmost turnaround option, I am supportive of the turnaround option using NE 70th Street. The J Line will connect Eastlake with more grocery stores, and to the north this will include Trader Joe's Whole Foods, and potentially QFC is Kroger moves back into Roosevelt when the light rail station opens. By going as far north as NE 70th, the Roosevelt Safeway will also become an option for some households that are trying to use their vehicles less, and incorporate transit into their grocery store trips.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. We will consider your comments in final design.
P-339	**Dorene Cornwell**		
P-339.1	Dorene Cornwell	RapidRide is important. The project needs to make sure sidewalks also get enhanced.	Thank you for taking the time to provide your comment and support for the Project. For information about sidewalk improvements, see Section 2.1.2.1 of the EA.
P-340	**Kathy Clayton**		
P-340.1	Kathy Clayton	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps make my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave! Additionally, as a small business owner (not Alliance Healing Arts), not having parking would make doing business almost impossible. Please don't hamstring small businesses any further!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-341	**Virginia Mendoza**		
P-341.1	Virginia Mendoza	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-342	**Carol Meachum**		
P-342.1	Carol Meachum	A totally INSANE plan!! There is already a massive parking problem on Eastlake. Who, in the world, would think that getting rid of parking is a good thing!?!? Oh my gosh. Let's get real, people. I especially like the comment that "SDOT will continue to work with community members on strategies for	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.

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		mitigating parking impacts". How is that going to happen? There ARE no strategies. This is impossible to comprehend. All of the small businesses on Eastlake will be forced to close. How is that a good thing?	
P-343	**Lacey Bliss**		
P-343.1	Lacey Bliss	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-344	**Cynthia Krueger**		
P-344.1	Cynthia Krueger	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave! Parking in the area is already difficult, and as I age, getting up and down the steep side street if challenging.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-345	**LauraLee Oswald**		
P-345.1	LauraLee Oswald	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-346	**Arlene Hills**		
P-346.1	Arlene Hills	Please choose an alternate route for bicycle lanes. Use the street path Minor.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
P-347	**Justin Hansen**		
P-347.1	Justin Hansen	I want to express my support for the Rapidride J routing and protected bike Lanes on the same route.	Thank you for taking the time to provide your comment and support for the Project .
P-348	**N. Jagger**		
P-348.1	N. Jagger	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-349	**Philip Weiss**		
P-349.1	Philip Weiss	After reading through the EA and other project documents, particularly the transportation appendix, the following things are clear: The overall project is sorely needed. Particularly needed are the BAT lanes in SLU, work along Fairview next to SCCA, and queue jumps at Mercer and Valley. That will unclog chronic delays on the #70 (and RapidRide J after the conversion). Getting double the ridership and 30% faster trips in 2024 will do more to combat climate change than anything else the adjoining neighborhoods have done in years. The EA really could hit that point harder, but the planned	Thank you for taking the time to provide your comment and support for the Project. See CR-2 in Table A-1 for more information about protected bicycle lanes. The location of the bicycle lanes on 11th Ave NE adhere to SDOT guidelines (Seattle Streets Illustrated, 2017) for a bike lane present on a one-way roadway with transit service. The signal at both Yale Ave N and NE 43rd St will be phased to allow people riding bicycles to safely cross the street. See Section 1.3.2.2 of the EA for more information about protected bicycles lanes on 11th Ave NE.

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		infrastructure is the key part. Connected protected bike lanes from U-District to Downtown are also going to be a game-changer for cycling in Northeast Seattle and Eastlake. After implementation, I expect bicycling to soar to levels near what the Fremont bridge and Westlake cycle track gets. However, some components of the project could stand improvement. Particular the conversion from a two-way PBL to one-way PBL and where the one-way PBL switches sides of the street. Both locations require that northbound cyclists stop and wait for traffic like pedestrians. Cyclists should be given priority, and there should be something like a bicycle only light cycle to get them from one side of the street to the other. Additionally, while final design is not settled, the concept drawings for the Harvard to Fuhrman block do not show sufficiently protected bicycle lanes. Rather than having two northbound vehicle lanes and a narrow bicycle lane that has flexposts for protection, that portion should be one northbound vehicle lane and fully protected bicycle lanes. The project should also make adjustments to prevent right-on-red northbound at Fuhrman, which is where fatal bicycle/vehicle collisions have occurred. That should include changes to signage, changes to signals (such as a bicycle priority light), and design and layout changes. The EA calls out the intersection as the most dangerous for bicycles in the corridor, but doesn't describe much in the way of safety improvements there. Lastly, the EA notes a desire to improve pedestrian safety for RapidRide J, but the 4 intersections with the highest number of pedestrian accidents (at 45th and 65th) do not have new safety features described in project documents. They have upgraded ADA curbs, which will be a good improvement, but the only additional safety feature is the buffering at 45th and 11th the protected bike lane gives pedestrians on the west side of the intersection. If pedestrian safety is a goal of the project (and it should be, to achieve Seattle's Vision Zero goals) there should be explicit safety features added. Overall, the project is good for Seattle and for the environment and should move forward. The EA makes this clear. But we should strive to include more, and make this a national example of incorporating bicycle and pedestrian facilities.	Regarding your comment about the multi-modal improvements and the connections served by the protected bicycle lanes: Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates such as green markings on the roadway that bring attention to the conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-350	**Lee Edwards**		
P-350.1	Lee Edwards	To whom it may concern at SDOT and FTA, I support the RapidRide route and understand it's relevance to our area, especially with the opening of the light rail station. However, I have concerns about the proposed layover locations at the northern end of the route, as well as the proposed turnarounds on either 67th or 70th. The proposed 67th turnaround and layover location will have a negative impact on the ground level retail and residences proposed for the TOD building. I took part in the TOD workshop that was organized by the city and Sound Transit. Many of the development priorities that we defined and agreed upon revolved around making the building and surrounding site both pedestrian and resident friendly. We also recognized that it is becoming increasingly difficult to justify retail use in new construction because of the cost and prevalence of online shopping. Having large, ugly and noisy busses docked in front of these spaces will further discourage the viability of the location in the eyes of future tenants. This location would also create an unnecessary pedestrian hazard with people walking between and around buses there. Northeast 70th street is an even worse location as it is simply not wide enough to accommodate buses, cars and the newly added bicycle lanes. It's somewhat shocking that 70th is even being suggested. I fear that this is related to SDOT engineers spending too much time at their desks and not enough time with 'boots on the ground' at these locations. I assume this is the same reason for the biking lane debacle on 70th that was created when SDOT failed to take into account that 70th narrows to the east of Roosevelt Ave. Perhaps this is a related issue? In addition to the reasons above for avoiding 67th and 70th, neither location provides a logical space for a driver comfort station. In my opinion, alternatives should be looked at that are further North to limit the negative impact to an area undergoing massive change and impact. 75th street and the northern portion of 12th avenue seem to be the most suitable locations (they are wide and more appropriate for bus travel and turn-arounds). While many of the long-time Roosevelt residents have been proponents of the light rail station, the level of negative impact on each of our homes, properties and lifestyles is	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. SDOT is planning to convert NE 67th St to one-way westbound traffic, which will help remove vehicle-bus conflicts and improve safety. Through KCM coordination on the northern turnaround and layover, SDOT would also install a traffic signal at the intersection of Roosevelt Way NE/NE 67th St in the future to improve the ability for buses to turn onto Roosevelt Way NE. We will consider your comments in final design.

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		already far greater than anticipated. We are already seeing these impacts displace longtime residents who are feeling forced out. Many of us are also feeling like we have no real voice in these matters and that our concerns are being swept under the rug by a City that is developing for density at all costs. Please treat our neighborhood as if it were your own, and make decisions that help keep Roosevelt a great place to live.	
P-351	**Michele Sherrard**		
P-351.1	Michele Sherrard	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my family's health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-352	**Forrest Baum**		
P-352.1	Forrest Baum	I absolutely support this project. As a person who regularly rides transit and rides bikes with my family, this project will help my family access the Eastlake corridor, downtown, and the University District. This connection will specifically allow my partner to choose a more environmentally-friendly option for her commute to work, and allow for a safe connection to drop off our child at school. I'm currently a student at the University of Washington, and I'll definitely use both the RapidRide and protected bicycle route amenities. An environmentally-friendly set of choices that provides safety for all ages and abilities and gets more people out of their cars while getting where we're going faster sounds fantastic.	Thank you for taking the time to provide your comment and support for the Project.
P-353	**Patricia Rogers**		
P-353.1	Patricia Rogers	1. The stated purpose is to improve transit travel times, reliability and capacity and improve pedestrian and bicycle connections. Comments as follows: a. Currently, Eastlake Ave E through the Eastlake neighborhood has two lanes of traffic in the direction of the weekday commute. This is accomplished by prohibiting parking on alternating sides of the street during commute hours. This second lane will be eliminated when bike lanes are added under this proposal. This will actually slow travel times on Eastlake and the RapidRide buses will be caught in that slowdown since there is only one lane. Having the ability to control lights will not eliminate this. For example, traffic currently backs up onto Eastlake with traffic waiting to turn east on to side streets to access Interstate 5 via Boylston (Lynn and Eastlake intersection is a prime example). With two lanes of traffic, it does not impede all through traffic on Eastlake currently, but will if only one lane is available. b. By slowing traffic as discussed in point #1, the carbon emissions will increase in Eastlake. This will have an immediate detrimental impact on the health of the Eastlake neighborhood. This is a neighborhood, not a corridor for traffic only.	Thank you for taking the time to provide your comment. As noted in Table 2-1 of the EA, travel times for both transit users and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.
P-353.2	Patricia Rogers	c. The Route 70 bus currently is a double length bus with significant capacity. It is already overflowing at times and leaves passengers behind. The proposed buses will not significantly improve capacity and the Route 70 bus will be eliminated. The fact that the proposal is using current buses and not adding new ones is very telling that capacity will not be increased. How is ridership increased when no new buses are added and the current Route 70 buses are at capacity?	Thank you for taking the time to provide your comment. Compared to existing conditions, transit service levels in the corridor would increase to all-day (24-hour) service and off-peak headways would improve; therefore, the number of daily transit trips would increase. While the Peak headways would be 7.5 minutes or better, transit travel times and reliability along the corridor would improve with new traffic signals and queue jumps, station upgrades, and transit lanes. For more information on the Project transit improvements, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C.
P-353.3	Patricia Rogers	d. Bicycle connections to the Rapid Ride buses is not a viable goal. There are no safe places to store bikes and the buses are not designed to carry bikes except maybe a couple at a time and loading/unloading slows down the buses.	Thank you for taking the time to provide your comment. As described in Section 1.2.2 of the EA, one Purpose and Need of the Project is to provide safe bicycle facilities and better connections to transit for bicyclists. While some transit users may choose to load bicycles on buses others may use bike share. Protected bicycle lanes and transit islands would separate buses from bicyclists creating a safer environment for all users and improve speed and reliability for transit and other vehicles.
P-353.4	Patricia Rogers	e. Pedestrian access in Eastlake will be harmed, not improved. Bus stops will be further apart and reduced from seven to four. Only curb cuts and direct bus loading areas will be improved. The sidewalks in Eastlake are poorly maintained and hazardous for those with any physical challenges as tree roots have uplifted the	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. For more information about pedestrian improvements, including sidewalks, see Section 2.1.2.1 of the EA.

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		sidewalks in many areas. By increasing the distance to be walked to reach a stop, this becomes even more challenging. Only the stations are designed to meet ADA Act requirements, access to the stations will definitely not. f. Pedestrian access in Eastlake already needs significant improvement. There are not enough places to cross Eastlake Ave E safely for pedestrians. There needs to be a traffic light at the Newton/Eastlake intersection to allow safe crossing to the bus stops. The traffic light at Boston only has lights for the Eastlake Ave traffic, and no lights for the Boston traffic making it very hazardous. This is a heavily traveled intersection and needs lights in both directions. With the elementary school on this route, it is imperative that safe crossings are evaluated throughout the neighborhood.	There is not a plan to include new traffic light at E Newton St/Eastlake Ave E but we will consider comment during final design.
P-353.5	Patricia Rogers	2. Comments re: Bicycle lane location on Eastlake: a. First and foremost, having only one lane of traffic and no parking along all of Eastlake will be a major safety issue for access for fire and aid cars. There will be no place for them to park other than in the middle of the arterial street. b. Locating the bike lanes on Eastlake Ave will eliminate 100% of the parking and loading/unloading zones on this street. Eastlake Ave E is the "main street" for the neighborhood of Eastlake. For businesses and residents on this "main street", it provides customer access, loading zones for deliveries, space for service providers to park, temporary stops for ride share vehicles, guest temporary parking, access for those with physical disabilities, etc. With the new building upzones, many new buildings have no or very limited parking or loading areas. The street access is critical for this type of residential buildings, and with the recent zoning changes it can be expected these type of buildings will increase exponentially along Eastlake Ave. c. SDOT says they have "plans" to mitigate the loss of this significant parking and loading zones by "implementing ways to manage street parking, preparing a shared-use plan, and reviewing the restricted parking zone in Eastlake as well as relocating some of the loading zones elsewhere in the neighborhood. i. The shared-use plan involves getting private buildings with their own parking garages to open these up to public use. The current garages in Eastlake are close to full most of the time that others would want to access them. In addition, property crimes in private garages is high and owners do not want to allow more access for security reasons. I asked SDOT if they had asked any building owners about garage access and they said no. I asked a developer of a new large building that will have 100 parking spaces for about 148 residential units and he said he would not consider any public access. I believe SDOT has put this language in their plans without any real way to implement the strategy. ii. Moving loading zones to side streets creates several issues. It removes even more parking from the neighborhood. It moves loading zones away from the best locations for those that need to use them. The side streets in Eastlake are very sloping, so the loading zones will be difficult to use. The side streets are very narrow and with parking still on both sides, large trucks will have a very difficult time navigating and parking and may block street access temporarily while parked. iii. SDOT's own studies indicate the current parking in Eastlake is already nearly full to capacity. The elimination of a significant portion of the parking with this project will not allow for ways to sufficiently manage street parking to mitigate. Eastlake does not have public parking lots or garages other than a couple of lots with a few spots each. The current building codes are allowing building with no parking or load zones required. This will only increase the problem. Residents are not looking for free parking for their vehicles 24/7, but need access for many reasons for the livability of the neighborhood. There is also no grocery store in Eastlake other than small deli/convenience stores, so all residents must leave the neighborhood and buy groceries and need a place to unload/load.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
P-353.6	Patricia Rogers	3. Insufficient consideration of alternative locations for bike lanes: a. The placement of bike lanes on Eastlake Ave E may be the straightest route, but may not be the safest. Over 20% of the lanes in Eastlake will be crossing intersections and risk injuries due to left turn lanes. There are side streets that could be considered where the traffic moves at a much slower rate and would both be safer and would encourage bike riding by those who may not feel safe on a busy arterial even with bike lanes. b. SDOT said they did a brief consideration of these, but eliminated them for various reasons. Some of those reasons did not seem strong enough to not give these further consideration. For example, one reason was that a short portion of the alternate route would have an uphill incline. The route portion is very short and discussions with riders indicated they did not see it as an issue. With the proliferation of electric bikes, this will likely diminish	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
		even more. c. Fairview Ave E should also be considered as a possible greenway for both bikes and pedestrians. This route is along the shoreline and provides a mostly flat and scenic route away from the high traffic of the arterial road. This shoreline is the only undeveloped shoreline along all of Lake Union and is a hidden jewel that should be enjoyed by more as density will increase the need for public access to areas such as this. Eastlake does not have a large public park other than the Rogers park playfields associated with the local elementary school. This would give Eastlake a place for community building, walking/biking, etc. d. Similar bike lanes, but only on one side of the street, are currently in use in the Roosevelt/University district area. When asked if they had any studies or information of the impact on local businesses or residents or any bicycle accident information with the new routes compared to the prior arrangement, they said they had not done any follow up or studies. Before implementing similar projects in other parts of the city, it seems this would be a logical step. e. Bicycle lanes are not a mandatory part of a Rapid Ride bus project. It would make more sense to do the bus project if that is decided and funded and put more thought into an appropriate bike lane plan.	
P-353.7	Patricia Rogers	4. Public comment meetings and workshops were not held with the atmosphere of actually getting public input that would be considered in the project design. It was made very clear that the plan was already decided and nothing that was suggested would change it. The attitude and atmosphere set by SDOT was certainly not one of building community collaboration, but rather created an atmosphere of contention. The meetings seemed a waste of time to many of those attending as input was very limited with no feedback or discussion of ideas that were developed in workshops. It seemed to be more of a "check the box to say public meetings were held.	Thank you for taking the time to provide your comment. See Section 4.2 of the EA for more information on public outreach for the Project. SDOT will continue public outreach throughout design.
P-353.8	Patricia Rogers	5. The bike lane plan, in particular, needs further collaboration and development. Let's not rush this through and then suffer the consequences for years to come. A well thought out plan with true community collaboration could result in a plan that considers the needs of all stakeholders and delivers something we can be proud of.	Thank you for taking the time to provide your comment. See Section 4.2 of the EA for more information on public outreach for the Project. SDOT will continue public outreach throughout design.
P-354	**Rachael Ludwick**		
P-354.1	Rachael Ludwick	I visit this corridor regularly (a medical provider I use is along the corridor). We generally do not drive and prefer to bike or take transit and the improvements to air quality and noise given in the EIS are exactly what I want to see. My main concern is with how this EIS document is structured: the improvements to air quality and reduction in greenhouse causing gasses is a bullet point in the introductory part of chapter 2. This is such a critically important part of why we do these projects that we should be calling that out in a section that details amount of equivalent carbon emissions being saved. Anyway, let's do this project!	Thank you for taking the time to provide your comment and support for the Project. As described in the EA, the Project would improve air quality and reduce greenhouse gas emissions.
P-355	**Liam Bradshaw**		
P-355.1	Liam Bradshaw	Eastlake is currently one of the most heavily traveled bike routes between North Seattle and destinations to the south including Eastlake businesses, downtown, and south lake union. There is no alternative route that provides a viably flat and direct route along this corridor, as was also found in the city's own analysis. Currently, the hundreds of people who bike this route each day occupy a small amount of space available due to the antequated road design. If this corridor were implemented as a rapidride corridor without dedicated bike infrastructure, it would undoubtedly lead to an increase in the number of collisions with cyclists who will ride on eastlake regardless of alternative routes. Conversely, if safe and dedicated bike infrastructure were provided along eastlake, it would undoubtedtly lead to an environmental benefit in the form of reduction in auto trips, reduced congestion, increased traffic to small businesses and reduction of traffic injuries and fatalities.	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-356	**Ben Wharton**		
P-356.1	Ben Wharton	Eastlake has the potential to be a "crown jewel" inner neighborhood for Seattle. It is one of two neighborhoods (the other being Lower Queen Anne) which is walkable from our urban core in Downtown and South Lake Union. A gorgeous waterfront boulevard, numerous public parks, and an amphitheater orientation offering water views from almost every point is no place for a "corridor." The Rapid Ride J is an important public transportation initiative but it should be routed on I-5 rather than through Eastlake. Our neighborhood needs traffic-calming (slower speeds, not faster) measures to support our local businesses and to encourage a thriving retail district. Sacrificing such rare and valuable real estate for a few thousand commuter trips is a decision we will regret immensely in the future, especially when an alternative route is possible. I urge you to re-route Line J along I-5 rather than through directly our neighborhood, compromising an already fragile retail area. Sacrificing an urban gem on the alter of political expedience is something future mayors, administrations, and citizens will look back upon with immense sadness. We have the chance to avoid that TODAY by routing the new J line along I-5 rather than through Eastlake.	Thank you for taking the time to provide your comment. As described in Section 1.3.1 of the EA, the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The purpose and need would not be met by routing the Project on I-5. See Section 1.3.1 of the EA for more information on alternatives development.
P-357	**Megan Tremain**		
P-357.1	Megan Tremain	I don't think 70th would be a great street for the Rapid Ride to turn around. My son's school bus has trouble making the turn. Also, so many people turn left onto 12th (from 70th) since it's 1 way... lots of accidents happen here. Personally, I think 75th would be a great street for turning around since there is already infrastructure (wide street, traffic light, etc). Also, the drivers could pull over on the east side of 12th. If they had to use the restroom on break, maybe a bathroom could be built at Froula Park. That would surely be a great amenity for that park! If the Rapid Ride turned around closer to the light rail (at 67th turnaround), I fear that it would impact retail and pedestrians there. It's hard to say...I suppose, at least, the bus drivers would keep a coffee shop or restaurant busier with their comfort stops! All in all, I vote for 75th Street as someone who has lived in the area for almost 20 years. Thanks for listening to neighbors comments.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-358	**Kathleen Barry Johnson**		
P-358.1	Kathleen Barry Johnson	I am writing on behalf of myself and my disabled son. My son, a childhood cancer survivor, will never drive and he can't afford ubering constantly. The Rapid Ride on Eastlake will provide him with much improved connections to downtown, where he works currently and the majority of his future jobs are likely to be (he is in tourism). Additionally, he can ride a recumbent trike. The Trike gives him freedom, independence, and exercise. It's not a toy to him, its as important as my car or your car. He needs a clear, safe way to travel, which is a marked, protected bike lane on Eastlake. A compromise built to go on a side road as a greenway will (1) not provide him with a protected lane, and thereby add to the danger of riding on a road in a recumbent; (2) be confusing as he tries to find his way. The clarity and safety of a PBL on the most direct, fastest route can't be improved. Myself, I'm a 55 year old life-time cyclist who commutes most days. Cycling helps me avoid being stuck in traffic. I go out of my way - literally miles - to stay on protected bike lanes. Having access to PBL on eastlake will provide a direct and safe route to my job downtown. I understand that people are afraid of the change and the impact of the loss of parking. I truly hope that in addition to listening to people's fears, the City might take the opportunity to allay those fears. There is plenty of evidence through solid case studies that removing parking doesn't harm businesses and that bike lanes are good for communities. Please do not let people be subject to misinformation just because you want to appear "impartial."	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
P-359	**Melissa Locke**		
P-359.1	Melissa Locke	I am opposed to the current RapidRide J line going through Eastlake and removing parking for the businesses and residents of Eastlake. Eastlake is a wonderful neighborhood, and if you take away parking, this will severely harm businesses. Eastlake will become a pass-through neighborhood and will not have the nice feeling it currently has. It will become run-down, because residents won't care about a neighborhood not serviced by local transit.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-359.2	Melissa Locke	The metro bus 70 has a huge ridership, and eliminating stops from this will be a huge detriment. Please reconsider other methods of connecting the university district with downtown (perhaps using I5).	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. As described in Section 1.3.1 of the EA, the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The purpose and need would not be met by routing the Project on I-5. See Section 1.3.1 of the EA for more information on alternatives development.
P-360	**Anna Knowles**		
P-360.1	Anna Knowles	I strongly support the PBLs on Eastlake and think it will be great for the neighborhood! I already like biking to the coffee shops and 14 carrot but would 100% go more often with a bike lane to make the trip more pleasant. I regularly bike along Eastlake to get from the Montlake neighborhood to SLU and back. I have tried the side roads but keep coming back to the main street despite the traffic, the parked cars that might open a door at any moment, and the potholes because the gradient is so much easier. Eastlake is the most straightforward route from the university bridge and I agree with the impact statement that if the bike route was routed elsewhere commuters would continue to ride the straight route. The 70 is frequently overcrowded or late, especially in the summer. Improved transit in the corridor also will be great! I can bike faster than the 70 most of the time (on an upright bicycle wearing street clothes, not spandex). This morning I was leapfrogging the bus at the stops - a PBL will make this trip safer and faster for both cyclists and the bus.	Thank you for taking the time to provide your comment.
P-361	**Michael Strazzara**		
P-361.1	Michael Strazzara	I don't support your layover location on NE 67th Street. This location is directly across from the soon to be open Roosevelt Station north head house. The light rail project is a huge public investment that will have nearly round the clock pedestrian traffic to and from the entrance. Parking buses directly outside this entrance will block sight lines. There's also a daycare proposed in the TOD project adjacent to the north station entrance. I am a father of young children and struggle with the daily drop off and pick up associated with finding parking near my day care to quickly get my kids in and out of the facility and get me on my way to work or home. Your buses along this street will negatively impact families who have to drive to and from the day care. Your proposed location of a TPSS on one of Sound Transit's other TOD parcels is not a wise use of this valuable land. Housing should go on this parcel, especially given it's proximity to light rail and Roosevelt High School. Please relocate your buses and move your TPSS to be away from the new Roosevelt Station.	Thank you for taking the time to provide your comment. Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. Thank you for taking the time to provide your comment. Four TPSS sites were considered in the EA. All four of the potential sites are located on publicly owned property. Following the public comment period, SDOT evaluated the four options and selected the undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE as the preferred option. The decision to locate the TPSS at this location is supported by KCM and was selected for the following reasons: • It is located within the City of Seattle's transportation right-of-way and therefore requires no property acquisition. • It is located outside the boundaries of the Ravenna Boulevard park and historic resources. • It is located adjacent to the Project corridor and OCS system, and is accessible for maintenance. • There would be no adverse effect on historic properties or other environmental effects. • Power would be available to this site from the existing electrical grid. There were no substantive public comments received regarding siting the TPSS at this location for the Roosevelt Station Option. The TPSS will not be sited on the Ravenna Boulevard park median, therefore ensuring that it would not impede the current recreational activities of those using the median. We will consider your comments in final design.

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P-362	**Linnea Nasman**		
P-362.1	Linnea Nasman	This fantastic project will be a game changer for cyclists, transit riders, and pedestrians alike! I live in the U District and work in South Lake Union, and currently my 45-minute commute (each way) is the least favorite part of my day. Each day, on my way home, I'm part of a huge crowd waiting at the Fairview and Harrison bus stop for the 70, 63X, or 64X. The buses are often 10, 15, or 20+ minutes late, snarled in traffic and stuck behind single-occupant vehicles, and the waiting crowd grows larger all the while. By the time the buses reach my stop, they often cannot accept all the passengers who want to board and head north. The gracious bus drivers help us pack in like sardines. It's less than pleasant, but it's the fastest way home. The combination of a Rapid Bus line and protected bike lanes would give me TWO new options for my commute! The bus line and priority traffic lanes will prioritize the hundreds of commuters (at my bus stop alone!) who are trying to head north. It would ease travel for commuters like me who have chosen the bus as an affordable, accessible, eco-friendly option for their commute. I would also choose to ride my bicycle much more often! I'm an experienced cyclist, but Eastlake needs safer infrastructure for me to feel comfortable and confident. I've seen the benefits of protected bike lanes in the U District and other parts of Seattle, and I know Eastlake would see similar perks! How wonderful it would be to access the Eastlake neighborhood safely and directly by bike. Keeping the protected bike lanes on Eastlake itself (not side streets) will ensure cyclists have equitable access to businesses and the transportation corridor. A new Rapid Bus J Line and the protected bike lanes would make my commute one of the easiest parts of my day, instead of one of the most stressful and arduous. Please, please continue this project as originally proposed -- with full protected bike lanes on Eastlake and the Rapid Bus option. These are fantastic options to safely connect the vibrant Eastlake neighborhood with the rest of Seattle.	Thank you for taking the time to provide your comment and support for the Project.
P-363	**Jean Kent**		
P-363.1	Jean Kent	I am adding my voice to those of many of my neighbors. Please don't remove all the street parking from Eastlake Ave E. This will kill many of the small businesses that depend on customers coming to their sites via cars. I see in the report that 699 on street parking places will be eliminated as well as 58 vehicle loading zones. This is crazy and again, it will impact the vibrancy of our neighborhood. Many of my neighbors on Fairview Ave E fear that our often one lane street will be filled with cars that want to avoid the frequent bus stop delays on Eastlake should this project proceed. This will negatively impact our air quality and safety. I urge you to find a way to address our concerns.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. Within Eastlake specifically, the Project would remove about 325 on-street parking stalls and relocate up to 18 commercial vehicle and 4 passenger vehicle loading zones.
P-364	**Maureen Rase**		
P-364.1	Maureen Rase	To whom it may concern, I am a patient of Alliance Healing Arts, a naturopathic clinic located along Eastlake Ave E. The availability of parking along Eastlake Ave E helps makes my health and wellness treatments accessible. The elimination of parking along Eastlake would make it more difficult for me to access my medical care. Please construct the RapidRide on the alternative route along Minor Ave!	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
P-365	**Cathy Williams**		
P-365.1	Cathy Williams	I am writing to support Rapid Ride J as proposed. My son, daughter in law and a very dear grandchild all use Eastlake to get to work and childcare. Please improve the safety of their ride by Building protected bike lanes.	Thank you for taking the time to provide your comment and support for the Project.

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P-366	**Tom Lang**		
P-366.1	Tom Lang	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-367	**Megan Rabone**		
P-367.1	Megan Rabone	In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-368	**Heather George**		
P-368.1	Heather George	In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike	Thank you for taking the time to provide your comment and support for the Project.

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		facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-369	**Roger Pence**		
P-369.1	Roger Pence	I asked questions, and I respectfully request that they be answered. Please don't send me another form letter. I would still like some answers to my questions about rerouting this bus service away from the UW. In an earlier time, I was a transit planner at Metro. Our goal was always to improve bus service to the UW campus, not move it five blocks away. How do you propose to connect the Eastlake corridor to the UW campus by public transit? Or do those riders just have to walk over from Roosevelt Way?	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. However, the U District Option assessed in the Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations.
P-370	**Ester Allen**		
P-370.1	Ester Allen	In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.

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P-371	**Trese Giguere**		
P-371.1	Trese Giguere	This project is a huge misuse of transit funds. Re-instate the Rout 66, which you are mirroring. Stop wasting transit money.	Thank you for taking the time to provide your comment. See Section 1.3.1 of the EA for more information on alternatives development.
P-372	**Kevin Lew**		
P-372.1	Kevin Lew	In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-373	**Brendan Ribera**		
P-373.1	Brendan Ribera	I am intimately acquainted with the cycling facilities on Eastlake Avenue and Fairview Avenue. I have commuted to work by bicycle via Eastlake since 2007; I've logged over 6,000 trips here in rain, sun, and snow. I've been hit by a car, run off the road by an Uber driver, and broke my hand when the University Bridge bike lane was unexpectedly closed. And I've tried to shepherd inexperienced cyclists with varying abilities through the quagmire that is Seattle rush hour. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.

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P-374	**Ryan Paul**		
P-374.1	Ryan Paul	I'm a resident in the Westlake neighborhood, and any improvements to transit and biking in areas near where I live are an enormous benefit to me and many others who rely on car free transportation. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-375	**Matt White**		
P-375.1	Matt White	In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. If this route were built, I would use it daily. A direct, flat connection between the two biggest job centers in Seattle, one of them a university, is a complete game changer. I hope that the bike lanes move forward as planned. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-376	**Shirley Savel**		
P-376.1	Shirley Savel	In addition to agreeing to the statement by walk/bus/bike advocates I would like city leadership that our family would appreciate safer modes to our weekly destination on Eastlake. Every week we have to calculate how we will get home and currently none of the modes outside of a car are fast. The bus is frequently stuck, walking is far and I never bike on Eastlake because drivers currently exceed the 25 mph speed limit just because it's designed to make it possible. We've seen drivers have near misses with everyone outside a car. The times we drive it's difficult to see ppl biking because they need a visible protected space to navigate Eastlake not some "shared use" road. At times I honestly contemplate canceling a much needed service for my special needs trial just because	Thank you for taking the time to provide your comment and support for the Project.

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		the travel home can be stressful in any mode. One day my kid will need to navigate transit on his own and we are trying to teach him now how to do this. Make it safe so we can continue to get the services he needs without a car. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-377	**Teddy Morris-Knower**		
P-377.1	Teddy Morris-Knower	I would visit Eastlake businesses more often of there were bike lanes on Eastlake! I live in a house of 5 and can only get my roommates to bike with me when they feel safe. We love Eastlake but don't feel safe biking on that road.	Thank you for taking the time to provide your comment and support for the Project.
P-378	**Margaret McCauley**		
P-378.1	Margaret McCauley	I am an environmental engineer who pedals my children around Seattle daily. I have good friends whose children go to school at TOPS. They currently ride the 70 bus, but would prefer to bike to school. Biking or walking to school has been shown to improve the ability of children to concentrate and learn. I am happy to provide citations on this, if helpful. Right now the bus is late and it is unsafe for them to bike. It is also scary for my family to visit them. My family excluded TOPS from consideration for our children specifically and only because of the difficulty in knowing that we could arrive in a timely way or indeed arrive alive. Bus Only and protected bike lanes would completely change that set of calculations. In addition we might now be able to get to Eastlake to spend money if there are safe and reliable bus and bike infrastructure. Thus, I wish to comment on the RapidRide J Line project in support of both bus and bike improvements. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike	Thank you for taking the time to provide your comment and support for the Project.

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		facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-379	**Rami Grunbaum**		
P-379.1	Rami Grunbaum	I use Eastlake daily on my bicycle commute to work, but I know many others are afraid to ride there without significant improvements to bicycle safety. Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-380	**Dave Slager**		
P-380.1	Dave Slager	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely.	Thank you for taking the time to provide your comment and support for the Project.

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		Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently. These protected bike lanes, along with the transit route, will unlock South lake Union and Eastlake and downtown as a bikeable destination from my neighborhood.	
P-381	**Mark Kornblum**		
P-381.1	Mark Kornblum	I'm a longtime cycle rider & commuter throughout Seattle. I've commuted to, from, and among Capitol Hill, Fremont, Downtown, SODO, Georgetown, Bryant, Ravenna, and more, on a daily basis, for years, all by bike. I've watched the city bike network improve by leaps and bounds. When riding from Fremont to SODO, I used to just take the left lane on 2nd avenue, because I wanted to stay out of the door zone and I could get going fast enough down the hill to keep up with cars. Now, we have an excellent protected bike lane there, and I don't have to do that anymore (my wife and kids are thankful for that). The Westlake cycle track is a huge improvement over having to ride over Dexter twice a day each day. The facilities around the Fremont bridge have improved significantly, as have those along 65th Ave and in many other places. One currently-glaring hole is Eastlake Ave. I live in Bryant and commute to downtown. While the Burke Gilman is a marvel, it adds miles and minutes to my journey if I'm trying to get someplace in, say, South Lake Union. If I ride the Burke to the University Bridge, I'm back on the street the rest of the way. Alternately, I can ride to the Fremont Bridge and stay in purpose built cycle infrastructure pretty much the whole way, but it takes much longer. Protected facilities on Eastlake solve this problem, along with allowing safe cycle access to the businesses and neighborhoods along Eastlake. There is currently no protected way to bike to Serafina, or the Zoo, or Pazzo's, and there should be.	Thank you for taking the time to provide your comment and support for the Project.
P-382	**Michael Morris**		
P-382.1	Michael Morris	Thank you so much for the opportunity to comment on the RapidRide J Line project. I very much love the additions to the city's bike lanes, and have been using them several times per week. A city wide network is a great benefit to the city. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city’s all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely.	Thank you for taking the time to provide your comment and support for the Project.

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		Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-383	**Erik Peterson**		
P-383.1	Erik Peterson	Thank you so much for the opportunity to comment on the RapidRide J Line project. I very much support protected bike lanes on Eastlake. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-384	**Jeff Harless**		
P-384.1	Jeff Harless	Thank you so much for the opportunity to comment on the RapidRide J Line project. Cars are killing our planet and the fine inhabitants of Seattle. Please add options that don't cater to 100 years of oil and car companies but prioritize the movement of all people.	Thank you for taking the time to provide your comment and support for the Project.
P-385	**Sharan Daniel**		
P-385.1	Sharan Daniel	Thank you so much for the opportunity to comment on the RapidRide J Line project. This is the protected bike route that I am looking forward to using, to get from my home in Maple Leaf/Roosevelt to my work near Westlake downtown. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will	Thank you for taking the time to provide your comment and support for the Project.

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		complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	
P-386	**Garland McQuinn**		
P-386.1	Garland McQuinn	Thank you so much for the opportunity to comment on the RapidRide J Line project. My fiancé rides his bike to work along Eastlake and 11th Avenue NE. I support building protected bike lanes along this corridor because it will keep my fiancé and everyone else along this route safe. This is an absolutely essential link in the city's bicycle transportation network. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-387	**Justin Hansen**		
P-387.1	Justin Hansen	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-388	**Elizabeth Dunn**		
P-388.1	Elizabeth Dunn	I am submitting my comments to you by letter after submitting them online but getting no acknowledgement from the web site that they had been successfully captured. Since then I have also had more time to develop my response, so please consider this my official feedback letter. I am a new resident to Eastlake and so recently learned of the plans to accommodate both the Rapid	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. There may be indirect impacts on businesses in the Eastlake neighborhood because the elimination of on-street parking could impact auto-dependent customers and therefore associated revenues could be redirected to other businesses with more parking availability. Approximately 25% of the vehicles on Eastlake Ave E are parked longer than 4 hours and most likely belong to employees or residents. Parking mitigation would reduce the potential for indirect impacts on businesses, and the Project

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		Ride and two-way bike lanes on Eastlake Avenue. Frankly I am absolutely appalled, and I do not understand why the City is persisting with a plan that clearly has generated so much valid opposition from the community. I am a landlord of many small businesses in the city (Chophouse Row and until recently Melrose Market) and so I know from decades of firsthand experience how fragile they are and how many years of effort it takes to get a neighborhood business district to thrive. SDOT's plans to add both Rapid Ride AND protected two-way bike lines to the same street will, if executed as designed, do irrecoverable damage to the neighborhood business district. Nowhere in the city should a commuter route be allowed to decimate an existing community, and particularly not in dense established center city communities. Public comment from the community has been consistent from the get-go and yet completely ignored due to SDOT's apparent tunnel-vision focus, which I'm told is because this project is part of a federal funding package that was approved several years ago. It is my observation that with the exception of a few more recent and positive examples (e.g. the current planning processes for the Pike-Pine Renaissance and for the rehabilitation of the Third Avenue transit corridor), SDOT has a terrible track record on such projects. It has never demonstrated an ability to marry its transportation plans with neighborhood-friendly pedestrian-oriented urban design: Broadway south of John being one disastrous case in point, the design around the First Avenue streetcar being another, and the recent changes to East Pike Street being yet another. In the Eastlake case, SDOT's determination to push two major pieces of commuter infrastructure through the same neighborhood arterial once again shows lack of leadership and critical skills within the department around both urban design and neighborhood economic development. Until this can be addressed, no more commuter corridors of this kind should be built. Small businesses in Seattle have always borne the brunt of other departments' priorities, and are now hanging by a thread, pummeled by numerous destructive factors: the pass-through of massive property tax increases, rapidly increasing labor costs, the regressive nature of B&O taxes, and relentless construction which has closed the same streets over and over again. The removal of on-street parking can be the death knell for small local businesses, for reasons that seem to be willfully misunderstood by transportation planners. Of course we want to compel people to get out of their cars, but in many neighborhoods, destination drivers still represent 10-25% of retailers' revenues, which is the margin between success and failure of most small locally owned businesses. While research may show that as consumers, bicyclists spend just as much as drivers, it does not suggest that the cyclists who ride by on a two-way protected bicycle highway will stop and spend their money at the same neighborhood businesses who lost their on-street parking. Even more critically, the buffer of parked cars next to the sidewalk is what makes pedestrian shoppers feel safe and protected from moving traffic, and without this sense of protection, retail districts fail. Eastlake's business district has already, for decades, struggled with traffic that moves too fast to make it a comfortable place to be. Putting customer foot traffic directly next to moving traffic is a disastrous step in the wrong direction, and not a concept we should be experimenting with, as these businesses are literally the livelihoods of the families that own them and once they are gone there's nothing anyone will be able do to bring them back. As someone who invests in re-purposing neighborhood commercial buildings and was hoping that I might find opportunities to do so in my adopted neighborhood of Eastlake, that will not happen if the current plan is implemented. I have never, and will never, invest in properties where the sidewalk is next to moving traffic because I know the tenants will not thrive.	would implement modal priorities consistent with the Comprehensive Plan; therefore, although the Project could result in indirect impacts on businesses due to changes in on-street parking and loading zones, it is consistent with the SDOT's goals and policies related to the best use of curb space. Specific to your comment regarding the sidewalk being next to moving traffic, the configuration reflected in the Conceptual Design Drawings (Appendix I) of the EA reflects that along Eastlake Ave E the protected bike lane would be adjacent to the sidewalk and there would be a buffer between the protected bike lane and the vehicle travel lanes.

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		It should also be noted from a city-level view that if we inadvertently kill off these tenants and therefore lose our local amenities, it will create the necessity for more commuter trips by those inside the community. Proceeding with a transportation plan that will cause local neighborhood businesses to fail fundamentally undermines the goals of urbanization. As I am sure you have heard from many community members, it is shocking that the neighborhood was not involved in the design process and simply ridiculous that SDOT is not willing to search for a better design solution to the problem it is trying to solve, either by making more thoughtful use of the available right of way or putting the Rapid Ride on a different route (such as the freeway) that doesn't involve the sacrifice of a neighborhood.	
P-389	**Kristin Hoffman**		
P-389.1	Kristin Hoffman	I wanted to submit my comments regarding the EA for the Roosevelt RapidRide J Line. I apologize I didn't submit them by 5pm today but am hoping since I did submit them on February 14 that they will be accepted into the official record. I have three topics to comment on for the RRR J Line EA. They are the proposed layover on NE 67th Street, one of the proposed TPSS locations and the need for trolley buses. I do NOT support your proposed layover locations on NE 67th Street. Your proposed layover in this location is in front of the north entrance to the Roosevelt light rail station. This one block of NE 67th Street is going to see a significant increase in pedestrian traffic from people coming from northeast of the station, including those coming by the buses that run down Roosevelt Way NE. Having your buses parked across from the entrance along the entire north frontage of NE 67th Street is going to block sight lines. NE 67th Street is also the narrowest of the three streets (NE 67th Street, NE 66th Street and 12th Ave NE) surrounding the north head house of the station so it baffles me that this is the street you pick to layover wide buses. In additional to blocking sight lines, you will also be impacting the drop off/pick up of the daycare that the Cedar Crossing development is planning. As a mother of young children I am all too familiar with the difficulty of finding parking around my daycare and school, getting my children into the facilities and then rushing back out to get to work. Adding buses parked along NE 67th Street, where the daycare drop off/pick up is, combined with the bus turning movements onto and off of NE 67th Street is only going to add to the difficultly of parents using this street for drop off/pick up. You are making a challenging twice daily occurrence for parents that much more challenging. Having worked in the area for years, I am personally familiar with the traffic back up that occurs on Roosevelt Way NE, especially during the afternoon commute. I believe that your buses will have a difficult time, especially in the afternoons, turning onto Roosevelt Way NE to start their routes. I'm sure your response to me is that you will signalize this intersection should it become challenging. To that I would say that you will then be adding a third light in a short four block section that will only contribute to increased traffic back-ups. I support a layover north of the station so that access and sight lines remain clear and daycare drop off/pick up and vehicular traffic around the station remain manageable. You don't prefer that option, though, because it costs you more money to install poles and wires an additional three blocks. This argument baffles me – you have the budget to install poles and wire for 27 blocks, but you can't afford	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. Thank you for taking the time to provide your comment. Four TPSS sites were considered in the EA. All four of the potential sites are located on publicly owned property. Following the public comment period, SDOT evaluated the four options and selected the undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE as the preferred option. The decision to locate the TPSS at this location is supported by KCM and was selected for the following reasons: • It is located within the City of Seattle's transportation right-of-way and therefore requires no property acquisition. • It is located outside the boundaries of the Ravenna Boulevard park and historic resources. • It is located adjacent to the Project corridor and OCS system, and is accessible for maintenance. • There would be no adverse effect on historic properties or other environmental effects. • Power would be available to this site from the existing electrical grid. There were no substantive public comments received regarding siting the TPSS at this location for the Roosevelt Station Option. The TPSS will not be sited on the Ravenna Boulevard park median, therefore ensuring that it would not impede the current recreational activities of those using the median. We will consider your comments in final design.

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		to install poles and wires for three more blocks? I do NOT support your proposed TPSS location on Sound Transit's south TOD parcel. This parcel has been a planned TOD parcel since at least 2010. This parcel, although small, can accommodate housing. This housing will be directly adjacent to the station. The City of Seattle continually talks about its affordable housing shortage and continually asks for more funding to build affordable housing and yet when there's a parcel of property directly adjacent to a light rail station that has to be offered to affordable housing developers first, the City is caviler about taking that land and putting a TPSS on it. A TPSS on this property is NOT the highest and best use for land directly adjacent to a light rail station.	
P-389.2	Kristin Hoffman	Lastly, I question why the City is proposing the use of trolley buses with all of their associated poles and wires when Metro has started using battery electric buses. In the year 2020 it seems antiquated to be installing 360-410 poles and miles of wire in the city when there are buses that don't need any of that to run clean and efficiently. If you switched to battery electric buses then you could easily move the layover to north of NE 67th Street and eliminate many of the community concerns.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
P-390	**Paul Tolme**		
P-390.1	Paul Tolme	Thank you so much for the opportunity to comment on the RapidRide J Line project. In addition to improving transit to be fast and reliable, the project includes essential additions to the City's connected network of protected bike lanes. Our City is growing in size and population, and we need efficient ways to move more people around our neighborhoods. In order to move more people throughout Seattle, we must create safe and accessible spaces for efficient travel alternatives like biking and taking transit. With the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue the RapidRide J Line will complete a dangerous and missing section of the city's all-ages-and-abilities bicycle network, allowing increased safe access to and from the RapidRide line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. Again, thank you for the opportunity to comment on the RapidRide J Line project now that the EA has been completed. In the spirit of taking environmental impacts into serious consideration, I believe the bike facilities and improved transit alternatives included in the project are paramount in our efforts to move everyone sustainably, safely, and efficiently.	Thank you for taking the time to provide your comment and support for the Project.
P-391	**Nick Fraser**		
P-391.1	Nick Fraser	So, I apologize for missing the public comment period- I thought it was until the end of the month - and you didn't post any signs in the area affected, but, though I am a dedicated Metro public transit user, I have to say that your plans for the Rapid Ride J to turn around at 67th NE are very poor. A really terrible idea.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.

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		Why? Well, I live there. Let me point out some problems. 1). The street is very narrow. 2). The sidewalk is very narrow. 3). (And this is the important part) the only entrances and exit for the building - especially the parking garages - are on 67th. There would be a constant conflict between cars entering and exiting the building and buses trying to turn round or lay over. It's bad enough now. And the increased use of "ride share" services - due to the light rail station being across the street - will just make it worse. Don't do it! It'll be a mess!	
B-1	**Scott Brennan - DJ's Apartments, Eastlake Fitness**		
B-1.1	Scott Brennan - DJ's Apartments, Eastlake Fitness	The latest updates from Rapid Ride J Line continue to show a bus station directly in front of 2228 Eastlake Ave E. We have appealed several times to have this station relocated closer to the Boston intersection (50 feet to the south) or on the other side of Lynn Street (north and closer to Topps school). Both of those locations are already designated bus stops areas and do not interfere with existing small businesses. The environmental (noise) pollution for our residents and the impact to our businesses (blocked signage, smoke, noise, trash) warrant consideration of relocating the bus station south or north of its current location. In addition, it would avoid the relocation of the fire hydrant located directly in front of our buildings. The current location seems arbitrary at best based without consideration to impact to the local business. This location is not convenient to anyone as its halfway between to two intersections and thus not close to a cross-walk. We request another meeting that includes representatives of SDOT, other than just Garth (whom we believe has not given our requests serious consideration based on his comments in meetings).	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. The design team has started the review of these locations taking into account factors discussed from the site visit including proximity to key destinations, traffic operations, availability of safe pedestrian crossings and adjacent land uses. As noted from the discussions, final station locations will be considered as we advance to final design and additional public feedback will be solicited, the concept presented is still under consideration.
B-2	**Paul Proios – 14 Carrot Cafe**		
B-2.1	Paul Proios – 14 Carrot Cafe	My name is Paul Proios I'm representing the 14 Carrot Café and the Hines Public Market Building. My mother is Terry Proios she immigrated from Greece when she was 8 bought the 14 Carrot Cafe 27 years ago and my sister, mother and I have been running it ever since, we operate out of the Historical Hines Public Market Building. The Hines building as been an Eastlake fixture since 1923 hosting businesses for 100 years. It housed Carrs Fine Foods a grocery and meat market for 15 years, The Beer Parlor in 1938, Mack's Tavern in 1952, the It'll do Tavern in 1966 and now the infamous Zoo Tavern as well as the 14 Carrot Cafe which has been feeding and serving the community of Eastlake, Seattle, the state of Washington and patrons from all over the world for over 44 years now. The rapid ride project will put an end to this all. Many of our customers who frequent us for breakfast and lunch are elderly or disabled who use our current load zone in front to enter the cafe from the flat street level. Families travel from all over the state every weekend to dine here, without our current load zone location and removed parking and no handicap parking we will lose the ability to unload the elderly and disabled safely into our cafe from the flat ground in front. It will be impossible to cross a barrier and a bike lane, there will be now where to stop and let the families who ride with each other help their elders out. Rerouting the load zone and no designated handicap parking, will detour business elsewhere, our friends family and customers will simply stop coming.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.

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		Parking is already a challenge on Eastlake, without parking we will not have the family ride share into our neighborhood. They will not be able to safely navigate to our door with a relocated load zone. Without our current load zone we can not load our food in safely and vendors will be forced distances to navigate heavy deliveries down hazardous hills and on uneven ground. The Historical Hines Public Market Building has been a part of Seattle for over a century, it is part of our history and a staple of the Eastlake community, Capitol Hill, and all the surrounding neighborhoods, the fate of the building, the Zoo Tavern and the 14 Carrot Cafe should not be dictated by sparsely used bike lanes.	
B-3	**Anne Fitelson Lake Union Drydock Company**		
B-3.1	Anne Fitelson Lake Union Drydock Company	As a business operating in the area near RPZ 8 that is also finding itself with reduced options for parking, I would be interested in being part of the update to RPZ 8 in Eastlake.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. If you have subscribed to receive Project updates you should receive notifications on how to participate in future outreach opportunities.
B-4	**Paige McNerthney**		
B-4.1	Paige McNerthney	Parking is extremely limited already for the business on Eastlake. Limiting the parking even more would destroy the business along Eastlake. There are no parking garages and very limited side streets to park due to occupied residents. My patients already complain about the limited parking. This puts my small business at risk.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
B-5	**Melanie Salazar, Alliance Healing Arts**		
B-5.1	Melanie Salazar, Alliance Healing Arts	Hello, I work at Alliance Healing Arts on Eastlake Ave E which would be directly impacted by the proposed construction which would eliminate the parking spots in front of our building. Parking is difficult enough for our patients to find in this area and eliminating these parking spots would heavily impact not only Alliance Healing Arts, but the other businesses on our street as well.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
B-6	**Elizabeth Arnold, Tuscany Condominiums**		
B-6.1	Elizabeth Arnold, Tuscany Condominiums	I remain concerned for my guests and my 90-year-old mother in terms of parking on Eastlake. My condo sits right on Eastlake and while you're taking care of ADA ramps for wheelchairs where on earth do people park? I have guests here all the time and now they'll be no where to park. Take an Uber you say? Who can afford it? We shouldn't have to take Uber's to our destination. And if we're in our 60s like I am we can't simply ride our bikes. You have to do something about this issue!!! I'm also concerned about all the new apartment buildings and condos going up with no parking garages. it's going to add even more troubles and congestion in this area. The local businesses and restaurants that make my neighborhood special, are going to go belly up because nobody has a place to park due to zone parking and the lack of parking on Eastlake. Also when all this construction is going on -there's also going to be construction with the new buildings going up. I know of for right now that are in the same timeframe as the rapid ride. How and who is organizing this so it's not a total nightmare for those of us living right on Eastlake?	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. In addition to traffic control plans, construction mitigation for the Project would include coordination with other ongoing construction projects and advance coordination through our project coordination office to reduce impacts at periods of high travel demand.

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B-6.2	Elizabeth Arnold, Tuscany Condominiums	Finally, noise. I work the night shift as do many on the street. How are we going to sleep through the day?	Thank you for taking the time to provide your comment. For more information on potential noise impacts, see Section 2.2.2 of the EA. Noise from buses during operation is anticipated to be similar to existing traffic conditions.
B-7	**Ann DeMaris Davids, MSW, LICSW, Aeris Building**		
B-7.1	Ann DeMaris Davids, MSW, LICSW, Aeris Building	Environment Assessment Comment RapidRide Roosevelt Project (RapidRide JLine) impact on the Eastlake neighborhood. After attending the 1/29/20 Starbucks drop-in sessio I was encouraged to write down my thoughts about what are probable impacts if the plan goes forward. I was able to look at a drawing of the area directly impacting my clients coming to see me in my office at the Areis Building (2366 Eastlake Ave E). There is no street parking left on Eastlake and the nearest bus stop is way down around E Lynn St which is a long walk for clients with mobility issues. Adding a stop to be close to the Tops (K-8) School would at least shorten the walk for clients coming to the Areis Building. Today I noticed as I walked back from the drop-in session 2 people using walkers, one person on crutches and another walking with a cane. Maintaining parking on one side of Eastlake would help to keep the Areis Building more accessible for clients who struggle with walking long distances and/or can't stand for long stretches of time (waiting for bus). The Areis Building, where I practice psychotherapy, contains many different types of businesses along with lots of health and well-being practitioners (naturopaths, acupuncturist, massage therapists, psychotherapists, and more). Many clients/patients come for short appointments (30min - 90min) and need the ability to get into the building without difficulty. Bicycling for people with limited mobility is not an option; ride shares such as Uber and Lyft can be pricey for people on a limited budget; riding a bus and needing to stand waiting for it or left with more than a block walk from it can be untenable. Thus this project will negatively impact both people with limited income streams (socioeconomics) and decrease the possibility of people with mobility issues (disabled long-term and/or temporarily). Please reconsider taking all of the parking off Eastlake. Leave one side for parking as they did in the Wedgwood neighborhood along 35th Ave NE. Please think about putting a bus stop in front of Tops (between E Louisa and E Roanoke). Ensure that the Areis Building clients/patients will be able to access the building - there is a need for medical loading when people have mobility issues (walkers, canes, crutches and wheelchairs).	Thank you for taking the time to provide your comment. See CR-1, CR-2, and CR-3 in Table A-1 for more information about parking, protected bicycle lanes, and bus stops. Regarding bus stop locations near TOPS, the nearest station is proposed one block south of E Louisa St at E Lynn St. Final station locations will be considered as we advance to final design and additional public feedback will be solicited. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
B-8	**Susan Forhan, Eastlake Massage**		
B-8.1	Susan Forhan, Eastlake Massage	The elimination of parking along our arterial, Eastlake Ave E, will likely shudder my business as well as 90% of the other merchants in our neighborhood. I have told SDOT that my business has numerous clients with mobility issues that have not been addressed. And so far are no loadzones planned for service sector merchants either. This City plan is far from feasible and should scrapped or at the very least sent back for further planning.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
B-9	**Janet Yoder, Hexagram Group**		
B-9.1	Janet Yoder, Hexagram	My husband and I own a small mixed use building on Eastlake. I have serious concerns about the loss of over 300 parking spaces plus the loss of all load zones on Eastlake. We need both parking and load	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.

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	Group	zones on Eastlake to keep small businesses viable. Plus we need the use of the parking lane for extra traffic during rush hour as we currently have. I would prefer to see the designated bike lanes on parallel streets like Yale, Minor, Fairview, Franklin, or Boyston. I have attended numerous meetings and made my concerns known but to no avail. It feels like we are not being heard and feels like a plan is being forced on us with less than adequate means of addressing our concerns. It is frustrating and makes many of us feel we have no choice but to consider taking legal action against the city.	As noted in Table 2-1 of the EA, travel times for both transit users and auto users is anticipated to improve. Per Section 7.3 of the Transportation Technical Report (EA Appendix C), overall, the Project would result in a net increase in the person-carrying capacity of the roadway, and vehicle travel times would be similar or better in the corridor by year 2040.
B-10	**Arlene Hills, Alliance Chiropractic**		
B-10.1	Arlene Hills, Alliance Chiropractic	Putting bicycle lanes on Eastlake would eliminate parking for businesses on Eastlake. The lanes should go through the neighborhood streets such as Minor and Fairview.	Thank you for taking the time to provide your comment. See CR-1 and CR-2 in Table A-1 for more information about parking and protected bicycle lanes.
B-11	**Taichi Kitamura, Sushi Kappo Tamura**		
B-11.1	Taichi Kitamura, Sushi Kappo Tamura	Our restaurant is located on the corner of Eastlake Ave E and Allison. We are destination restaurant which has relied on street parking. I ask that SDOT to reconsider elimination of street parking on Eastlake or increase off street parking by utilizing land under I-5 and require new buildings to include more parking spaces.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
B-12	**Taichi Kitamura, Sushi Kappo Tamura**		
B-12.1	Taichi Kitamura, Sushi Kappo Tamura	My name is Taichi Kitamura, and with Steve Tamura we own Sushi Kappo Tamura on Eastlake and Allison. I am writing you with concerns regarding The Eastlake Avenue Protected Bike Lanes Project. Although support for alternative transportation methods are crucial and necessary for the development of our city; the implementation of the Eastlake Ave portion of the Seattle Bicycle Master Plan could negatively impact the small businesses in the community. Without seeking other options to compensate for the sacrifice of street parking to make this project possible, Eastlakes current parking issue will be made worse. Back in 2001, Steve and I actualized our dreams of opening our own Japanese restaurant in our great city. We wanted to celebrate the richly ingrained Japanese culture in Seattle by showcasing a marriage of local Pacific Northwest ingredients and traditional Japanese recipes. Our bond as partners stems from our different but parallel perspectives on the Japanese American experience. As a first generation immigrant in my teenage years, I found myself struggling to adjust to differences with language and culture, but I have always felt that those experiences are what have truly taught me to be American. On the other hand, as the grandson of survivors of the Japanese Internment during WWII, Steve has a rare perspective on what it means to be American. Many families may be proud Americans but not many have endured such hardships without diminshing their love for this country. We both have dedicated our lives to highlighting our Japanese heritage and its place in the American Dream. It is this passion that led to the establishment of Sushi Kappo Tamura. Sushi Kappo Tamura has become a destination restaurant bringing in guests from all over the country as well as internationally. Knowing that I trained under Shiro Kashiba as well as being featured on TV people come from all areas to appreciate the passion and elegance that I put into my approach to Japanese cuisine. As it stands, out of town patrons have had concerns with the limited amount of street	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The property heading east between Eastlake Ave E and Harvard Ave E is WSDOT property. SDOT has and will continue to coordinate with WSDOT on this Project, but the property is being used for staging.

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		parking in the area, as the EAPBLP is completed there will be even fewer parking options available. With the constant changes in Seattle restaurant policies such as the minimum wage increase, employer provided medical, and paid sick leave we have struggled to make the adjustments to survive as a small business. However, my concern is that with a lack of an alternative option for street parking all small businesses along the Eastlake corridor will see a decline in patronage. I'm looking for a solution that will benefit both business owners and the city alike. I noticed that there is an area between Eastlake Ave E and Harvard Ave E going up to Allison that was previously used to host a temporary fire station, seeing as this property is owned by the city, I was wondering if it would be possible to convert this is into an off street parking site. This lot could be a paid lot that generates revenue for the city as well as providing a solution to the current parking situation. Please let me know if this proposal is reasonable, or if we can be of any service in seeking other resolutions to this problem.	
B-13	**Jeannine Black, Alliance Healing Arts**		
B-13.1	Jeannine Black, Alliance Healing Arts	PLEASE do not take the parking away on Eastlake Ave E. Clients already complain that they can't find parking and it would gravely affect my business. If clients can't park nearby they will go elsewhere for services. If RapidRide does go through, then the very least the city of Seattle can do is create parking under the freeway that is not being utilized at this time.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
B-14	**Margaret Thomas Interior Design**		
B-14.1	Margaret Thomas Interior Design	I support using a greenway option. Option #8 is my preferred option.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
B-15	**Elinor Vandergrift, Alliance Healing Arts**		
B-15.1	Elinor Vandergrift, Alliance Healing Arts	Eliminating all the parking along Eastlake would be a great burden for businesses and customers.....please use the alternate route on the less major highway....thanks	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
B-16	**Eugene Morris, GeneMorris Architect LLC**		
B-16.1	Eugene Morris, GeneMorris Architect LLC	I support a Greenway option. Option #8 is my preferred choice. I have actually documented bicycle traffic on Eastlake from 7-9 AM and 3- 5PM and mid-day multiple times as well as bicycle traffic on parallel streets. About 30% of the bicycle traffic is already using parallel streets. With better signage that number would increase considerably.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.

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B-17	**Stephen Locke**		
B-17.1	Stephen Locke	Scott Brennan and I met with Garth on 11/2 on behalf of the businesses and residents of Vinemaple and DJ's which are the 2 commercial and multi-family buildings immediately south of Eastlake Market where the RapidRide station is being proposed. Locating the station immediately in front of our buildings would adversely affect our businesses and residents and we discussed with Garth a better location towards the end of the block just north of E Boston St where the old bus stop was previously located. The noise impact on our residents would be minimized since the buildings further south on Eastlake are set back and there are no businesses immediately in front of the bus stop next to E Boston St. Locating the bus stop further south of Lynn St would also result in less traffic congestion than locating it just south of the entrance to the Eastlake Market strip mall. The businesses at Vinemaple are single proprietor minority owned businesses that would be adversely impacted by a Rapid Ride station immediately in front of our building. We appreciate your consideration of our input from our residents and business community.	Thank you for taking the time to provide your comment. See CR-3 in Table A-1 for more information about bus stops. The Project proposes service consistent with existing Route 70 buses running at 7.5-minute headways during AM (7 to 9 AM) and PM (5 to 6 PM) peak periods. While existing Route 70 service runs consistently at 15-minute headways during other times, buses with the Project would run at 10-minute headways during midday and until 10:00 PM on weekdays and weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided from 1 AM to 5 AM by the Project while existing Route 70 service does not run between 2:30 AM and 5 AM. While the existing bus stop on west side of street near E Lynn St would remain in similar location the existing bus stop on east side of street is proposed to move south of E Lynn St adjacent to property owner. The proposed location would not affect existing access and the location was selected in coordination with KCM using standards for RapidRide stop and station spacing. These minor changes in service hours and station locations would be expected to result in a negligible increase in noise and traffic congestion on adjacent businesses. Final station locations will be considered as we advance to final design and additional public feedback will be solicited.
B-18	**Heather Burns**		
B-18.1	Heather Burns	Bellwether Housing is currently developing affordable housing and retail on Roosevelt Way NE between NE 66th and NE 67th with our development partner Mercy Housing NW. This project will bring 254 affordable housing units, a childcare facility serving 68 children, and approximately 13,000 square feet of retail to the neighborhood. This transit oriented development is planned and supported by the City of Seattle and Sound Transit for a number of reasons, including the environmental benefits of co-locating high speed rapid transit with dense housing and retail opportunities. While we enthusiastically support the expansion of neighborhood transportation options and related bicycle lane and pedestrian improvements, we strongly object to locating the bus turnaround on NE 67th. We encourage SDOT to look at NE 70th or other streets north, where for several reasons detailed below, we believe there will be less impact on the community and the environment. The new Light Rail Station, recently completed developments, as well as several planned developments, including our own, will significantly increase the density of people and cars on Roosevelt and 12th between NE 66th and NE 67th. The bus turnaround will introduce additional complications and congestion factors to these blocks. NE 67th was originally designed and platted as a narrow, residential street. As Seattle has grown the zoning and density around NE 67th has increased but the street width has remained the same. It is hard to conceive how car, bicycle and pedestrian traffic will continue to flow as buses use 67th to turn from 12th and onto Roosevelt or even possibly use 67th as a layover location. During morning and evening commutes and at other times of the day there is often back-ups on 12th as it approaches NE 65th from the south and on Roosevelt as it approaches 65th from the north. It is hard to imagine signaling on NE 67th for buses that would not extend and exacerbate these existing back-ups, increasing exhaust in the air as cars sit idle. In addition, the location of the turnaround on NE 67th will require that we switch our garbage, recycling and food waste pick-ups from NE 67th to NE 66th. NE 66th has been designated a Neighborhood Green Street with design guidelines that encourage traffic calming measures and increase pedestrian and bicycle safety. These measures coupled with waste pick-up will cause congestion on NE 66th as well. We have seen no evidence that SDOT has completed a Traffic Impact study that takes into consideration the new and planned improvements in this area and how the turnaround would impact or increase congestion when added to this mix. We encourage SDOT to complete a Traffic Impact study for any location proposed for the turnaround and factor this into that choice.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.

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B-18.2	Heather Burns	In addition to considering further north locations for the turnaround, we encourage SDOT to consider alternatives to an overhead wire turnaround including the use of battery-electric buses that could more easily be rerouted to respond to changing traffic conditions.	Thank you for taking the time to provide your comment. KCM and SDOT have considered the possibility of using battery buses for the Project but have made the decision to use electric trolley buses in this corridor. Battery electric buses show great promise, but they are an emerging technology that are not as well developed as electric trolley buses. Electric trolley buses are a proven technology that KCM intends to keep using in the future even when battery electric buses are used more extensively in the system. Given that the majority of the Project corridor has existing trolley wire, the best way to provide zero-emissions service on the corridor is by making use of that existing trolley wire and extending it north to the northern terminus of the Project corridor. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
B-19	**Aina Williams, The Ride**		
B-19.1	Aina Williams, The Ride	Seattle is not a great city for cycling on arterials. We have amazing waterfront roads that make more sense to have bike lanes. Safety and beauty. Please keep bike lanes on the greenway. It also helps with congestion. Less vehicles on the same roads.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes.
B-20	**Jules James, Louisa Street Properties**		
B-20.1	Jules James, Louisa Street Properties	My comments are Eastlake-centric. I recognize Eastlake is one of five neighborhoods along the RR-J proposed route. The other four areas -- with multiple arterials and other public transit options can speak for themselves. Eastlake has one bus and one commercial arterial. Overall: the last government project this impactful upon Eastlake involved 12 lanes of freeway concrete in 1962. But splitting North Capitol Hill with I-5 was done honestly and the freeway was needed. The RR-J through Eastlake seems little more than an arterial bike lane project guised as a bus - dubious transit value. For some specific inadequacies in the EA: SECTION 2.3.2: many of the businesses in the neighborhoods outside of Downtown Seattle are focused on those living and working in the surrounding neighborhood and therefore vehicle access is less likely to be needed for patronage" is both inaccurate and contrary to the zoning. Eastlake Avenue East, from Hamlin to Newton, is zoned mostly Neighborhood Commercial Zone 2. NC-2 is meant to function where shoppers from surrounding neighborhoods can drive to the area, but walk from store to store (23.34.076). SECTION 2.1.2.3: As mitigation for the removal of 100% of the arterial parking on Eastlake Avenue, SDOT plans to reconfigure the Eastlake Residential Parking Zone, prepare a shared-use parking plan and add ADA-compliant curb ramps. All 14 Eastlake intersections are already ADA-compliant. SDOT is not more observant of opportunity than the private sector. If "shared-use parking plans" could be profitable, commercial property owners would have them already earning profits. On-street parking in the neighborhood is at 85% capacity and the RR-J proposes to eliminate over 20% of it. Revising the Zone 8 RPZ was solidly rejected by neighbors as re-arranging deck chairs on the Titanic. SDOT has failed to identify any real mitigation and only offers idle thoughts adding up to irrelevant mitigation. SECTION 2.1.2.3 "Loading Zones The City will relocate affected passenger, commercial vehicle, shuttle services, and truck loading zones along the Project corridor, where feasible." SDOT proposes to remove all 24 loading zones on Eastlake Avenue. SDOT promises to "continue to work on relocating load zones" after the Environment Assessment is approved. SDOT's first mitigation attempt was 15 load zones located on side streets. Of SDOT's proposed locations: one is on a two-way street 15 feet wide; two are on private property; two are on a dead-end street; three are on slopes over 10 degrees steep too steep for pallet jacks and persons in wheelchairs; three are simply extensions of existing side-street load zones; and one is on a sloping cobblestone street! Additionally, side-street load zones require vehicles to approach or depart via residential streets, and frequently back up. Diverting commercial traffic off arterials to residential side streets is unsound for pedestrian safety, micro-transit and noise disruption reasons. In this app-based GPS-dependent retail economy, businesses with their street addresses on the arterial of a Neighborhood-Commercial zoned Urban	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. As described in Section 1.3.1 of the EA, the overall 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 between Downtown Seattle and five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt). The definition of NC-2 is "A moderately-sized pedestrian-oriented shopping area that provides a full range of retail sales and services to the surrounding neighborhood." We anticipate many of the businesses have customers living in Eastlake. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.

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		Village become non-competitive if their street addresses are non- accessible.	
B-20.2	Jules James, Louisa Street Properties	A key question not addressed by this EA is whether exclusive use arterial bike lanes through Eastlake will be environmental disruption without environmental benefit. Although a general purpose of Seattle's land use code is to "minimize traffic congestion." (23.02.020.a), the RapidRide J eliminates 50% of Peak Hour vehicle capacity on Eastlake Avenue for bicycle lanes. In May 2015, SDOT conducted a pre-bike lane survey on Roosevelt way just south of 43rd counting an 8-hour average of 67 bike riders and an AM Peak of 135 riders. The Roosevelt Way bike line opened in November 2016. SDOT has since refused to publish a study measuring safety and bike ridership at that same location. Before the FTA kicks in $45 million, it might want to ask for this simple proof of concept study.	Thank you for taking the time to provide your comment. See CR-2 in Table A-1 for more information about protected bicycle lanes. Traffic volumes and congestion are expected to increase, but traffic operations with the Project would be similar to the conditions without the Project. Travel patterns and roadway operations would adjust along the corridor as more people use transit and roadways are modified with the Project's transit improvements. As a result, some intersections would experience lower amounts of delay while others would increase. Intersections operating at the lowest levels of service are primarily located in the Downtown and South Lake Union neighborhoods. For more information on the traffic analysis performed for the Project, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C.
B-20.3	Jules James, Louisa Street Properties	I opened by suggesting the RR-J has dubious value as a bus project. For 129 years now, Eastlake has been connected to the UW campus by public transit. Many Eastlake folk reach the UW campus by the Route 70 METRO bus without stepping onto a crosswalk. The RR-J proposes a quarter mile journey across 12 unsignalized lanes of U District traffic. How is that more convenient? Or safer? The bus to the U District likely will be busy once the Brooklyn Avenue Light Rail station opens. Again, the Route 70 provides door front service. Again the RR-J proposes a hill-and-dale hike. The RR-J fails to improve public transit for Eastlake.	Thank you for taking the time to provide your comment. The Project is planned to serve the U District Link light rail station, which is a regional connection to the University District and the University of Washington. The line does not deviate to the east to serve the core of the UW campus because it is designed to travel in a more linear north-south pattern to provide fast connections to the U District Link station from the north and south. However, the U District Option assessed in the Supplemental EA would encircle Sound Transit Link Light Rail's U District Station. The University of Washington was involved in selecting the Link light rail station locations, so SDOT and KCM are mirroring those priorities. In addition, our initial ridership forecasting showed transit ridership would be higher with the planned route and stop locations compared to a route that deviates to the east as Route 70 currently does today. The Project would also serve the western portion of the UW campus that extends to the west along NE Campus Parkway and NE 41st St. KCM is currently leading the North Link Connections Mobility Project, which is an effort to identify future bus route changes after North Link light rail is open. This effort includes a review of east/west transit connections from the U District Link light rail station through the University of Washington. Depending on transit riders' destinations on the campus, they may transfer to another route, walk or bike to their destination. Finally, the University of Washington Master Plan shows planned campus expansion, which includes significant development on the west side of campus near RapidRide stations.
B-20.4	Jules James, Louisa Street Properties	I close requesting that the EA also provide a comprehensive study of arterial curb access for vehicles other than METRO buses. On Eastlake, SDOT is proposing a de-facto government monopoly on common carrier transportation. For the past 4 decades, Seattle has required major institutions and large employers to submit "Transportation Management Plans" and a growing number are offering company-managed bus and shuttle systems. Unsubsidized mass transit is urban reform with unlimited upside. TMPs, Lyft, Uber, paratransit and eventually on-demand autonomous - all 21st Century urban transportation solutions require increasing passenger loading capacity on the arterial. The RR-J excludes Eastlake Avenue from the transit advancements that are and will -- move far more than an arterial bike line. Please do not consider this EA of the RR-J adequate as proposed.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking.
O-1	**Michelle Zeidman, Seattle Transit Advisory Board**		
O-1.1	Michelle Zeidman, Seattle Transit Advisory Board	Dear RapidRide J Line Team, Thank you for the recent briefing on RapidRide J Line and the opportunity to provide feedback. The Seattle Transit Advisory Board wholeheartedly supports the implementation of RapidRide J Line. In particular, we recognize the need to accommodate the rapid residential and business growth along this corridor. We understand and appreciate that this route will connect transit users to light rail and reduce overcrowding on existing bus service. Improved speed and reliability will make this route more attractive to future transit users, and we thank you for that. We are also supportive of the improvements to bicycle infrastructure along this corridor. Over the last decade, bicycle and pedestrian use along this alignment have increased by more than 60%. Providing safe	Thank you for taking the time to provide your comment and support for the Project.

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		connections to transit for bicyclists and pedestrians is an important goal. We also support the reassignment in the public right-of-way (ROW) from parking to bicycle and transit use to accommodate these goals. The ADA upgrades are needed, and guarantee physical accessibility to people with disabilities, parents with strollers, and our aging population. In closing, the Seattle Transit Advisory Board supports this project and hopes that it is able to move forward as planned despite the recent passage of I-976.	
O-2	**Ron Posthuma, Move Seattle Levy Oversight (MSLOC)**		
O-2.1	Ron Posthuma, Move Seattle Levy Oversight (MSLOC)	The City of Seattle's Move Seattle Levy Oversight Committee (MSLOC) wholeheartedly supports the implementation of the Roosevelt Rapid Ride J Line. In particular, we recognize the need to accommodate the rapid residential and commercial growth along this corridor. We understand and appreciate that this route will connect transit users to light rail and reduce overcrowding on existing bus service. Improved speed and reliability will make this route more attractive to future transit riders. In addition, the City's Rapid Ride J Line plans meet voter supported goals (via the Levy to Move Seattle) of turning the corridor into a "complete street", with more frequent transit service alongside improved bicycle and pedestrian infrastructure. As such, MSLOC is supportive of the planned improvements to bicycle infrastructure along this corridor. Over the last decade, bicycle and pedestrian use along this alignment has increased by 60%. Providing safe connections to transit for bicyclists and pedestrians is an important goal. Since the Move Seattle strategy was created, in part, to integrate and prioritize the implementation of the modal master plans through a comprehensive approach to the transportation system, the plan to integrate bicycle infrastructure along the rapid ride transit is in line with the intent of the Levy. The ADA upgrades are also needed and guarantee physical accessibility to differently-abled folks, parents with strollers, and our aging population.	Thank you for taking the time to provide your comment and support for the Project.
O-3	**Jay Lazerwitz, Roosevelt Neighborhood Association**		
O-3.1	Jay Lazerwitz, Roosevelt Neighborhood Association	The Roosevelt Neighborhood Association (RNA) has sent out information about this project, and received a number of comments regarding the entire project and proposed layover locations. The RNA wholly supports the Rapid Ride J-line, though has critical concerns about the proposed layover location on NE 67th St, given the number of pedestrians that will come and go to the Link Light rail (likely 1000's per day), the high School student crossing of 12th Ave NE at or around NE 67th St., and the future number of residents on both sides of this street is estimated to be >1000 people. There are other layover locations proposed by people in the neighborhood, in addition to concerns for a layover at NE 70th St., NE 75th St. Another proposed location along 12th Ave NE, north of NE 72nd has been proposed by some, with a connection at NE 73th St. Extending the route further north, would likely add more ridership, and the increased cost being a fraction of the overall project.	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options.
O-4	**President, Save Access For Eastlake (SAFE)**		
O-4.1	President, Save Access For Eastlake (SAFE)	We oppose the RR-J project as currently configured to remove all parking and load zones on Eastlake Avenue East. That will devastate Eastlake businesses and discriminate against mobility-challenged persons, eliminating their access off Eastlake Avenue East. Our organization and members have been involved in this Roosevelt to Downtown project for years. We incorporate by reference into these comments, our previous input and the previous input of our members, along with the comments currently submitted by our members.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. The Project accommodates people with mobility issues by improving the transit service and transit connections along the corridor. This means more frequent buses to serve the Project corridor, improving connections to Link light rail stations, additional RapidRide lines, and the Seattle Streetcar, upgrading bus stop conditions with stations that have lighting, real-time arrival info, and all-door boarding and improving sidewalks and upgrading approximately 200 curb ramps to meet ADA

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
			requirements. While the Project removes on-street parking along the corridor none is designated as accessible parking spaces. SDOT is identifying ways to implement and manage street parking in the Eastlake business and residential areas during construction and post-construction. Through this effort, SDOT would identify opportunities to install additional loading zones, short-term parking, designated disabled zones, or a combination of these, on nearby streets off Eastlake Ave E.
O-5	**Katy Ricchiuto, U District Partnership**		
O-5.1	Katy Ricchiuto, U District Partnership	We are concerned about cumulative on-street parking and loading zone loss in the University District due the RapidRide Roosevelt project, Metro Northlink Connections project, and Sound Transit Link light rail station, and SDOT NE 43rd Street Redevelopment project. Each of these projects will result in on-street parking/loading space loss on NE 43rd St, 12th Ave NE, 11th Ave NE, and NE Roosevelt Way. According to information provided to us by SDOT, these projects will result in the following parking losses (based on conceptual design plans): Roosevelt J Line Rapid Ride Parking Loss: - E side 11th Ave NE between NE 42nd St and NE 43rd St: approx. 14 total spots lost (12 unrestricted (NP 4-6PM), 2 Passenger Load) - E side 11th Ave NE between NE 43rd St and NE 45th St: 12 total spots lost (10 Paid, 2 Commercial Load) 43rd St Improvements / Bike Lane Channelization Parking Loss: N Side NE 43rd St between 11th and 12th Ave NE: Approx. 8 total lost (7 unrestricted, 1 Loading zones) - S Side NE 43rd St between 11th and 12th Ave NE: Approx. 7 total lost 6 unrestricted, 1 Loading zone) *Both of these loading zones are planned to be relocated to the west side of 12th Ave NE, just south of NE 43rd St* 12th Ave, between NE 43rd St and NE 45th St: (A decision has not yet been made on whether the changes will take BOTH west and east sides, or just the east side.) - W Side 12th Ave NE between NE 43rd St and 45th St: 16 total spaces (12 Paid, 2 Loading, 2 Shuttle Bus) - E Side 12th Ave NE between NE 43rd St and 45th St: 19 total spaces (19 Paid) Note, the area beyond these blocks is not included, so this is not indicative of parking remaining outside these 2 blocks. That is a total loss of 65 paid or unrestricted public parking spots and 8 loading zones (commercial and passenger). While we are not opposed to any of these public transit projects in and of themselves, we believe there needs to be sufficient coordination between King County Metro, Sound Transit, and SDOT, as well as with community members, the U District Partnership, and the University of Washington, to determine whether cumulative loss of parking spaces will have significant impacts on residents and businesses. If analysis determines that these cumulative losses will be significant, we ask that coordinating agencies work with local representatives to develop a mitigation plan.	Thank you for taking the time to provide your comment. See CR-1 in Table A-1 for more information about parking. Within the Roosevelt and University District neighborhoods (zones 1 through 4), the parking study found that on-street parking removed is not substantial or there is available parking (on-street or off-street) to accommodate the loss of the parking removed by the Project. SDOT would work to relocate potential loading zones near to the removed loading zone areas, where feasible, to facilitate deliveries and other functions for those activities. For more information on the curb space management study performed for the Project, see Section 2.1.2 of the EA and the Transportation Technical Report in Appendix C. SDOT is working closely with Sound Transit to develop a parking management plan for the University District in advance of station opening. The primary purpose of this work is to limit the impact of "hide-and-ride" on the neighborhood, while preserving access to the neighborhood for residents, visitors, and customers. This plan will look to better manage the parking supply that will remain in the neighborhood, through a combination of strategies such as paid parking, time limits, RPZs, and loading zones. We are not able to provide additional parking supply, but we are quite hopeful that all of the new transportation options coming to the neighborhood will be a benefit for businesses and residents in the area. SDOT, in collaboration with other agencies, is happy to meet with University District neighborhood representatives to further discuss concerns and identify potential solutions.
O-6	**Drew Dresman,** Seattle Children's		
O-6.1	Drew Dresman, Seattle Children's	Seattle Children's supports the locally preferred RapidRide J alternative and applauds SDOT for incorporating years of engagement with the community to reach a high quality and context sensitive design. This is a key transit improvement for regional mobility which will also improve safety for all road users. The proposed RapidRide J corridor improvements strike an excellent balance of improving transit speed/reliability, improving safety, maintaining vehicle throughput, creating a broadly accessible bike route and identifying potential parking impact mitigation. Seattle Children's has several research and administration buildings along the RapidRide J corridor. As an employer, Seattle Children's is committed to the state's Commute Trip Reduction law and we have a robust employee transportation program including daily parking rates, daily commute bonuses, low cost transit passes and bicycle subsidies. Less than 20% of our 1,670 employees who work along the RapidRide J corridor drove alone to work on an average day (2019 CTR Survey). Still, despite our organization's success in encouraging alternatives to driving alone, we know many employees still face serious safety concerns biking or walking to these worksites while others have excessively arduous transit trips. The preferred RapidRide J alternative promises tangible improvements for our employees and others who live or work along the corridor. These improvements are vital to maintain and build upon the work of Seattle Children's and other	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
		employers to reduce congestion and pollution along this corridor. South Lake Union and the U District are in periods of unprecedented growth and the RapidRide J project will help make this growth manageable by providing excellent transit connectivity and a safe and hospitable link for people walking and biking in the area.	
O-7	**Seth Emersen, Cascade Bicycle Club**		
O-7.1	Seth Emersen, Cascade Bicycle Club	Thank you for the opportunity to comment on the EA for the RR J line project. This project is essential for making streets safe for people who already bike, and also for people who want to bike but do not feel comfortable. As more people make Seattle their homes, we need affordable transportation options that move our ever-growing population. Best practices in transportation planning, and evidence from peer cites demonstrate that high quality, protected, and connected bike facilities move people more efficiently, sustainably, and safely. This project fills a long-standing gap in the bike network and represents progress towards a connected network that has been in plans for over a decade. Alignment with Seattle's policies and plans is an important accountability practice, and we believe this project is in line with the City of Seattle's Climate Action Plan, Vision Zero Plan, Complete Streets Policy, and the Comprehensive Plan. Since transportation makes up a large portion of the City's total carbon emissions, we believe that the combination of transit, bike, and pedestrian improvements is an essential component of effectively mitigating the harmful impacts of climate change in Seattle. We are glad to see the EA for the RR J Line reflects many beneficial future impacts including: 1) Improved safety for vulnerable road users walking, rolling, and biking along the corridor 2) Increased access to reliable transit and increased capacity for transit ridership, and 3) Mobility improvements that promote livability in neighborhoods along the project route. 1. Safety Improvements for People Biking First, the addition of 5 miles of protected bike facilities on 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue will complete a dangerous and missing section of the City's all ages and abilities bicycle network, allowing increased safe access to and from the RapidRide Line, as well as the neighborhoods along the corridor. The protected bike facilities are an essential component of the project in that they help to move people more efficiently, sustainably, and safely. 2. Increased Access to Reliable, High-Capacity Transit Additionally, we are thrilled to see major commitments to improving not only transit service, but to the multimodal transportation system as a whole. The RR J-Line project will improve access to reliable high capacity transit for people walking and biking in the area. Making first and last mile connections as seamless as possible for people who walk and bike is a critical step toward enabling residents to opt out of single occupancy car trips and choose transit as a primary mode of transportation. This project improves access to the new light rail stations in the U District and Roosevelt and adds reliable transit to communities along the corridor as well. Improvements to approximately 200 curb ramps are another critical component of enabling people to move around Seattle. Bringing the corridor up to ADA standards is an incredible boon to people walking and rolling throughout the neighborhoods along eh project corridor. Moreover, we know that protected bike lanes are the most impactful way to create a safer and more comfortable pedestrian environment, by buffering people walking from faster moving vehicles.	Thank you for taking the time to provide your comment and support for the Project.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
		3. Socioeconomic Benefits and Neighborhood Livability We would be remiss not to mention the socioeconomic benefits and improved livability made possible by the RR J Line. With the added safety improvements for people who bike and walk throughout the neighborhoods along the J line's future path, we are certain that people will feel more comfortable moving through the area and stopping to take advantage of all the local businesses and amenities available. Numerous research studies undertaken on the subject of bike economics is clear: both people on bikes and the presence of bike lanes positively impact local businesses. At 1,700 daily riders, University Bridge is home to the second-highest volume of bike traffic city-wide, and we expect that number to rise with the addition of protected bike facilities along Eastlake Avenue. During the scoping process for the RR J Line in 2017, we highlighted collision, serious injury, and fatality data as key in understanding safety impacts in the corridor. We are glad to see the inclusion of these data in designing the right of way that works for all users, especially the most vulnerable who are walking, rolling, and biking in Eastlake, Roosevelt, and South Lake Union. Even so, we believe that this project does not simply decrease the risk of being seriously injured or killed, but in fact the RR J Line will increase the overall quality of life and livability for people trying to move throughout Seattle. Thank you again for the opportunity to comment on the RR J Line project. We are excited to move toward approval of the designs, and construction of this essential update.	
O-8	**Selina Urena, Seattle Bicycle Advisory Board**		
O-8.1	Selina Urena, Seattle Bicycle Advisory Board	The City of Seattle Bicycle Advisory Board (SBAB) wholeheartedly supports the implementation of RapidRide J Line. In particular, we recognize the need to accommodate the rapid residential and business growth along this corridor. We understand and appreciate that this route will connect transit users to light rail and reduce overcrowding on existing bus service. Improved speed and reliability will make this route more attractive to future transit users. In addition, the city's RapidRide J Line plans meet the voter-supported goals of turning the corridor into a "complete street," with both more frequent transit alongside improved bicycle and pedestrian infrastructure. The Eastlake cycle track as proposed is consistent with the route identified in Seattle's 2014 Bicycle Master Plan as adopted by City Council and reaffirmed in subsequent Implementation Plans. As such, the SBAB is supportive of the planned improvements to bicycle infrastructure along this corridor. Over the last decade, bicycle and pedestrian use along this alignment have increased by more than 60%. Providing safe connections to transit for bicyclists and pedestrians is an important goal. We also support the reassignment in the public right-of-way (ROW) from parking to bicycle and transit use to accommodate these goals. The ADA upgrades are needed and guarantee physical accessibility to differently-abled folks, parents with strollers, and our aging population.	Thank you for taking the time to provide your comment and support for the Project.
A-1	**Brooke Belman, Sound Transit**		
A-1.1	Brooke Belman, Sound Transit	This letter is in response to the publication of the EA (EA) of the RapidRide Roosevelt Project, which is also known as the RapidRide J line. Sound Transit supports the RapidRide Roosevelt Project because the project will provide people living and working along the route improved access to Sound Transit's Link light rail stations and to the region. The project will create frequent feeder service for riders in-between the Roosevelt, U District, and Westlake Link stations to access regional Link services that will connect riders north to Lynnwood, east to Bellevue and Redmond, and south to Downtown Seattle, the airport and Federal Way. Additionally, RapidRide J will serve neighborhoods not currently serviced by light rail	Thank you for taking the time to provide your comment. See CR-4 in Table A-1 for more information about the northern bus turn-around and layover space options. Four TPSS sites were considered in the EA. All four of the potential sites are located on publicly owned property. Following the public comment period, SDOT evaluated the four options and selected the undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE as the preferred option. The decision to locate the TPSS at this location is supported by KCM and was selected for the following reasons:

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
		such South Lake Union, Denny Triangle, and Eastlake which will further increase access to the Roosevelt neighborhood and its residents. Most notably, the RapidRide J line will increase access to education, employment, and healthcare for the residents of the planned and permitted transit-oriented development (TOD) site on the 1.2-acre property adjacent to Roosevelt Station. The project, Cedar Crossing, will provide approximately 254 affordable housing units, including approximately 87 two- and three-bedroom units for larger families. The project is setting aside housing for children with high medical needs and their families through a partnership with Seattle Children's/Mary's Place and will offer housing to veterans and their families as well as to senior veterans. Sound Transit and the Seattle Office of Housing partnered to create affordable housing in this location by offering the property at a discounted land price and providing up to $15 million in pre-committed affordable housing financing from the City of Seattle. The Federal Transit Administration is also a partner in Cedar Crossing through their joint development program. Bellwether Housing and Mercy Housing Northwest are developing the project, which is anticipated to break ground in spring 2020 and open in 2022. Cedar Crossing is one of Sound Transit's three equitable TOD projects planned in the Roosevelt neighborhood. The remaining two opportunities are smaller in scale, but still offer the opportunity for more housing directly adjacent or directly across the street from the light rail station. In the EA, SDOT identified four potential public sites for a needed traction power substation (TPSS), including one of Sound Transit's two remaining TOD sites. Sound Transit will continue working with SDOT and King County Metro (Metro) through final design on the siting of the TPSS to fully understand the size, needs, and requirements of the facility and potential impacts to the viability of equitable housing opportunities. Sound Transit understands the necessity of critical systems equipment to support transit service and will work with SDOT and Metro on the best path forward for all public agencies involved. Additionally, should Sound Transit's TOD property become the locally preferred option for the TPSS, SDOT or Metro would need to acquire the parcel from Sound Transit, which is not fully clear in the EA (page 2-1). Finally, the EA identifies the need for bus layover that would be served by the overhead contact system, including on NE 67th Street as one of the locations. The Roosevelt Station's north entrance is located on NE 67th Street and will be a main access pathway for pedestrians, students, and residents to/from Roosevelt Station. NE 67th Street also will include operational and curbside uses that will support the affordable housing development and planned daycare. To date we have had productive conversations with SDOT and Metro regarding how the future RapidRide project can align with the planned development and appreciate the City of Seattle's commitment that the planned operations of the affordable housing and daycare will be treated as existing permitted uses, thus not jeopardizing the project with redesign delays. Should NE 67th Street become the preferred option for the layover, we will be interested in working with SDOT and Metro on maintaining high quality access and clear pathways for riders entering and exiting the station, as well as for the residents and employees of the planned development. We look forward to understanding more through final design and remain committed to working with SDOT and Metro on the best layover options for the Roosevelt neighborhood. Sound Transit looks forward to the access improvements associated with the RapidRide Roosevelt project and will continue to work with SDOT and Metro as the project advances further into design.	• It is located within the City of Seattle's transportation right-of-way and therefore requires no property acquisition. • It is located outside the boundaries of the Ravenna Boulevard park and historic resources. • It is located adjacent to the Project corridor and OCS system, and is accessible for maintenance. • There would be no adverse effect on historic properties or other environmental effects. • Power would be available to this site from the existing electrical grid. There were no substantive public comments received regarding siting the TPSS at this location for the Roosevelt Station Option. The TPSS will not be sited on the Ravenna Boulevard park median, therefore ensuring that it would not impede the current recreational activities of those using the median. We will consider your comments in final design.
A-2	**Maan Sidhu, WSDOT**		
A-2.1	Maan Sidhu, WSDOT	RapidRide Roosevelt EA Review - Transportation Technical Report - 2020-02-18 1. TTR 5-30 2 WSDOT NWR Traffic We anticipate the intersection of Mercer St/Fairview/I-5 ramps to have latent demand "filling in" improvements to delay/queues, particularly on the west leg. Also, it would be helpful to understand which leg(s) improve and how they contribute to the LOS outcome. Please consider reviewing the improvement in LOS at the Mercer/Fairview intersection or including additional discussion to qualify the result.	Thank you for taking the time to provide your comment. This analysis is consistent with the information provided to WSDOT in November 2018 as part of the Project coordination. Any further information can be shared as part of the Project's agency coordination.
A-2.2	Maan Sidhu, WSDOT	RapidRide Roosevelt EA Review - Transportation Technical Report - 2020-02-18 2. TTR Sec. 5.3 General WSDOT NWR Traffic. It would be helpful to highlight the signal timing changes at	Thank you for taking the time to provide your comment. As the design advances, SDOT will directly coordinate with the WSDOT on the signal operations as part of WSDOT's design approval process.

Comment Type #	Name of Commenter	Comment on January 2020 EA	Response based on RapidRide Roosevelt (J Line) Project in January 2020 EA
		Mercer/Fairview, such as the revisions to signal cycle, phase lengths, etc. to provide context and further support the conclusions. One question is that since operations are not changing substantially at Mercer/Fairview, does the signal plan for Mercer and the rest of the East-West corridor also not change? Another question is what phase is reduced or how is cycle length changed to accommodate the northbound bus phase? Please consider adding additional information to the report or engaging WSDOT NWR Traffic directly.	
A-3	**Karen Walter, Muckleshoot Indian Tribe**		
A-3.1	Karen Walter, Muckleshoot Indian Tribe	On behalf of the Muckleshoot Indian Tribe's Fisheries Division, I quickly reviewed the EA for SDOT's proposed Rapid Ride Roosevelt Project's NEPA EA. Per the EA, "Fairview Ave N would be widened within the existing right-of-way to allow for a TOL in the center lane in the southbound direction between Valley St and Yale Ave N, which would also be utilized by the existing South Lake Union streetcar line" (page 1-9). Has this proposed expansion been included in the Fairview Avenue Bridge replacement project (currently under construction) or is this additional roadway not contemplated under that project?	Thank you for taking the time to provide your comment. The Fairview Ave N proposed work for this Project is between Valley St and Yale Ave N, and there would be no widening at or near the Fairview Ave N bridge. For more information, see Appendix I, Conceptual Design Drawings, of the EA.

Table Note:

[1] Due to the financial constraints caused by the COVID-19 pandemic, the U District Option would begin service as soon as 2026, 2 years later than the traffic forecast year that was utilized for analysis in the January 2020 EA.

Attachment A
Ira and Karen Appelman
Comment and Appendices (P-321)

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RE: Comments on RapidRide Roosevelt Environmental Assessment

February 13, 2020

Dear Federal Transit Administration and SDOT teams:

These comments respond to the RapidRide Roosevelt Project Environmental Assessment (EA) released on January 8, 2020 and are timely filed by the announced deadline of "5PM on Friday, February 14, 2020." These are expanded comments of those submitted earlier by one of us (KA), supplemented with attachments and hyperlinks to additional documentation.

Summary: We object to the current configuration of the RapidRide Roosevelt (RR-J) project. RR-J removes all parking and load zones along the length and on both sides of Eastlake Avenue East in favor of segregated bicycle lanes. As the EA reports, neighbors have been informing SDOT for years that this RR-J configuration will devastate the Eastlake business community and discriminate against those with mobility issues. We believe that a successful RR-J project is possible if SDOT will finally listen to the Eastlake community and adopt an alternative bicycle route through Eastlake. Instead, SDOT has refused to study the effects of the RR-J segregated bicycle lanes on the health of Eastlake businesses and on the lives of those with mobility issues, but rather has made vague, unkept promises of mitigation plans for the business and mobility issues SDOT clearly doesn't understand. We request an Environmental Impact Statement (EIS) or any other measures that require SDOT to sincerely look at the impacts of RR-J as currently configured and at other bicycle route options off of Eastlake Avenue East.

Eastlake businesses: Eastlake is that community of Seattle from the University Bridge to just north of the Fred Hutchinson Cancer Center, bounded by Interstate 5 sloping down to Lake Union. Almost all Eastlake businesses front Eastlake Avenue East. Most of these businesses rely on parking and load zones in front of their businesses on Eastlake Avenue East [1]. The current configuration of RR-J eliminates that parking and load zones, replacing it with segregated bicycle lanes.

Two years ago, the community did a survey of local Eastlake businesses to determine the effect of the loss of street parking and load zones. Almost all businesses reported that Eastlake businesses would be damaged or devastated by the loss of parking and load zones; the survey results were distributed to SDOT, the Mayor, and City Councilmembers [2]. The surveys are included as Attachment A. Businesses were promised confidentiality, so the names of the businesses have been removed from the attached surveys.

Last year, over 100 Eastlake businesses sent a petition to Mayor Durkan, City Councilmembers, and SDOT asking that Eastlake Avenue East parking and load zones be preserved to prevent the devastation of local businesses [3]. That petition has been included as Attachment B, which includes signatures of about 100 of the over 100 businesses that signed the petition. As the devastating effects of the loss of parking get closer, the businesses are clearly less concerned about keeping their names confidential and are willing to identify themselves.

For years, SDOT has been entirely unresponsive, making vague claims of working with the neighborhood, which never happens. The EA continues the SDOT policy of kicking the can down the road to a fantasy solution because the current RR-J configuration CANNOT BE MITIGATED, and so must be modified.

Parking on side streets off of Eastlake Avenue East is already over-committed because of the City's policy to encourage Small Efficiency Dwelling Unit (SEDU) buildings with no off-street parking. There are many of these SEDU buildings in Eastlake and more are being planned. A significant percentage of SEDU residents have cars, so Eastlake side streets are jammed and becoming more jammed. SDOT has no coherent policy for dealing with the parking problem other than ignoring it.

The EA is based on a parking study done in 2018 or before. In section 2.9 Indirect and Cumulative Impacts, the EA simply dismisses parking impacts on businesses claiming that "no long-term parking impacts on businesses are anticipated." (p. 2-26 paragraph 2). This conclusion isn't based on any study of Eastlake Avenue East's businesses and unique configuration.

On March 18, 2019, the City Council passed Mandatory Housing Affordability, a huge upzone throughout Seattle, including Eastlake, http://www.seattle.gov/hala/about/mandatory-housing-affordability-(mha). Again, section 2.9 simply dismisses the effect of upzoning on Eastlake parking without even studying the specific effects of upzoning [4]. The EA uses a previously used boilerplate of mitigation measures that are supposed to magically provide replacement for lost parking. In the MHA EIS[1] in section 3.4.3 on pages 3.291 and 3.294, the City rolls out a similar list of mitigation measures with no demonstration that they will work to replace lost parking. The MHA EIS ominously claims that "the on-street parking situation will

[1] http://wwwqa.seattle.gov/Documents/Departments/HALA/Policy/MHA_FEIS/Compiled_MHA_FEIS_2017.pdf

reach a new equilibrium" (p. 3.294), which is what Eastlake businesses fear that in that "new equilibrium" in the words of the EA, "revenue will be directed to other businesses" (p.2-25).

Mobility challenged residents: Currently, Eastlake residents with mobility challenges, such as seniors and those in wheel chairs, access Eastlake businesses by parking in front on Eastlake Avenue East. This provides convenient business access. The current RR-J configuration eliminates that access, replacing that parking with segregated bicycle lanes. This thoughtless elimination of access discriminates against those with mobility challenges in favor of young, healthy bicycle riders.

A video has been created to show the effect of the lost parking and segregated bicycle lanes on disabled residents (Attachment C). In the video, an elderly couple leaves an Eastlake restaurant and enters their vehicle on Eastlake Avenue East. The woman clearly has difficulty walking and requires help from the man to safely get into the car. The RR-J project will eliminate street access to cars. There will be a segregated bicycle lane between the sidewalk and the street, where no cars can park anyway. The elderly woman will be forced to walk, perhaps for blocks and up or down sloped sidewalks, in order to enter a car. At the 2019 workshop (footnote 2), it was pointed out that, "Access for people with disabilities is ignored," (p. 7), but the EA is unresponsive.

SDOT has rejected alternative bicycle configurations on streets other than Eastlake Avenue East because bicycle riders might be inconvenienced by being required to ride on a short, sloped section of side street. The side streets that intersect Eastlake Avenue East are often sloped because Eastlake slopes from I-5 to Lake Union. Ironically, pushing mobility challenged residents to the side streets would require residents in wheel chairs and older residents having difficulty walking to risk serious injury on slopes that might merely inconvenience young, healthy bicyclists.

Seattle fosters a reputation of caring for marginalized groups, such as those with disabilities. However, the current configuration of RR-J appears to violate Seattle and Federal policy:

Seattle's Comprehensive Plan transportation policy T 3.21 requires SDOT to, "Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations..." The American with Disabilities Act (ADA) requires that the construction public facilities by cities, such as the sidewalk, not result in discrimination against people with disabilities. The older Rehabilitation Act requires that no project receiving federal funds shall discriminate against people with disabilities. The FTA Final Interim Policy Guidance for the Capital Investment Grant Program (June 2016) required projects to include: "Accessibility – the sponsor demonstrates steps that will be taken to ensure compliance with DOT regulations and standards issued under the Americans with Disabilities Act…" (p. 6). The EA doesn't demonstrate how the project mitigates the loss of accessibility for people with disabilities [5].

RR-J as currently configured with segregated bicycle lanes discriminates against people with disabilities because that protected population has good access to businesses now, but by removing that on-street parking access will be lost in favor of young, healthy bicyclists and other residents who, if they can get to the businesses at all, are likely able to use the sloped side street sidewalks without injury.

Alternatives for Bicycle Access through Eastlake

There are alternatives for bicycle access through Eastlake on streets that run parallel to Eastlake Avenue East. One alternative is the Cheshiahud Loop on Fairview Avenue East around Lake Union (Attachments D, E, and F). The loop is almost complete, and the City is committed to complete the loop independent of the RR-J project.

It's now possible to go through Eastlake on the current Cheshiahud loop, but it requires bicyclists to ride up and down a slope instead of a relatively flat ride on Eastlake Avenue East. As mentioned above, the City would rather have the disabled, seniors and those in wheelchairs, forced to travel on the sloped, sidewalks on side streets than have young, healthy bicycle riders inconvenienced to ride on a short Cheshiahud section of sloped street [6].

Review of Important Points:

[1] Eastlake businesses are dependent on street parking as business owners confirm in Attachment A and B, but the EA dismisses this dependence without reason claiming, "There may be indirect impacts on businesses in the Eastlake neighborhood because the elimination of on-street parking could impact auto-dependent customers and therefore associated revenues could be redirected to other businesses with more parking availability" p. 2-25. This is the exact UNSTUDIED IMPACT that the businesses fear – "associated revenues" being "redirected" means they go out of business.

[2] The neighborhood survey of over 50 Eastlake businesses (Attachment A) showed that 94% believed that loss of parking would devastate or damage their businesses. Ninety percent indicated they needed parking for customers and 63% needed parking for employees.

[3] The Eastlake petition (Attachment B) of businesses with up to 72 years of experience in Eastlake reports that the project threatens the success of their businesses and removes access for the disabled and handicapped. Based on no study of Eastlake's unique situation, the EA concludes that "no long-term indirect impacts on businesses are anticipated" (p. 2-26).

[4] The parking study the EA used is out-of-date. More recently, many efficiency-unit buildings with 20 or more units and with little or no parking have been built or authorized. The EA ignores parking impacts in Eastlake based on the huge upzone at part of March 2019 Mandatory Housing Affordability legislation. In a 2019 RR-J workshop[2], SDOT was asked whether it would consider the effects of MHA, but responded No. "Question 8.

[2]http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/RapidRide/Roosevelt/RooseveltParkingWorkshopSummary.pdf

How does the project fit with planned upzones of Eastlake? A: …the Mandatory Housing Affordability legislation is beyond the scope of the Roosevelt RapidRide Project." (p. 3).

[5] The project discriminates against those with disabilities in violation of the Americans with Disabilities Act, the Rehabilitation Act, the Seattle Comprehensive Plan, and the FTA Final Interim Policy Guidance for the Capital Investment Grant Program. Currently, everyone can access Eastlake businesses from the street. The RR-J project eliminates that access, greatly disadvantaging disabled persons, while merely inconveniencing others.

[6] There are alternatives to Eastlake Avenue East that SDOT should carefully study. The Cheshiahud Lake Union loop is already approved and useable. It can be improved by constructing a flat alternative on Fairview Avenue East where now, bicyclists must ride up and down a short section of road.

Conclusion: The RR-J project as currently configured has major, unstudied impacts such as the devastating effect on Eastlake businesses and the discrimination against mobility-impaired residents such as seniors and those in wheel-chairs. SDOT has been promising for years to work with the neighborhood to address the unstudied problems that SDOT clearly doesn't understand. We request that an EIS or other measures be required to study the impacts on businesses and the mobility challenged and prove the feasibility of any SDOT proposed mitigation measures before FTA issues a Finding of No Significant Impact (FONSI) and before RR-J as configured receives any additional approval or funding.

Sincerely,

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Attachments:

A. 2018 Survey Eastlake Businesses Names Withheld
B. Business petition against RR-J eliminating access 7-31-19
C. Eastlake Ave E Disability Access Video
D. Cheshiahud Fairview Ave E shoreline connection
E. Seattle Park Board Cheshiahud briefing 9-25-08
F. Cheshiahud Lake Union Loop map

(1)

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 5

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

✓ YES NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓ PARKING- FOR EMPLOYEES

DELIVERY OF YOUR PRODUCT

Customers would not be able to find parking to come to the place of business, it is already hard enough.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

This makes me feel that the situation is already bad and this project will be disastrous

(2)

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I commute by car.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV ***206.684.5184***

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV ***206.684.8808***

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 13 years

OWNER CONTACT NAME/PHONE/EMAIL

_____ _____

BUSINESS HOURS (AM) (PM) (M-F) M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

__X__YES _____NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

Appears to be an inconvenience for businesses and patrons.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE) BUS, BIKE, OTHER)

Ballard to Eastlake

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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PLEASE CONTACT THE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 14 YEARS

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-F ts 9.00 AM TO 6:00 PM

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

Although we have parking space infront of our office, still during peak seasons, there is not enough to accommodate customers doing business with us, much more if street parking will be eliminated.

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Sad & hope we won't end up relocating just to satisfy our customers need of space parking

(2) 6.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

ELSEWHERE

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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(1) 7.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS ___

OF YEARS IN BUSINESS ON EASTLAKE 9 yrs.

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-F 8 Am - 5 pm

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

This would severely impact my business as clients (many of whom are indisent) would not be able to find parking and come to get treatment.

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Negatively. This poking is essential to small businesses and consumers.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I commute- drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 16

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

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- ✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)
- ✓ PARKING- FOR EMPLOYEES
- ✓ DELIVERY OF YOUR PRODUCT

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This is very important to remain successful

(2)

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes, Brad@neighborhoodgrills.com

ADDITIONAL COMMENTS/QUESTIONS:

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 10 years.

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS (AM)/PM M-F M-F+WEEKEND OTHER 7AM to 7PM on weekdays 9AM to 5 PM on Saturday.

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

We are already paying 250 dollars a week to provide Parking for our employees and this project will make us to spend another 500 dollars or more for our employees and It will also make us to pay extra to secure our customers parking space.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

It would put burden on our finance, it could cost us up to thousand dollars a months on just parking. alone, so we do not like this project.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Drive. Ravenna Area.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ we do not know

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes.

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 10 years.

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

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✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓ PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

right now we are spending over 200 dollars to provide parking for our employs. If this comes into eastlake we will have to spend another 400 dollars to provide safe and easy parking space for not only our employs but to our ~~guest~~ customers.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

I believe ~~they~~ City of seattle should take their time listening to businesses around the neighborhood more.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I Drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 70,000

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes.

ADDITIONAL COMMENTS/QUESTIONS:

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

(1) 15.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 3 Years

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F [M-F+WEEKEND] OTHER

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES __X__NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

Eastlake Fitness is a boutique studio providing a variety of instructor led classes including body conditioning, yoga, dance, Zumbini and more. Instructors and clients come from many areas outside of Eastlake including Capital Hill, Fremont, U-District, South Lake Union Queen Anne, Ballard, Greenlake and more. Driving to the studio and parking on Eastlake is the only way many can reasonably get to Eastlake Fitness. If we lose parking in front of our business, we will lose many clients and instructors causing our business to cease.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. *HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?*

As explained above, this is the same outcome that will occur to Eastlake Fitness, if this project goes through as planned. It should be noted that both Scott and Lydia are avid bicyclist's and current ride on Eastlake to get to the Burke. Having a dedicated lane, although convenient, would be difficult to justify at the expense of causing small businesses to close

(2) 16.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Currently we live in Eastlake, but are looking to move further out in the near future

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes, please keep us informed

ADDITIONAL COMMENTS/QUESTIONS:

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV *206.684.5184*

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV *206.684.8808*

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

(1) 17.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 17

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER TUESDAY - SATURDAY

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

SEE NEXT PAGE, ADDITIONAL COMMENTS.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

I AM OPPOSED TO THIS PROJECT; I FEEL IT IS HARMFUL TO OUR NEIGHBORHOOD SMALL BUSINESSES.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 ALMOST ALL PRIOR BOOKINGS NOW AFTER 17 YEARS IN BUSINESS.

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I LIVE ELSEWHERE AND MUST COMMUTE BY CAR.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ —

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

TAKING AWAY PARKING ON EASTLAKE AVENUE EAST WILL PUT BUSINESSES ALONG EASTLAKE IN DANGER OF CLOSING. MANY OF OUR CUSTOMERS DRIVE AND NEED PARKING; THIS PLAN IS BAD FOR THE EASTLAKE NEIGHBORHOOD.

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 16 yrs

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 5AM ~ 2AM, 7AM ~ 2AM Weekend

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓ PARKING- FOR EMPLOYEES

✓ DELIVERY OF YOUR PRODUCT

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I am not happy about ~~to~~ taking away parking space for my business.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

It took a about 15 minuts to drive to work.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 14

OWNER CONTACT NAME/PHONE/EMAIL

;sage.net

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER Sun - Sat 10 - 6:30

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓ PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

We have a number of clients who are disabled. Some sort of parking is necessary.

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I would be like these other small businesses cited - I would likely have to move due to a ↓ in business/accessibility.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)
I live in Ballard. I drive as without metro subsidies from an employer, riding the bus is quite expensive.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 200,000 (4 full time therapists - approx. $50,000 per.)

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes.

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?___

PHYSICAL ADDRESS OF BUSINESS ___

OF YEARS IN BUSINESS ON EASTLAKE 32

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 8:00 – 6:00 M-F 8 - Noon Sat

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

We have our own parking so will not affect us.

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I feel for the other businesses. We will be fine.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 450,000

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? NO

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE SINCE 1974

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 7 days/wk 2pm to 2 AM

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

It would significantly impact our business of 40+ years.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

OWNER + MANAGER COMMUTES from Northgate, Haller Lake

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $?

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

The route 66 bus being removed from Eastlake has also impacted our business because it can take 2 buses + twice as long to get here.

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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(1)

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 2 YR. 10 MOS

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-TH 10:00AM TO 7 OR 8 PM

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

MY PATIENTS ALL USE STREET PARKING IF THEY DON'T TAKE THE BUS. I WOULD NOT BE ABLE TO STAY IN BUSINESS AT THIS LOCATION IF ALL STREET PARKING ~~IN~~ ON EASTLAKE IS REMOVED.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

EXTREMELY WORRIED, ANXIOUS - WORRIED FOR MY PATIENTS - WORRY ABOUT MY LEASE

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 N/A

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I DRIVE FROM NORTHGATE

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE ~20

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 9-5:30, M-F; 9-2 S

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

- It would make 2x week deliveries difficult
- We have a few spots but about 1/2 of my customers use street parking

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

It will make it harder to get down here. 95% of my customers a pros. who drive to stock up on product.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Commute (drive) From Phinney Ridge

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV ***206.684.5184***

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV ***206.684.8808***

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE over 27 years

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER Monday - Friday 9am - 5pm

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓PARKING- FOR EMPLOYEES

✓DELIVERY OF YOUR PRODUCT

If there is no parking for our clients, than our business will be highly effected.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?__

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 30 years - & 40 including

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 8-8 week days

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

Access to my Business will be disrupted and it will totally Ruin the traffic here. I support a Rapid Bus line only if they leave the street the way it is NOW- There are already Bike lanes. and there is not Enough Room for dedicated Bus lanes- the Buses need to share with cars.

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I oppose it

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 3 I have off street parking & Need the left hand turn lane for my Customers

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 My Business is Mostly Drive in

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Else where - Drive & several Employees also Drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ ≥ 400,000 +

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes

ADDITIONAL COMMENTS/QUESTIONS:

Please do not mess up the traffic on this street. It is well planned Now and doesnot Need Fixing - Don't fix what isn't Broken

(1) 35.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 13 years

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM (M-F) M-F+WEEKEND OTHER_____

DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

Although I have one parking place for clients, there is often cross-over, forcing clients onto street parking. As I have many elderly this potentially forces clients onto the street. Are they able to walk blocks to get their service? I don't think so. Thus, a huge impact to my business.
- There are no public parking buildings to facilitate the number of customers/clients

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I think that it is precipitous & not well-planned out. Consider creating an infrastructure of ~~[illegible]~~ parking before doing this!! I feel that we have alot of planners who are disconnected with the district. This is irritating!

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

~~XX~~ No, in Mountlake Terrace. I drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 75,000 +

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

Big dreams, not enough planning!! Or worse, planned by a bunch of wordy-dismissive primadonnas! Back-handed, behind-closed-doors and surreptitious!!

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PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 11 YEARS

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 9^00 Am 4^00 pm

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

WE WILL BE FORCED TO MOVE. THE CITY'S INSANE POLICY OF REMOVING PARKING IS GOING TO BANKRUPT ITSELF. NO PLACE TO PARK = NO BUSINESS

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RAPID TRANSIT IS OK, BUT NOT AT THE EXPENSE OF THOSE BUSINESS THAT DEPEND ON CARS. FIND AN ALTERNATIVE.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I LIVE IN MILL CREEK

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

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(1)

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?__ _____ _____

PHYSICAL ADDRESS OF BUSINESS _____ _____

OF YEARS IN BUSINESS ON EASTLAKE 10+

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

_____

_____

_____

_____

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

_____

_____

_____

(2) 40.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

LIVE IN BALLARD

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

_____

_____

_____

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 10+ years

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER STANDARD BIZ HOURS

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__DELIVERY OF YOUR PRODUCT

Please preserve the Parking

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

Please preserve the Parking

(2)

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Elsewhere ; Commute via automobile

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

please preserve the parking

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 44 Years

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 9-4

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

I wonder why no Parking on both sides of Street and the effect that will have on multiple Business and why bikes could not use less travelled like Franklin and or Minor Ave. at least in one direction so Parking could be on 1 side atleast,

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Very Concerned. I am close to retirement but if a young buck would be ver concerned how it would affect business & would consider relocating

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV *206.684.5184*

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV *206.684.8808*

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

(1) 45.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?(

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 3

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F (M-F+WEEKEND) OTHER 9-5

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

THIS WOULD BE A DEVESTATING CHANGE. I WOULD HAVE TO RE-LOCATE TO A DIFFERENT NEIGHBORHOOD

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

I FEEL THIS WILL DESTROY THE NEIGHBORHOOD'S LIVABILITY WHICH RELIES ON ITS FRIENDLY LOCAL BUSINESS SERVICES. LOCATED THE ENTIRE LENGTH OF EASTLAKE.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

LIVE IN EASTLAKE, WALK TO WORK, USE LOCAL BUSINESSES

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $1,000,000

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

THERE IS NO REASON THE BICYCLES CAN'T BE SAFELY CHANNELED ON SIDE STREETS! AS DESIGNED THIS IS A "TRAFFIC ENGINEER'S" DESIGN THAT MOVES VEHICLES THROUGH THE NEIBORHOOD WITH NO CONSIDERATION OF THE DESTRUCTION OF THE NEIGHBORHOOD'S BUSINESS COMMUNITY WHICH THE NEIGHBORHOOD NEEDS.

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

ALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS ___ _____

OF YEARS IN BUSINESS ON EASTLAKE 6

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS (AM/PM) M-F M-F ~~WEEKEND~~ Thursday OTHER _____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

If parking is extremely frustrating or difficult (or not available for my clients, they will likely discontinue coming to therapy and my business will suffer significantly. For whatever reason, I have no clients who come to session by public transportation.

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I drive Roosevelt frequently, as I live in the area. There are not nearly as many businesses along that stretch and it has clearly had a negative effect on the businesses I have often been negatively impacted as I shop. There are so many more businesses along Eastlake - these proposed bike lanes would be disastrous for our businesses and consumers.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)
yes — or walk

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 20 K

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

My business is totally dependent on my clients being able to easily access my office. Often my clients come from work or other committments and need to be able to find accessible parking. As it is, at some times of the day my clients struggle to find parking. There simply is not enough parking to further remove the existing parking. If this proposition goes through I will strongly consider moving my office.

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 12 yrs.

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER

DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016

___YES ✓ NO

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✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓ PARKING- FOR EMPLOYEES

✓ DELIVERY OF YOUR PRODUCT

Eliminating parking from both sides of Eastlake AVE E. would create terrible parking issues. Even now, with the amount of new condos & apartment buildings, we are experiencing parking problems. There just simply are not enough parking lots or side street parking options to make up for even more decreases in parking options/availability! Parking will be a nightmare!

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I am not at all happy to hear that this project is coming to Eastlake. It's too narrow of a corridor between I-5 & the lake to make this project feasible in this area.

(2) 50.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 N/A

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 85,000

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

This project will be extremely detrimental to the many small businesses along Eastlake

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 2 years

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-W-TH 11-7 F-Sat 10-6 Sun 12-5 Closed Tuesday

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

Parking is already TERRIBLE, we get multiple Daily deliveries from UPS/Fedex/USPS that wait on Eastlake w/ large boxes

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Please, Stop this Project !!

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Drive and have to find Parking

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes

ADDITIONAL COMMENTS/QUESTIONS:

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 28

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS (AM/PM) (M-F/M-F+WEEKEND) OTHER

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

We are just off the Corner from Eastlake. Without parking our employees will have No option to get in from the Northend (Montlake Terrace). Our delivery drivers & customers depend on the 3 parking spots in front of the shop which will never be open once traffic & parking increases is eliminated on eastlake. Customers will leave our business. We wouldn't make it.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

I don't feel that Lake Union Mail would survive this. The death of small business in eastlake.

(2) 54.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I drive every day from the Montlake Terrace neighborhood. There are No direct busses & I can not Afford to live Further South.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

This is a terrible idea. The bus runs fine on eastlake. There aren't enough bike riders year round to make bike lanes worth while. Preserve The Parking. Save Commerce - Foster Community!

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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(1) 55.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 5

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS (AM/PM) (M-F M-F+WEEKEND) OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

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Not good & Don't want it.

TOO EXTREME!

(2) 56

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

Horrible for businesses.

Can't we co-exist somehow?

How many bikes actually USE Eastlake?

Bike ridership is ~~also~~ decreasing in Seattle.

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

TO: Margaret Thomas - Suite 207

57.
(1)

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE Under 1 year

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS (AM/PM) M-F (M-F+WEEKEND) OTHER

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO but I wasn't here yet

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

If my clients have no where to park it will deeply impact my business. I see several clients per day who come from all over Seattle, East Side and North/South of city - most of them drive

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

I generally support multiple modes of transit, but Eastlake is a business street - my building is full of small businesses like mine. I just moved here and one of the attractions was parking. If I had known about the plan to remove all Eastlake parking I would have reconsidered moving my business here.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I commute to Eastlake by car

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes

ADDITIONAL COMMENTS/QUESTIONS:

Are the building owners getting involved as opposed to just tenants? That seems important

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE EST 1988

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER TUE — SAT

DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016

_____YES X NO NEVER

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

- PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)
- PARKING- FOR EMPLOYEES
- DELIVERY OF YOUR PRODUCT

This is a horrible ideal in every common sense, What is this suppose to accomplish and who are we trying to accomodate? Of this for Bycicles? do they pay taxes to use the Roads? Ridiculous that Business have to keep giving in to this citys one sided thinking!!

NCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH) PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO CURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL BOUT THIS PROJECT COMING TO EASTLAKE?***

Try to think of a better way to help small Business to be better and actuly make a Profit not only keep imposing Hardships & TAXATION

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 ALL OF THE ABOVE

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

This city only think about people that live in the city and not people that live outside and need to commute into the city

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____ huge loss and potential loose employees and customers

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes

ADDITIONAL COMMENTS/QUESTIONS:

IDIOTS MORRONS

NOT FOR PROFIT SELFISH

POOR STRATAGY (THIS WHAT I THINK) ☹

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV ***206.684.5184***

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV ***206.684.8808***

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

The proposed plan for Eastlake will destroy its character and businesses. Eastlake's character is established largely by its businesses. Businesses that need parking to function.Businesses doomed to fail for the establishment of a transportation corridor. Protected bike lanes are the problem. Where are the alternatives/options/alternate routes for bike lanes?

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 16

OWNER CONTACT NAME/PHONE/EMAIL _____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER CLOSED TUESDAYS 12-6PM SUN, MON, WED, THURS, FRIDAY, SATURDAY

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

X YES ____NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

90% OF MY CUSTOMER BASE COMES TO SHOP BY AUTOMOBILE. MORT'S CABIN IS A DISTINATION STOP FOR MANY FROM CANADA AND ALL PARTS OF THE USA. MORT'S CABIN IS THE PLACE TO GO FOR UNIQUE FURNISHINGS AND HOME DECOR FOR CABINS, LODGES, & AND FILLS A NICHE FOR CLIENTS AND DECORATORS. PARKING IS NEEDED FOR DELIVERIES AND PICKUPS, DAILY.

THE UNIQUNESS OF MORT'S CABIN WILL BE LOST TO ANOTHER COFFEE OR CHIPS AND SODA ESTABLISHMENT,

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WE WILL REMEMBER OF WHAT WAS AND LOOK SADLY AT THE LOSS OF A COMMUNITYES SOUL AND CHARM.,,, A WORLD WHERE DREAMERS AND SMALL BUSINESS ARE REPLACED BY SHOPPING CENTERS & WALMART.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)
I LIVE 2 MILES AWAY. I DRIVE BECAUSE, CARRYING AND DELIVERING MERCHANDISE FOR MY SHOP REQUIRES A SMALL TRUCK.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

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(1) 65.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE - 1 yr

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 11-11 avg. 7 days

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

None of this would be feasible.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

(2) ib

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I live in Wedgwood and drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ unknown

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes. tpfierce@gmail.com

ADDITIONAL COMMENTS/QUESTIONS:

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 72

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 10-6 M-Sat 10-3 Sun

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

This would be a business disaster!

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

This is a terrible idea for commerce to continue along Eastlake.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 400,000

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

✂ ----------

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(1) 69

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 71

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F ~~M-F+WEEKEND~~ OTHER _____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ____/____NO

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- ✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)
- ✓ PARKING- FOR EMPLOYEES
- ✓ DELIVERY OF YOUR PRODUCT

No parking will be incredibly detrimental to our business as we depend almost solely on people who drive to the Store.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

This Project coming to Eastlake worries us and we would not want to be put out of business. The # 1 complaint we recieve is a lack of Parking

(2) (70)

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

U-district & Capital Hill, drive / walk / cycle.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 50K at least.

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_ _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 27+

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER Varies 11am - midnight 4pm-2am

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

This would royally screw us. Many of our regular customers ~~have~~ have been priced out of neighborhood + rely on parking to come in. Also, employees work later after the bus runs + need to drive in in order to work here.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

This will kill remaining restaurant businesses. How will we get deliveries?? Beer, liquor, wine, food, supplies all delivered. We are a small busness + have deliveries daily.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Commute from West Seattle. Many of my employees commute.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

_____

_____

_____

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 10+

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS (AM/PM) (M-F) M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO No survey, only notice of public comment period

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓PARKING- FOR EMPLOYEES

✓DELIVERY OF YOUR PRODUCT

We have limited on-site parking for employees. Many employees use street parking from 9am - 5pm. Additionally, frequent deliveries and pick-ups from ~~our~~ or to our office would most certainly be impacted.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

Strong concerns about increased city density in this area and, already, strained parking availability being further aggravated with continued loss of viable parking.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 N/A

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? yes. Can the northgate park & ride accomodate parking for these riders ??

ADDITIONAL COMMENTS/QUESTIONS:

Seeing how we have only received an invitation to come to a meeting for more info, it would be most helpful to have more details of this project mailed to us. Who is this line serving? when will it be completed? How much is the fare?

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV *206.684.5184*

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THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?__

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 10+

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM (M-F) M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

Of course, removal of all parking along the street will make it difficult for our employees and clients to find parking. If a trolly is running down the center lane, and there's no street parking. Where are FedEx, UPS, and other delivery providers going to park???

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If all parking will be removed from the street, it must be relocated somewhere else nearby. People cannot be expected to just stop driving and rely on a broken or already out grown before implemented public transportation system.

(2) 76.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3 N/A

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I live in Edmonds & commute by car because I am responsable for dropping off & picking up my children from daycare.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

- where are all the cars supposed to go??
- when will cyclists be charged for using the bike lanes that automobile drivers are paying for?

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS(_____

OF YEARS IN BUSINESS ON EASTLAKE 2

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓ PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

We have close to 90 patients a day, and growing comfy to our location. We currently have 13 employees and soon to be 15, which will increase our customers/patients to over 100 a day. Monday thru Saturday.

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Decreasing the parking for our patients will have them look elsewhere. We would have to move the practice to another location out of east lake.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE) (BUS), BIKE, OTHER)

2 employees take the Bus, 10 soon to be 13 employees drive.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ It will be lots, we will most likely have to move.

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes, send to our Marketer

ADDITIONAL COMMENTS/QUESTIONS:

Our 100 patients a day bring lots of foot traffic to local businesses. Moving our practice will hurt the beautiful location of East Lake.

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?__

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 27

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 11am- 2pm daily

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

X YES ___NO We already completed + returned a survey.

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- X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)
- X PARKING- FOR EMPLOYEES
- X DELIVERY OF YOUR PRODUCT

→ This would be very difficult for us. I will lose customers + employees.

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That makes me feel like we're screwed.

(2) 80.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2 3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I Commute from West Seattle - my shift ends after the buses stop running.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

We feel like no one in Seattle cares about small businesses. This is yet another nail in the coffin

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 2 years

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS (AM) (PM) (M-F) M-F+WEEKEND OTHER

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

___YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

We have some walk-in customers that are always having difficulty parking. Our employees already struggle to find daily parking and we have large deliveries that have problems finding an unloading zone.

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This makes us feel like our business will be forced to relocate.

(2) 82.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I personally commute from Ballard.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 1.5 m

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

How quickly would these changes be implemented?

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(1)

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 4.25

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-F 8-6, Some weekend.

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

In short, I don't see how ~~this~~ it would be feasible to remain in business without having to bus or bike into work. Customers would have nowhere to park.

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Grave Concern

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? ~~1~~ ~~2~~ 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Our employees live all over and bike, bus, or drive to work.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 2.8 million

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

It seems we will certainly need an alternate place for displaced parking or many businesses will have to relocate.

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 2

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-F 9-5 Sat appointments

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

THERE IS A SMALL PARKING LOT DIRECTLY NEXT TO OUR BUILDING WITH ONE CLIENT SPOT AS WELL AS 3 EMPLOYEE PARKING SPOTS BEHIND OUR BUILDING

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SAD TO SEE SMALL BUSINESSES GO.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? (1) 2 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

NO, WE HAVE PEOPLE LIVING IN MADISON PARK, NORTH SEATTLE, SHORELINE + LYNNWOOD. ONE BUS + THE REST DRIVE

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? NO THANK YOU.

ADDITIONAL COMMENTS/QUESTIONS:

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(1) 87.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 10 +

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER weekdays (most) 8-5

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

Please put the buses back on line #66 especially + more frequent bus service that is local (not bypassing Eastlake) w/ local stops. Thanks,

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Phinney / Drive or occ, walk. Would bike if secure bike storage existed here.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 45,000

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV ***206.684.5184***

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV ***206.684.8808***

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

PLEASE RETURN ALL INFO TO BELOW. I CAN ALSO PICK UP FROM YOU- JUST TEXT ME!

KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

(1) 89.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 27

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 11:30-2:30 M-F / 5-10p~ S-TH / 5-11 F+SAT

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

THE LONG AND SHORT OF THE PROPOSED RAPID-RIDE, IS THAT IT WOULD BE TERRIBLY HARMFUL. MY GUESS IS WE WOULD BE OUT OF BUSINESS WITHIN 1 YEAR.

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WE WILL DO EVERYTHING IN OUR POWER TO KEEP THIS PROJECT FROM HAPPENING.

(2) 90.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3 MIXED

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, (BIKE), OTHER)

RENNA

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 3.3 M

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

WHAT RESEARCH HAS BEEN CONDUCTED TO SHOW THE IMPACT THE LOST PARKING SPACES WILL HAVE ON THE NEIGHBORHOOD? DO WE HAVE SIGNIFICANT DOCUMENTATION AVAILABLE TO THE PUBLIC THAT SHOWS POSITIVE OUT-COMES?

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? _____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 26 years | 9 years

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS (AM/PM) M-F (M-F+WEEKEND) OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

On a daily basis we receive 5-10 complaints regarding lack of parking from guests. Many guests have received tickets or have to move their vehicles halfway through their meal because of lack of parking.

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We are very concerned about the impact this project will have on our businesses. Over the last 5 years parking in Eastlake has become extremely difficult (due to efficiency units & new development not being required to provide parking for residents) and with the elimination of over 300 spots we foresee guests choosing

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

A few of our employees live in the neighborhood. At least 70% commute, (40% drive, 10% bike, 50% bus)

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

We would like be informed on any developments on the project as we foresee it negatively impacting our businesses.

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 5 - just signed lease for 3 more years

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER T-F 9-5

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES ✓ NO

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__PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

__PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

I work with people with movement issues, including people who are on crutches + in wheelchairs. I count on near parking for all of my clients, as they come from all over the city + regional suburbs. Parking has already been squeezed due to construction and increased density. Some of my clients are choosing to go elsewhere. An increased squeeze on parking here would make it near impossible to do business here. I would be stuck with a lease in Eastlake without ability to make my living here.

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Very concerned for the future of my business here. Additionally, prolonged construction outside my Eastlake-facing window will make doing my work very difficult.

(2) 94.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I commute to Eastlake by car, because there are so many long connections to get here, it's not worth it to take public transportation. Also my daughter goes to school at TOPS, and we need to drive elsewhere for lessons etc.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 5Cek

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

At the very least I would like more notice about this so I can vacate before my business is negatively impacted.

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 22+

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO I Never was contacted

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE.FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

This would be terrible for my business and for the people who live here.

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Not acceptable.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT U FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSI APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 (2) 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Green lake, Drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? only if it is sh

ADDITIONAL COMMENTS/QUESTIONS: down.

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(2) 96.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? Starbucks

PHYSICAL ADDRESS OF BUSINESS 2344 Eastlake Ave E

OF YEARS IN BUSINESS ON EASTLAKE _____

OWNER CONTACT NAME/PHONE/EMAIL Vivian 2063245144 S03448@starbucks.com

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 5am - 6pm M - Sa 6a - 6pm - Su

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

X YES _____ NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

__ DELIVERY OF YOUR PRODUCT

This would impact my customer-base in all dayparts because I have a lot of lobby space where my customers like to stay for an extended period; this will fill up my lot quickly. Subsequently, customers who drop by quickly prefer street parking. This would mean a detriment to my customer appeal.

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This makes me concerned as to what business impact the change in parking will have on my sales #, which directly reflect on our performance/ability to stay open.

(2) 98.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

Commute – Drive

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

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(1) 99.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? ___

PHYSICAL ADDRESS OF BUSINESS ___

OF YEARS IN BUSINESS ON EASTLAKE 3-4 YEARS.

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-Fri 9am-6.30 pm. Sat: 12-3

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

___YES ✓NO

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✓PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

✓PARKING- FOR EMPLOYEES -(me)

__DELIVERY OF YOUR PRODUCT

Parking is a challenging process on Eastlake Ave E. From M-F I have a window of 3 minutes (857-900) to secure me & my all day parking on Eastlake Ave E. Parking at the moment is horrendous for my clients. How you intend to dissolve the only possible way for me & my clients to find parking for your bicycle riders. I truly do believe that Seattle is most certainly not Denmark, Germany or Europe, where bicycling is a totally normal part of life = with their FLAT regions.

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You are most certainly catering to such a small portion of people. Where small business play TAXES above & beyond other STATES. I am not against bicyclers on the roads, just open here to find another alternative route that helps both parties & not destroy small business.

(2) 100

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? (1) 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I live in Ballard so I drive daily to my work. this is the only way that I am navigated to work

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $ 40,000 - $60,000 —

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Y YES N —

ADDITIONAL COMMENTS/QUESTIONS:

Really look at IRELAND & how they have made bicycle riders & cars such a pleasure to be around. They have their own private route to bicycle to work & most everyday only use a small majority at major roadways in the downtown city.

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

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KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / KATHRYNDULEMBA@YAHOO.COM / 360.213.3498

JOIN THE EASTLAKE SOCIAL CLUB FACEBOOK PAGE....MORE INFO ON THIS PROJECT AVAILABLE ON SITE

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 7

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M - F 8/9 - 7

DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016

_____YES ✓ NO

AS THE ROOSEVELT RAPID RIDE PROJECT STANDS NOW, ALL PARKING WILL BE REMOVED ON BOTH SIDES OF EASTLAKE AVE FROM U-BRIDGE TO FAIRVIEW. HOW WOULD THIS AFFECT YOUR BUSINESS? PLEASE FEEL FREE TO EXPLAIN/ELABORATE ON BELOW.

✓ PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

_PARKING- FOR EMPLOYEES

_ DELIVERY OF YOUR PRODUCT

Oh my God! Are you kidding me? I already have lost clients because of the difficulties finding parking now that so many new apartment buildings don't have parking spots for their residents - or enough spots. I see 40-45 people a week, most of them with new babies or very pregnant. They need to be able to park nearby. I don't want to lose my business!

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

I bet <50

I strongly protest. For how many bikers a day (?)

The Arcis bldg alone would have 80+ service providers whose clients could not park and would choose to go elsewhere. We have tutors here, family therapists, helpers of autistic kids, and so forth. This is an AWFUL idea! Not sensible at all.

(2) 102.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 (3)

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I drive from Lake City.

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

This project is ABSURD!

PLEASE CONTACT THE CITY ABOUT THIS PROJECT. ***DO NOT SEND LETTERS. EMAILS/PAPER TRAIL IS PREFERRED. PLEASE CC ME ON ALL CORRESPONDENCE. WE NEED YOU, AND OTHER LOCAL SMALL BUSINESSES, TO HELP US FIGHT THIS PROJECT.***

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER SANDRA.GURKEWITZ@SEATTLE.GOV ***206.684.8574***

ROB JOHNSON DISTRICT 4 COUNCILMEMBER ***(AND THIS PROJECT IS HIS BABY)*** ROB.JOHNSON@SEATTLE.GOV 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER GARTH.MERRILL@SEATTLE.GOV *206.684.5184*

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON AMY.GORE@SEATTLE.GOV *206.684.8808*

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?_____

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 1 (ave)

OWNER CONTACT NAME/PHONE/EMAIl

BUSINESS HOURS ~~AM/PM~~ M-F ~~M-F+WEEKEND~~ OTHER 11 - 7

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_____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?) yes

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

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We want our customers to be able to find parking and locate us easier.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 (2) 3

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

commute - DRIVE

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? YES

ADDITIONAL COMMENTS/QUESTIONS:

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 5

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER Busy operations 24/7 mid-Nov to mid-Jan.

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

___ YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

Parking is already heavily impacted by the recent Atrium project across street, executed by BNB Construction. Competition for scarce parking slots is already intense and growing daily. Customers, employees, and tenants alike are all feeling the brunt of this reality - not good at all.

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This relocation will be repeated in our region. Neighboring properties are losing staff presently owing specifically to lack of parking - and we are losing customers because of it. The Roosevelt Rapid-Ride Project will only deepen the current parking crisis.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

I drive from Snohomish County

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____ (Proprietary)

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? Yes

ADDITIONAL COMMENTS/QUESTIONS:

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?

PHYSICAL ADDRESS OF BUSINESS

OF YEARS IN BUSINESS ON EASTLAKE 3

OWNER CONTACT NAME/PHONE/EMAIL

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER M-F 8AM. 6PM

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

____YES X NO

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X PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?) YES

__PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

REMOVAL OF PARKING ON EASTLAKE AVE E WILL KILL SMALL BUSINESSES DEPENDENT ON STREET PARKING. THIS IS WHAT HAS HAPPENED ON ROOSEVELT IN THE U. DISTRICT WHEN A BIKE LANE REPLACED PARKING ON THE WEST SIDE OF THE STREET.

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

EXACTLY

A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS WALK-IN VS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

YES. I COMMUTE TO WORK BY BICYCLE

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? _____

ADDITIONAL COMMENTS/QUESTIONS:

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SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE?___

PHYSICAL ADDRESS OF BUSINESS _____

OF YEARS IN BUSINESS ON EASTLAKE 4

OWNER CONTACT NAME/PHONE/EMAIL

_____

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER_____

*****DO YOU RECALL BEING CONTACTED BY THE CITY OF SEATTLE OR SDOT CONCERNING THE ROOSEVELT RAPID RIDE PROJECT? THEY WOULD HAVE REACHED OUT WITH A "SMALL BUSINESS SURVEY" IN APPROX NOV 2016*****

_____YES X NO

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_PARKING- FOR CUSTOMERS (ANY WITH ADA/DISABILITY NEEDS?)

X PARKING- FOR EMPLOYEES

X DELIVERY OF YOUR PRODUCT

Our whole business relies upon parking for our neighborhood customers, daily deliveries and employees

SINCE NOVEMBER 2016, THREE BUSINESSES ALONG ROOSEVELT AVE (WHERE THIS PROJECT WAS IMPLEMENTED WITH NO PARKING) HAVE ALREADY RELOCATED, OR CLOSED. REASONS WERE DUE TO THE LACK OF PARKING, INABILITY TO SECURE DELIVERIES USING SIDE STREETS, AND/OR LACK OF SAFETY FOR CUSTOMERS. ***HOW DOES THIS MAKE YOU FEEL ABOUT THIS PROJECT COMING TO EASTLAKE?***

It makes me feel concerned for our work in business, safety of employees returning to vehicles and efficiency of delivery

(2) 110.

ON A SCALE OF 1-3 (1 BEING NONE/ZERO, 2 MIXED/BALANCED, 3 MOST/ALL) IS YOUR BUSINESS DEPENDENT UPON FOOT TRAFFIC AND/OR ON STREET PARKING? 1 2 (3)

RESTAURANT/HAIR SALON/SERVICE INDUSTRY RELATED- APPROXIMATELY HOW MUCH OF YOUR WEEKLY BUSINESS IS APPOINTMENT/RESERVATIONS/PRIOR BOOKINGS? 1 2 3

DO YOU PERSONALLY LIVE IN EASTLAKE, OR ELSEWHERE? IF YOU COMMUTE, HOW? (DRIVE, BUS, BIKE, OTHER)

BOS

AVERAGE YEARLY GROSS PROFIT (OPTIONAL-WILL NOT BE SHARED- WANT A TOTAL PICTURE OF $$$ LOST FOR ALL BUSINESSES COMBINED) $_____

WOULD YOU LIKE MORE INFORMATION ON THIS PROJECT? I would like updates

ADDITIONAL COMMENTS/QUESTIONS:

Strongly opposed to the removal of parking and monetization of our public roads

THANK YOU FOR YOUR INSIGHT AND HONESTY ON THIS PROJECT. YOUR BUSINESS IS WHAT MAKES EASTLAKE SPECIAL- WE WANT TO PRESERVE OUR NEIGHBORHOOD!

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✂ ---------- Lillnstantporter@gmail.com ----------

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July 31, 2019

Dear Mayor Durkan and Councilmember Pacheco:

We own and operate small businesses along Eastlake Avenue East. We are urgently writing to ask that you work with SDOT to change the high-risk bicycle lane configuration in SDOT's RapidRide Roosevelt project. We are in contact with the Save 35th Avenue NE Coalition, and we ask that you give Eastlake the same reasonable consideration that you gave that Coalition.

We are not against bicycle lanes. But we fear and oppose the consequences of the unnecessary, unsafe, and redundant bicycle lanes proposed on Eastlake Avenue East.

SDOT's plan will hurt our businesses by destroying our number one asset: Convenience.

Neighborhood businesses succeed because they meet customer and client needs, including convenience. What makes a business convenient? It's close, it's easy to get there, and parking is readily available. Neighborhood businesses also succeed because they are often more accessible to elderly and disabled people who are uncomfortable driving on highways, going downtown, or making their way through congested shopping centers. SDOT's plan ignores this:

- *No parking on Eastlake Avenue East*: The bulk of the parking used to frequent Eastlake businesses is on Eastlake Avenue East. People come and go constantly as they:
    - Pick up their dry cleaning at Aloha Cleaners;
    - Grab a coffee at Armistice Coffee or breakfast bagel at 14 Carrot Cafe;
    - Pick up a parcel from Lake Union Mail or Vybe Communications Hub;
    - Go out for pizza at Pazzo's or play pool at the Zoo;
    - Drop off a child for after-school tutoring at the Aries Building;
    - Frequent the many other businesses on Eastlake Avenue East.

  SDOT's plan totally eliminates all of this street parking. Why? To create dedicated bikes lanes <u>when we already have a nearby way through Eastlake</u> (mainly on Fairview Avenue East) approved by the City as the Cheshiahud Trail that circles Lake Union.

- *No access for deliveries or for disabled and handicapped*: The SDOT plan eliminates all load zones along the length of Eastlake Avenue East. Currently deliveries and disabled and handicapped customers use load zones and parking along Eastlake Avenue East. The side streets often are sloped making them unusable for deliveries and disabled access.

The bike lanes would create unsafe and impractical conditions in Eastlake.

- The SDOT plan includes only one vehicle lane in each direction. This will result in gridlock as vehicles are stopped behind buses, emergency vehicles, garbage trucks, delivery trucks, and left-turners. Facing a frustrating drive along Eastlake Avenue East, many of our customers may just decide to go elsewhere.

- Emergency vehicles travel the length of Eastlake Avenue East. The gridlock caused by the SDOT plan will reduce response times where every second counts to save a life or prevent property damage.

- The plan includes one, single, dangerous center lane in parts of Eastlake Avenue East. This will result in collisions between cars illegally trying to get around buses or other vehicles causing gridlock, delivery trucks parked in the center lane, emergency vehicles, cars illegally discharging passengers in the center lane, and jaywalkers.

- The SDOT plan eliminates 327 parking spaces along the length of Eastlake Avenue East. During the workday, there is no additional private parking for businesses to lease. That means parking will be forced to the side-streets, which are already overcrowded. That makes it much more likely that our customers and employees will look for businesses outside of Eastlake.

- Eastlake has elderly people and families with young children. They (and many others) cannot conduct their lives on bicycles. People with mobility impairment also live here and their needs are completely ignored by the RapidRide Roosevelt plan. The reduction of bus stops along Eastlake Avenue East from seven to three just makes it worse.

You are our representatives—our voice on projects like SDOT's RapidRide Roosevelt plan.

The district election system was intended to give each district its own representative to advocate for its interests. Eastlake small businesses need to be supported, not thwarted. We ask for our District 4 Councilmember and our Mayor to de-fund the RapidRide Roosevelt project.

Thank you for your time and consideration of our concerns.

Very truly yours,

The Undersigned Eastlake Avenue East Business Owners

CC: SDOT Director
Seattle City Council

Printed Name of Business	Street Address	Signature of Representative
Ingrid Wheelock, PhD	2366 Eastlake Ave #326	Ingrid Wheelock
Michele Solari Luminous Life Counseling	2366 Eastlake Ave #234	Michele Solari
THOMAS J BROOKS HEARTHBREAK INC	2366 EASTLAKE AVE E # 407	Thomas J Brooks
Neuro Development Adrianne da Silva	2366 Eastlake Ave. E. #306	
Julie Schoenfeld-McNeill Julie Schoenfeld-McNeill	2366 Eastlake Ave E # 306	
ROBERT RUSHING	2366 EASTLAKE AVE E # 412	
Katherine A. Davies, EAMP	2366 Eastlake AVE. E. Suite 420	
Maia Vlague, DC	2366 Eastlake Ave E Suite 429	Maia Vlague
Natasha Whittaker, DC	2366 Eastlake Ave E Suite 429	
Ann DeMaris Davids	2366 Eastlake Ave E Suite 314B	Ann DeMaris Davids
Kiersten Lindelef, DC	Active Seattle 2366 Eastlake #429	Kiersten Lindelef

Printed Name of Business	Street Address	Signature of Representative
PROFORMACE REHAB MARK TROMBOLD	2915 East Lake Ave East · Suite 117	Mark Trombold
D'VOTAH LEAY ALVARNAME	2366 EASTLAKE AVE #201 SEATTLE WA 98102	
Eastlake Hair Yu-Yi HSU	2234 Eastlake Ave. E. Sea. WA. 98102	
LOCKSMITH PLUS GIL LENDNER	2226 EASTLAKE AVE. E, SEATTLE, WA 98102	
Poke Square Eyas Fattah MGR	1823 Eastlake Ave E. #153, Seattle, WA 98102	
20 OZ TEA Eliana Ancheta MGR	1823 EASTLAKE AVE E #160 Seattle, WA 98102	
Le Messe Jason Blazony	1903 Yale Pl E Seattle, WA 98102	

Printed Name of Business	Street Address	Signature of Representative
caviar.com	2922 EastlakeAveE.	
Caviar com	2922EastlakeAveE	
Caviar.com	2922 Eastlake Ave E	
Caviar.com	2922 EastlakeAveE	
SOSPT	2924 EastlakeAveE	
Cotera	2928 Eastlake Ave E	
Alliance Healing Arts	2946 Eastlake Ave E	
May Salon	2950 Eastlake Ave	
VANDERWEIT CARLSON ARCHITECTS	2956 EASTLAKE AVE E	
SUSHI KAPPO TAMURA	2968 EASTLAKE AVE E	
Patchwerks LLC	3107 EastlakeAve E	
Eastlake Massage	3163 EastlakeAve	
E+CLIPS HAIR	3101 EASTLAKE	
Kelly McCue	1714 Bellevue AK	
little water cantina	2865 Eastlake	
Eastlake2851	2851 Eastlake Ave	
CMS	2810 EastlakeAveE	
sourcepoint Acupuncture	2365 Eastlake Ave E	
Amy Sjoberg Lake UnionMail	117 E Louisa St	

Printed Name of Business	Street Address	Signature of Representative
Foundation Group	2621 Eastlake Ave East	
Seattle Cellar SC	2633 Eastlake Ave E	
Margi David Salon	2723 Eastlake Ave. E.	
Hanlim Deli & Market	2729 Eastlake Ave E	
Puget Sound Periodontics	2731 Eastlake Ave E	DMD
Green & Norwood PLLC	2722 Eastlake Ave E #350	
Marquiss Const	2633 Eastlake Ave E #105	
Annie's Hair Shop Anne RAMBAUD	2608 EASTLAKE Ave	
Eastlake chiropractic + massage center Lincoln KAMLER	2722 EASTLAKE AVE E SUITE 360	
Home Instead Sr. Care	3221 Eastlake Ave East #120 Seattle, 98102	
Shine Clinical Skincare Kia akady		
Victoria / Flower Lady	3230 Eastlake Ave E	
Iron Works ERIC BAUER	3218 EASTLAKE AVE #1A E	
Wallace + Solhaug DDS	3221 Eastlake Ave E	
The Arnold Group	3240 Eastlake Ave E	
Aesthetica Dentistry	2701 Eastlake Ave E #104 Seattle	
Caliber Home Loans	2701 EASTLAKE AVE E STE 105	
Paper Crane Factory	2633 Eastlake Ave E Suite 202	

Printed Name of Business	Street Address	Signature of Representative
Patrick's Fly Shop	2237 Eastlake AVE E	Wesley Rostomily
VYBE HUB	2226 EASTLAKE AVE E	Ryan Murphy
Serafina	2043 Eastlake Ave E	Kelly Kim
Cicchetti	121 E Boston St	Kelly Kim
ALOHA	2201 EAS AVE E	[illegible]
Eng 3	2834 Eastlake Ave E	[illegible]
Eastlake Market	2244 Eastlake Ave E.	[illegible]
14 CARROT CAFE → TERRY PRATOS	2305 EASTLAKE AVE E.	[illegible]
Eastlake Coffee	2245 Eastlake Ave E	[illegible]
The Ride	112 E. Lynn St	[illegible]
Perforance fix	2324 SUITE 101 EASTLAKE AVE E	[illegible]
JOHN SHAFER CPA, LLC	2331 EASTLAKE AVE E	John Shafer
Kevin Upton	2370 Eastlake E	Kevin R Upton
Otter bar + burger	2379 Eastlake	[illegible]
Mammoth	2501 Eastlake Ave E	[illegible]
JS Salon	2501 Eastlake Ave E	[illegible]
Eastlake nail & spa	2501 Eastlake Ave E	[illegible]
Eastlake Starbucks	2344 Eastlake Ave E	[illegible]
PETE [illegible]	58 E Lynn	Joel Dhanyal
Eastlake Zoo Tavern	2301 Eastlake Ave E	[illegible]
[illegible] Pazzo's	2307 Eastlake	[illegible]
Wade Calvin	UPS	Wade Calvin

Printed Name of Business	Street Address	Signature of Representative
Caitlin Hendricks	2366 Eastlake Ave E. #201	
4 Health Renaissance	2366 Eastlake Ave E #223	
Peace Winds Japan Charles Hanenson	2366 Eastlake Ave E #228	
Diane Spender	2366 Eastlake E. #313	
Fuzion Healing Arts.	2366 Eastlake #226	
Body Talk Seattle	11 #324	
Fostercare Div Svcs	2366 Eastlake Ave #212	
Seattle Moden Therapy	2366 eastlake ave #402	
GENE MORRIS ARCHITECT	2366 EASTLAKE AVE E #208	
Margaret Thomas Interior Design	2366 Eastlake Ave E. #219	#208
911- Massage	2366 EASTLAKE AVE E #317	
PERRY Janssen	2366 Eastlake Ave E	
ELIZA S. DIETRICHSON MSW, LICSW	2366 EASTLAKE AVE E. #311 SEATTLE 98102	

Printed Name of Business	Street Address	Signature of Representative
CPM inc	2371 EASTLAKE AVE E	[signature]
Marinus Home	2345 EastLake Ave E	[signature]
CAVIAR Tim LARSON	2356 EASTLAKE AVE E	[signature]
UPS- John Yanez	2003 FRANKLIN AVE E.	[signature]
MORT'S CABIN	2241 EASTLAKE AVE E	[signature]

Printed Name of Business	Street Address	Signature of Representative
MUSICIANS' ASSOC. OF SEATTLE	3209 EASTLAKE AVE E	[signature]
"	"	[signature]
"	"	[signature]

Printed Name of Business	Street Address	Signature of Representative
Millar + Hayes PC	2633 Eastlake Ave E	Ron Reed
Millar & Hayes PC	2633 Eastlake Ave E	Gabrielle Schneck (attorney)

Shoreline Area Pedestrian and Bicycle Connection for the Cheshiahud Lake Union Loop

2700 block of Fairview Ave E between E Edgar and E Hamlin Streets

Applicant Problem

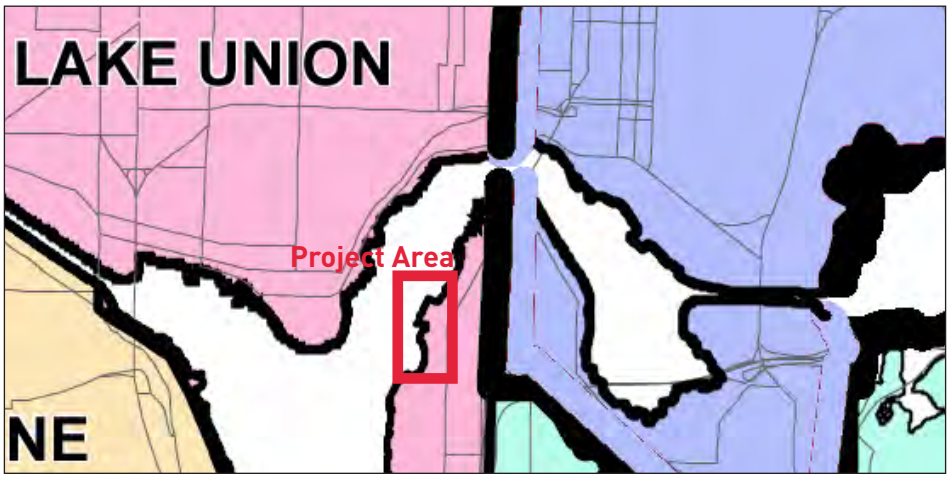
The worst barrier facing pedestrians and bicyclists on the Cheshiahud Lake Union Loop around the lake is between Edgar and Hamlin Streets. Current signage directs pedestrians and bicyclists on the Lake Union Loop to use the named alley (named Yale Place East) between Edgar and Hamlin Streets. This alley of course lacks any space for sidewalks, and is so steep that drivers of motor vehicles approaching from either Edgar or Hamlin Street cannot see even a few feet ahead, placing pedestrians and bicyclists at extreme risk. This already unnacceptable situation will become still more dangerous with the imminent opening of a major office building (now under construction) whose only parking and loading entrance is from this same alley.

The only alternative to pedestrians and bicyclists is to use Eastlake Avenue north-south, a route that requires them to climb and descend on the steep Edgar St. and Hamlin St. Both the alley and the Eastlake Ave. routes are unsafe, inconvenient, and topographically daunting. They lack the level topography and the shoreline amenities for which the Cheshiahud Lake Union Loop is otherwise prized.

PROJECT TYPE
Crossing

APPROXIMATE LENGTH
N/A

COST ESTIMATE
N/A



Applicant Solution

Several possible design solutions are possible, some on existing SDOT right of way, and some that could involve acquisition of an easement across a small portion of private land. In adopting the Eastlake Neighborhood Plan, the Mayor and City Council directed that SDOT as lead agency work engage with the community in exploring the possibiilties and working toward the best solution.

Existing E Edgar St street end

Unimproved steep slope ROW from the end of E Edgar St looking down the hill toward Lake Union

Existing street end at Fairview Ave E showing the entrance to the private parking for 100 E Edgar St

Seattle Department of Transportation (SDOT) Review

Project Description

Ideas considered in the past for the missing section of Fairview Ave E between E Roanoke St and E Hamlin St have included at-grade routes along the shoreline and routes over Lake Union. They have included floating bridges, a cable ferry, and a shoreline connection that would utilize property that is privately owned. This conceptual design process focused on one portion of the missing connection – that between E Edgar St and E Hamlin St.

The project area is located on the east shore of Lake Union at the street end of E Edgar St and the street end of Fairview Ave E. The existing street end at E Edgar St is a densely vegetated steep slope with power poles. Currently it is not possible to get down to the shoreline from E Edgar St on public property.

As part of the this process, SDOT evaluated the potential locations of both a ramp and stairs from the parking lot of 100 E Edgar St off Fairview Ave E to the top of the hill at E Edgar St. Based on this evaluation either facility would have to be designed for approximately 20 feet of elevation gain.

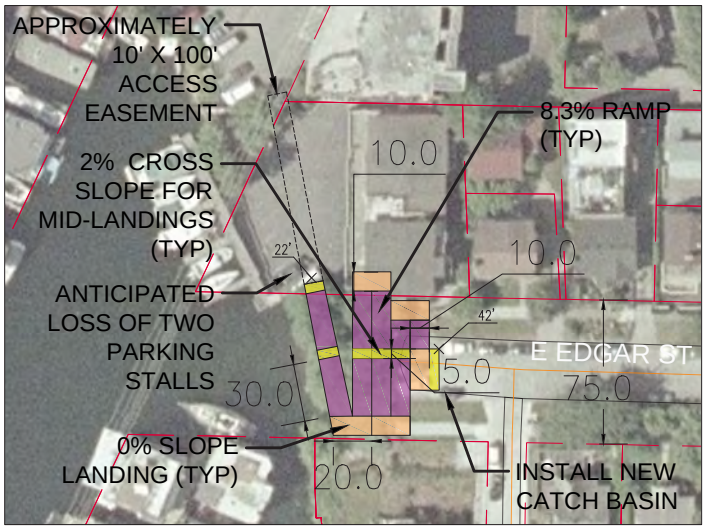
Neither design concept can be constructed as part of the NSF program due to the private property and environmental issues. One concept involves access and construction on private property which the NSF program does not have funding to purchase. In addition, the environmental review and permitting as a result of the proximity of the facility to the Lake Union shoreline would be too extensive for the NSF program to be able to construct the project in 2018.

Constructability

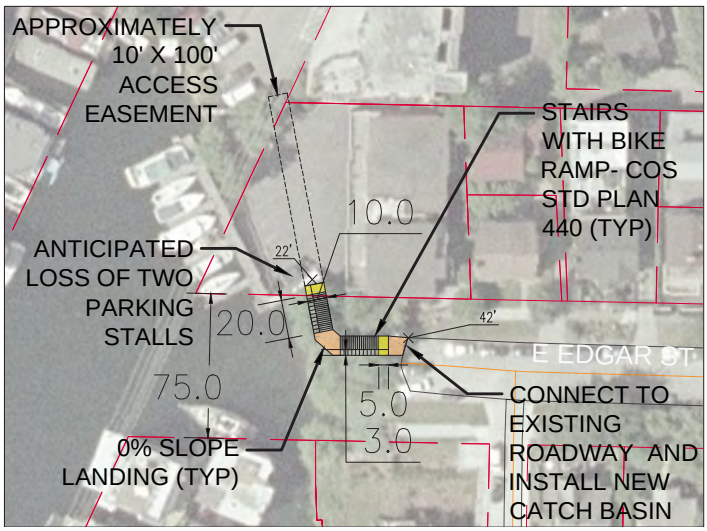
- This project would require easement onto private property to connect Fairview Ave E and E Edgar St which cannot be funded through the NSF Program.
- Environmental review and permitting would need to be completed prior to construction.
- Survey information is needed to confirm the slope of the hillside, the location of the shoreline and the change in elevation between the street ends.

Impacts

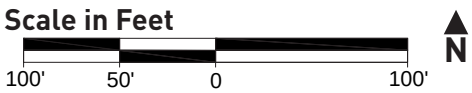
- Parking on private property would be removed at 100 E Edgar St.
- Some of the wall likely needed for either facility would be located within the parcel for 100 E Edgar St.
- Shoreline restoration and/or enhancement would be required as part of this project.
- Trees would have to be removed as part of this project.



Evaluation of a ramp connection between Fairview Ave E and E Edgar St



Evaluation of a stair connection between Fairview Ave E and E Edgar St



Department of Parks and Recreation

Seattle Board of Park Commissioners
Meeting Minutes
September 25, 2008
Meeting Held at 100 Dexter Avenue North

Web site: http://www.seattle.gov/parks/parkboard/
(Includes agendas and minutes from 2001-present, and
Seattle Channel tapes of meetings from June 12, 2008)

Board of Park Commissioners:
Present:
John Barber
Terry Holme
Donna Kostka
Christine Larsen
Jackie Ramels, Vice-Chair
Amit Ranade, Chair

Excused:
Neal Adams

Seattle Parks and Recreation Staff:
Christopher Williams, Deputy Superintendent
Sandy Brooks, Park Board Coordinator

Commissioner Ramels called the meeting to order at 7:00 p.m. **Commissioner Kostka moved, and Commissioner Barber seconded, approval of the agenda and the minutes as amended. The motion was approved.**

Commissioner Ramels also reviewed the correspondence the Board has received since its September 11 meeting, including written testimony on park issues, announcements, meeting notices, press releases, etc.

Superintendent's Report

Superintendent Gallagher was out of town and Deputy Superintendent Williams reported on several park items. For more information on Seattle Parks and Recreation, visit the web pages at http://www.seattle.gov/parks/.

2009-10 Budget Proposal: Mayor Nickels presented his 2009-2010 budget proposal to City Council on Monday, September 22. Parks staff will brief the Board on the proposed Park Department budget at the October 9 meeting. For more information on the City Council's budget process, see http://www.seattle.gov/council/default.htm.

Pro Parks Levy Funds: To date, the Levy has earned approximately $4.4 million more in interest earnings than was planned. Parks is now working with the Law Department to determine what guidelines it should follow to use the interest earnings and will review some options for projects for these funds with the Pro Parks Oversight Committee on Monday, September 28. The acquisition of the Crown Hill property is one of the projects being considered.

Commissioner Barber had previously understood that some projects that were not funded could go back later and apply. He now understands that there will not be further opportunities for the unfunded projects to reapply for funding and Deputy Superintendent Williams agreed.

Commissioner Ramels asked if the Crown Hill acquisition will use all of the $4.4 million interest and Deputy Superintendent Williams answered that it will use most of it. The Belltown Community Center has an estimated cost of $1.8 million and could also be considered. However, the future of 100 Dexter (Seattle Parks headquarters) must first be determined. For more information on the Pro Parks Levy, see http://www.cityofseattle.net/parks/proparks/.

Magnuson Park Leases: The Council Parks and Seattle Center Committee moved the leases for Building 11 and 27 out of committee this week. They will be before the Full Council in the next week or two.

Commissioners asked that a summary of the changes in the contracts be sent to them that describe the changes in the contracts from what the Board voted on at the 2006 public hearing for these two contracts. For more information on Magnuson Park, see http://www.seattle.gov/parks/Magnuson/.

Waterfront Park Planning: Superintendent Gallagher and other Parks staff met with representatives of Seattle Department of Transportation (SDOT) and Department of Planning and Development (DPD) to discuss the planning effort to focus urban design visions for the Central Waterfront in consort with the Alaskan Way project. While DPD will draft the scope of work for the effort, Parks will be a major player relative to the park spaces at Waterfront Park and Piers 62/63 as well as on the potential linear park along the length of the street and seawall.

SDOT Director Grace Crunican will brief the Park Board on this planning effort, tentatively scheduled for the January 22, 2009, meeting. Commissioner Holme asked about the status of the citizen committee that previously worked on this planning effort. Deputy Superintendent Williams stated that the committee completed its work and prepared a report for the Mayor and the report is now being reviewed by staff from Washington State Department of Transportation. Commissioner Holme asked about future Park Board involvement. Deputy Superintendent Williams answered that the Board may assist with the public involvement as specific plans emerge.

Commissioner Barber asked if there are any plans to expand the Aquarium's footprint during this project. Deputy Superintendent Williams answered that there isn't, but a waterfront park may be incorporated into the plan. Commissioner Barber asked that any new versions of the planning effort be posted to the web site and Superintendent Williams agreed. For more information on the Waterfront Planning, see http://www.seattle.gov/dpd/Planning/Central_Waterfront/Overview/.

Jimi Hendrix Park: The Park Board, along with parks staff, have been approached by a person who would like to raise $12 million for a foundation that would create a donor brick plaza and fountain in the shape of a Fender Stratocaster guitar and would create a setting for the Mike Malone-owned statue of Jimi Hendrix. The proposed site is at the NW African American museum, adjacent to Jimi Hendrix Park. For more information on Jimi Hendrix Park, see http://www.seattle.gov/parks/park_detail.asp?ID=3121.

West Seattle Stadium: The Park Board will hear a briefing and hold a public hearing on the future of West Seattle Stadium at its October 23 meeting. Commissioners will be asked to make a recommendation to the Superintendent at their November 13 meeting. Several community meetings have been scheduled in West Seattle and the Superintendent and Deputy Superintendent are meeting with the Southwest District Council, Admiral Community Council, and West Seattle High School Alumni prior to the public hearing. For more information on West Seattle Stadium, see http://www.seattle.gov/parks/park_detail.asp?ID=472.

LEED Standards for Park Design**:** One of Seattle's parks may be the site of a LEEDS grounds maintenance project. Commissioner Barber asked if a process has been developed to nominate particular parks for this project. Deputy Superintendent Williams responded that the discussion hasn't yet progressed to site selection; however, it is a good discussion topic. [Sustainable Sites is a partnership between American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center, and the U.S. Botanic Garden to create a green rating system for sustainable landscape design in all types of projects. For more information on the green rating system, see http://www.sustainablesites.org/FAQ.html.]

Pacific Connections Garden Opening**:** Despite heavy rainfall, there was a good turnout for the ribbon cutting ceremony to celebrate the opening of the Arboretum's Pacific Connections Garden on Saturday, September 20. This new garden is now an outdoor classroom of plants from all over the world. The Arboretum Foundation and University of Washington held a very successful fundraising effort, resulting in $18 million dollars in donations for the Gardens. Commissioner Holme attended the event. For more information on the Arboretum and Pacific Connections Garden, see http://depts.washington.edu/wpa/.

Community Health and Wellness Fair Held at Delridge Community Center: As part of the Department's Healthy Parks Initiative, a community health and wellness fair was held on Saturday at Delridge Community Center. Mayor Nickels attended the event, which included health screenings, acupuncture, healthy snacks, and more. The next Health and Wellness Fair will be held on Saturday, October 20, at Rainier Community Center. For more information on the Healthy Parks Initiative, see http://www.seattle.gov/parks/healthyparks/default.htm

Successes over the Past Year: Deputy Superintendent Williams reviewed a number of successes for the Department during the last year: park rangers are now assigned to downtown parks, cameras were installed at Cal Anderson Park, car-free days were held in three parks, the new Urban I-5 bike trail opened, work progressed on the Magnuson Park ball fields, rental revenue increased 23% during the first six months of 2008 as compared to the same time period in 2007; and over 70 Strategic Action Plan public meetings were held.

Oral Requests and Communication from the Audience

The Chair explained that this portion of the agenda is reserved for topics that have not had, or are not scheduled for, a public hearing. Speakers are limited to two minutes each and will be timed. The Board's usual process is for 15 minutes of testimony to be heard at this time, with additional testimony heard after the regular agenda and just before Board of Park Commissioner's business. No one signed up to testify.

Public Hearing: Wildlife Sanctuary Policy

At its September 11 meeting, Rebecca Salinas, Seattle Parks Partnership Director, briefed the Board on the Department's draft Wildlife Sanctuary Policy. To read the minutes from that meeting, including the briefing paper, see http://www.cityofseattle.net/parks/ParkBoard/minutes/2008/09-11-08.pdf. Tonight the Board is holding a public hearing; at its October 9 meeting it plans to discuss the policy and make a recommendation to the Superintendent.

Ms. Salinas introduced herself and gave a brief overview of the policy, and the public hearing began. Commissioner Ranade reminded speakers that they have up to two minutes to speak and will be timed. Speakers will be called in the order on the sign-in sheet.

Public Hearing

Matt Mega: Mr. Mega is the Director of the Seattle Audubon Society, which has 5,500 members. He believes this sanctuary policy is a great idea and is pleased to support it. He recognized Heron Habitat Helpers for bringing this idea forth and praised Seattle Parks for taking the idea and "running with it." He believes the policy will help elevate the importance of green spaces in the city.

Hooper Havekotte: Mr. Havekotte is a member of the Board of Heron Habitat Helpers, which has a primary focus on habitat restoration and maintenance and supports the policy. The Helpers are sensitive to the Mayor's urban planning and maintaining quality of wildlife habitat. He stated that the Heron Habitat Helpers' efforts have been undermined by some neighbors around the Kiwanis Ravine [located near Discovery Park.] He was walking there recently and discovered large household appliances discarded into the ravine. He was also dismayed that the Helpers had planted vegetation for the wildlife, which was mowed down by Parks staff this past summer after a neighbor voiced concerns that the vegetation would be a fire danger.

The public hearing concluded.

Board Discussion

Commissioner Holme referred to section 4.2 of the draft policy and recommended that (c), (d), and (e) be consolidated. He stated that he is in favor of the policy but will be more apt to vote in favor of it if language is added that allows retraction of a wildlife designation. He asked Ms. Salinas to include these changes and send the Board a new draft prior to the Board's discussion and recommendation at the October 9 meeting.

Commissioner Barber referred to testimony from the Friends of Discovery asking for even broader protection. Ms. Salinas did further research in response to their request and Parks is moving forward with protecting both wildlife and habitat. This is called for in the Department's Strategic Action Plan and the two can occur simultaneously.

Commissioner Ramels asked Ms. Salinas to report any downsides of the policy before the Board makes a recommendation to the Superintendent at its October 9 meeting and Ms. Salinas agreed to do so. Commissioners thanked the public for testifying and Ms. Salinas for answering the Board's questions.

Public Hearing: Waterski Events at Green Lake Park

At its September 11 meeting, Paula Hoff, Seattle Parks Strategic Advisor, briefed the Board on Waterski Events at Green Lake Park. To read the minutes from that meeting, including the briefing paper, see http://www.cityofseattle.net/parks/ParkBoard/minutes/2008/09-11-08.pdf. Tonight the Board is holding a public hearing. At its October 9 meeting, the Board will discuss whether two annual days that water skiing is allowed on Green Lake should continue and make a recommendation to Parks Superintendent Gallagher.

Ms. Hoff gave a brief review of this issue and the public hearing began. Speakers were reminded by the Chair that they have up to two minutes to testify and will be timed.

Commissioner Ramels asked about the nesting months for the grebes [water fowl that live and nest on Green Lake] and Ms. Hoff and Seattle Audubon Society president Matt Mega answered that the grebes can nest from April on into October.

Public Hearing

Gayle Garman: She is the Chair of Friends of Green Lake Park and gave a brief history of the organization, which was organized in 2003 in response to concerns about the algae bloom in the lake. She thanked the Department for including watershed management in the Strategic Action Plan. She stated that the Friends of Green Lake Park oppose water skiing on Green Lake and have also submitted written testimony to that effect.

Brian DeLuca: He is also a member of Friends of Green Lake Park and has lived near Green Lake for 30 years. He asked that the Board considered whether water skiing is a compatible use of this lake with its other uses. It can take weeks for the shoreline to recover from the events. Previous events that were held at Green Lake, such as the mini-hydroplane races and Bite of Seattle, were moved to other locations. He asked that Green Lake be used for passive uses and wildlife habitat.

Richard Fleming: Mr. Fleming is also a member of Friends of Green Lake Park and has observed the grebes frequently. Last year there were four breeding pair and this year there were three-four. There has been a marked loss of success this year in the number of hatchlings due to the eggs floating out of the nests from storm waves and boat waves. Grebes are not a protected species; however, the Washington State Fish & Wildlife Commission protects grebe's nesting areas.

Joe Clare: He lives in the Bryant neighborhood and has water skied at Green Lake for many years. Green Lake is the only opportunity where people can ski and observers can watch from the shore. He referred to Melbourne, Australia's "Moomba Masters", a waterski tournament held there every year. Lake Washington Ski Club only holds two events each year at Green Lake and the event is open to anyone who wants to participate.

John Pollock: He is a Seattle resident and not a member of Friends of Green Lake or the Audubon Society. However, he has walked around Green Lake nearly every day for the past ten years and closely observes the grebes' nests and it is a real challenge for the birds to nest. He has nothing against waterskiing and has watched the competitions. However, he goes to Green Lake for quiet. He talked to many others and none of them think that waterskiing should be allowed on Green Lake.

Karl House: He is a Seattle resident and uses Green Lake regularly. He was appalled on Memorial Day weekend. He could barely get around the lake and he had never saw such waves as he saw that day. He asked why this exception is being made for anyone. The only other motors allowed on the lake are the small ones in the boats for the rowers.

Ginger Edwards-Bueton: Ms. Edwards-Beuton is a Seattle resident and member of the Lake Sammamish Waterski Club. She is an attorney and is helping the Waterski Club with this effort, pro bono. She distributed a blue notebook of information to each Commissioner. She referred to the environmental concerns of waterskiing at Green Lake Park and briefly described the history and tradition of this world-renowned water ski event. She believes that the worst case would be a decision that stops this tradition. She agreed to send the Park Board a breakdown of how many members of the Lake Sammamish Waterski Club are Seattle residents.

Kia Roberts-Thane: She is president of the Lake Sammamish Waterski Club, a Seattle resident, and regularly jogs around Green Lake. She has attended all the Green Lake water ski days since 2000. The non-profit group leaves the site clean and neat.

Hardy Kramer: Mr. Kramer gave a history of water skiing in the Northwest, referred to SeaFair and the two-day ski event on Green Lake, and brought a water ski to show the Commissioners.

Rod Thornley: He is a Seattle resident and past president of the Waterski Club, which was formed in 1959. In the 1980's the Club went to the Green Lake Community Council, which agreed with allowing the water ski events to be held on two days each year. Subsequently, the policy was changed so that the water skiing does not happen after Memorial Day or before Labor Day. If any problems developed members of the Club worked with the Community Council and George Long of Seattle Parks Department.

Bill Bonney: He is a Seattle resident and Ballard High School math teacher. His family loves to waterski and has done so for the past 12 years. The best waterskiing is on Green Lake. He stated that there is no fuel spillage from the boats and that the skiers do not want any wakes.

Garry Sondergaard: Mr. Sondergaard read extensive information on three environmental issues: pollution, wave action, and noise. He concluded that there is no detectable pollution to Green Lake from the two days of water skiing. The noise level is 70.2 decibels and the Environmental Protection Act allows up to 75 decibels in a residential area. He stated that there are no environmental reasons not to have water skiing at Green Lake.

Tara Coffland: Ms. Coffland referred to the traditions that these events have set and stated that for many, it is a family tradition. She began skiing at Green Lake Park when she was eight years old and she is now 26. She is hooked on this outdoor sport and has developed many friendships because of it. She asked the Board to recommend continuation of the two days of water skiing at Green Lake.

Darlene Sandergaard: She has lived in Seattle for 22 years and her family are all Ski Club members. Her son has a learning disability and waterskiing is the only sport that has helped him. Many competitive sports exclude children with disabilities. She has met many families at the Ski Club who share her love of water skiing.

Alan Pickrell: He has lived near Green Lake since 1975 and uses the park and attends events held there. A few years ago, he watched one of the water ski events and was inspired by a skier in his 70's. He began skiing and has found that the events at Green Lake are great traditions. It is important to have variety in the park.

Kathleen Bonney: She thanked the Board for the opportunity to testify and read Seattle Parks and Recreation's mission statement. She believes that these two waterski events ties in with the mission statement. Studies show that the waterskiing doesn't affect the shoreline and the birds. In addition, people need more exercise and this is a good way to get it. She doesn't believe it is right to stop a valuable tradition in response to unsubstantiated claims.

Brad Wilkens: He lives across from Green Lake and asked that a common sense approach be taken. He sees that the ducks are still breeding on the lake and if there is a decline in their numbers, there could be other reasons besides the water skiing. He commented that also make a lot of noise and wake him up nearly every morning. He has been competing in this event since he was ten years old and asked that the policy not be changed.

Randy Watson: He is a former president of Lake Washington Waterski Club and noted that its members come from all walks of life. The organization sponsors inner-city competitions and has held many competitions to raise funds for cancer research. The Club has a mission and he believes the Green Lake ski competitions are wonderful events. He asked for suggestions on how the Club could improve the events and noted that the boats are 300' from shore when they are at their fastest speeds. He does not believe the pied bill grebes are threatened by this activity.

The public hearing concluded.

Board Discussion

Deputy Superintendent Williams stated that the policy change is requested as a value decision instead of being based on cold facts or studies. The Department's values include protecting the environment; balancing habitat with active uses; noise impacts; impacts on neighborhood; and the changing needs and wants of the community. The Department also values recreation and is asking for the Board's help in guiding and directing this process.

The Commissioners asked Ms. Hoff a number of questions, listed below. She will respond to these questions in writing prior to the October 9 discussion and recommendation.

Commissioner Ranade:

- How many Seattle residents participate in the waterski events?
- Other motorized uses of Green Lake were banned in 1987. Was there an environmental study at that time?
- What is the history behind the two-day exemption?
- What were the nature and number of the complaints that initiated this requested policy change?
- He wants to better understand the current policy and why there is this one exception. What led to its creation and why change it now?

Commissioner Ramels

- How many months do the grebes nest and are they affected by the rowing shells that also use Green Lake?
- Do the ducks live/nest all around the lake?
- How long is the course? 850 feet
- Where do the waterski boats launch?
- How many complaints were received by Seattle Parks?

Commissioner Barber

- Has Seattle Parks collected information from a wave action study, perhaps from the University of Washington? (A sub study was included in the @ UW or somewhere else (sub study in the notebook?
- What type of transportation do Waterski Club members use to get to the Green Lake competitions?
- Are these competitions open to the public or Club members?
- Is there a device to protect the grebe nests? Ms. Hoff responded that they do not all nest in the same area.

Commissioner Larsen

- If the competition is not allowed at Green Lake, where would it be held?
- Why doesn't the Club use Lake Washington?

Commissioner Kostka

- Is there any mitigation for nesting birds?

Commissioner Holme

- Do waterskis or wake boards create additional turbulence?
- How long is Green Lake? The audience responded that the ski course is 800' long and the path of the boats is 2,000' long.

The Chair stated that the Board will discuss the policy change and make a recommendation to the Superintendent at its October 9 meeting and those who are interested in this policy will be notified of their

recommendation. [Note: the Board is advisory to the Superintendent, who will make the final decision.] If Commissioners have additional questions, please submit them directly to Ms. Hoff.

Briefing: Cheshiahud Lake Union Loop

David Graves, Seattle Parks' Planning Manager, briefed the Board on progress on the Cheshiahud Lake Union Loop Trail. Commissioners also received a written briefing, included in the minutes. The Board will hold a public hearing on the direction the Department is taking on the Trail at its October 9 meeting and make a recommendation to the Superintendent at its October 23 meeting.

Written Briefing

Requested Board Action

This is the second briefing on the Cheshiahud Lake Union Loop project. The Board of Park Commissioners was last briefed on the project on April 24, 2008. No action is requested at this time. [Note: the attachments referenced in the briefing paper are not included in the minutes.]

Project Description and Background

The Mayor included $1 million in Parks' 2008 CIP for the Lake Union Loop. The vision for the loop is a seamless urban loop experience that affords pedestrians and cyclists the opportunity to circumnavigate Lake Union and take advantage of associated parks, street ends, other natural features, and the neighborhoods that abut the lake. The original idea for the loop came from the Seattle Parks Foundation's Bands of Green report. The original 1990 Bands of Green report was inspired in part by the 1903 Olmsted Plan for an emerald necklace of parks, boulevards, and trails throughout the City of Seattle. In February 2007, the Parks Foundation published the new Bands of Green, a plan for the continuing development of trails, boulevards, and linear parks in Seattle.

One of the ideas to come out of this updated report was the concept for a loop around Lake Union to connect Lake Union and Gas Works Parks, and the many pocket parks, street ends, and waterways that ring the lake. The loop currently exists today – it is a conglomeration of distinct segments such as the widened sidewalk along the businesses on Westlake Avenue on the west side of lake Union; the Burke-Gilman Trail across the north of Lake Union; and Fairview Avenues East and North along the east side of the lake.

There are two significant construction projects associated with the loop:

- Improvement of the approach to the south end of the Fremont Bridge from Westlake being done by the Seattle Department of Transportation (SDOT) as part of their sidewalk program; and
- A new sidewalk connection to get from the Burke-Gilman Trail up to Peace Park and the University Bridge being done by Parks as part of the Peace Park project.

Both projects are currently under construction.

SDOT has installed wayfinding signs around Lake Union directing people along the loop and to points of interest and services around the loop (See attached signage photo). Signage is based on the City's Center City Wayfinding project and is similar to what has been installed in Freeway Park. In addition, there will be a small hand out size map that is currently in the final phase of design and will be available to the public later this fall. (Draft sample attached)

The City is taking a four-pronged approach to making the loop a reality. First, the loop corridor was determined based on existing identified routes on the City Bicycle Map, which includes pedestrian routes where bicycles are allowed, and using public rights of way. The Westlake Avenue, Burke-Gilman and Fairview Avenue corridors are all identified routes on the City's map. Second, wayfinding signage has been installed throughout the corridor to identify not only the loop itself but also parks, waterways and street ends around the lake. Third, spot improvements and two larger construction projects at the approaches to the Fremont and University Bridges are

being undertaken. Finally, the remaining significant component of the project for 2008 is the preparation of a Master Plan for the loop. The focus of the Master Plan is to give the loop an overall element of consistency while maintaining the integrity and unique nature of each distinct segment. This Master Plan will be subject to review by the Design Commission and review and recommendation by the Board of Park Commissioners. The Master Plan will provide recommendations and direction for capital projects in 2009 and beyond that will further improve and enhance the loop.

Public Involvement Process

There have been two public open houses/workshops to date. The first meeting was held on June 17 and was attended by over 100 people. This meeting provided an opportunity for staff to present the overall project (See attached fact sheet) and afforded members of the public the opportunity to highlight areas of the loop that presented challenges and opportunities. Based on the comments collected at the June meeting, our consultant, MacLeod Reckord, began the preparation of the draft master plan for the loop. The second meeting was held on September 11. At this second meeting, MacLeod Reckord presented alternate concepts for segments of the loop where there is more than one option. (See attached graphics). We also presented a comprehensive wayfinding system and means of identifying the loop as a unique element of the City's pedestrian and bicycle network.

We have also been working with an ad hoc advisory group composed of representatives from the Eastlake, Wallingford, Fremont and South Lake Union neighborhoods, marine business, the floating homes community and the Pedestrian and Bicycle Advisory Boards. The purpose of this advisory group will be to assist City staff and the consultant in working through issues and encouraging public participation.

Meetings are advertised using a variety of print and electronic media; comments have been received throughout the process and are incorporated into the master plan. The second presentation to the Design Commission is scheduled for October 2. The final public meeting will be held in late November or early December to present the final master plan.

Issues

Overall, the public is generally very supportive of the project. The public meetings are the opportunity for the public to understand how the loop will work and what any potential impacts might be. There will be issues associated with the loop alignment along portions of Fairview Avenue, pedestrian/bicycle/business conflicts along Westlake and any potential loss of parking.

Environmental Sustainability

The Master Plan will identify opportunities for natural drainage. The loop itself affords people a new opportunity for recreation and portions may serve as a slow speed bicycle commute option for less experienced cyclists.

Budget

The 2008 CIP provides $1 million for Phase 1 of the project which includes the Master Plan, signage and wayfinding and other improvements such as the Fremont bridge approach and the connection to Peace Park. Recommendations from the Master Plan will be undertaken in subsequent phases, likely funded as future CIP projects

Schedule

Signage has been installed; some improvements are under construction and will be completed by fall 2008. The draft Master Plan will be ready for review by September 2008 and the Final by December 2008**.**

Additional Information

David Graves; ph.: 206.684.7048; e-mail: david.graves@seattle.gov. There is a project website: http://www.seattle.gov/parks/LakeUnionLoop/

Verbal Briefing

Mr. Graves introduced himself and Terry Reckord, of MacLeod Reckord, consultants for this project and gave an update of the work on this project since the Board's last briefing on April 24, 2008. Commissioners were shown a number of large maps of the trail route and Mr. Reckord and Mr. Graves pointed out and explained various sites to the Commissioners and reviewed information in the written briefing paper.

They reported that the wayfinding signs have been installed, the Westlake sidewalk is under construction and the Peace Park connection is being developed. A second workshop was held two weeks ago, with 70 people in attendance and a number of good comments received. The draft design will go before Seattle Design Commission next week, followed by a public hearing by the Park Board on October 9.

Board Discussion

Responding to a question from Commissioner Barber on whether Edwards Street is included in the project review, Mr. Reckord answered that it is. Edwards Street ends at a small area that isn't public property. There was some discussion about the permits that are currently issued to the property owner. If an agreement cannot be worked out with him for the Trail to cross the property, one alternative is to build a floating walkway around the private property.

Commissioner Ramels asked when Phase I of the project is scheduled for completion and whether the scope of work has been developed for Phase II. Mr. Graves answered that Phase I, which has $1 million in funding, is scheduled to end this year. Work completed during this phase has included the wayfinding signs by Seattle Department of Transportation and construction of two sidewalk pontoons. Phase II is scheduled for 2009-2010 and its scope of work will be developed from the approved Cheshiahud Trail Master Plan.

Commissioner Larsen asked if the project will include any public art and Mr. Graves answered that the project qualifies for 1% for Art funds, but those funds had been re-directed to South Lake Union Park. Mr. Reckord noted that the Eastlake Community's public art design is walking fish. Commissioner Larsen suggested that staff work with the communities on a public art solution that will tie the Trail and communities all together and do this before the Master Plan is completed. Mr. Graves agreed and stated that this is a great idea.

Commissioner Holme asked if traffic studies are being used in the Trail design. He referred to site #2, Minor Avenue, on the maps and voiced concerns with pedestrians and vehicles sharing space in that area. He has worked on construction projects near that site and it has very heavy vehicle use. Mr. Reckord responded that previous traffic counts are being used. However, one thought is to make Minor Avenue the primary street and use the streets nearest to it for traffic calming. Commissioner Holme asked if new traffic studies will be performed when the Master Plan becomes more site specific and Mr. Reckord agreed.

Commissioner Kostka asked if staff will design the Trail to make it easy for people in downtown Seattle to get to it. Mr. Graves answered that this is being included in the Master Plan in the way of bike lanes, the Trolley, boardwalks on the shoreline, and other means of accessing the Cheshiahud Trail and Lake Union.

Commissioners thanked Mr. Graves and Mr. Reckord for the briefing. The Board will hold a public hearing on the project at its October 9 meeting.

Old/New Business

Park Naming Policy: Commissioners are currently reviewing the policy. Commissioners Ranade and Barber will bring suggested changes to the October 23 meeting for discussion. Commissioner Ranade stated that they are recommending little change to the policy.

Committee Reports: Board members serve on a number of committees. Commissioner Ramels is the Board's representative to the Associated Recreation Council. She will forward a report to the Commissioners via e-mail. Commissioner Holme represents the Board on the Pro Parks Levy Oversight Committee and noted that its next meeting is scheduled for Monday, September 29.

There being no other new business, the meeting adjourned at 9:00 p.m.

APPROVED: _____ DATE_____

Terry Holme, Acting Chair
Board of Park Commissioners

CHESHIAHUD LAKE UNION LOOP

CROSSING FREMONT BRIDGE

Pedestrians:
use east side of bridge

Bicycles:
northbound use east side;
southbound cross Fremont Ave to use west side, then cross again to continue on trail.

CROSSING UNIVERSITY BRIDGE

Pedestrians:
use west side of bridge

Bicycles:
southbound use west side;
northbound use east side, then follow pathway to the east and loop under bridge onto NE 40th St.

LEGEND

- Lake Union Loop
- trail continuations
- streetcar line
- point of interest
- viewpoint
- restrooms
- shopping and services
- natural area
- hand-carried boat launch
- M motor or hand-carried boat launch
- heels
- wheels

1/4 mile
1/4 kilometer

ENTIRE LOOP IS 6.2 MILES / 10 KILOMETERS

City of Seattle