

Appendix A  
RapidRide Roosevelt Project  
Scoping Report

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FINAL REPORT

# RAPIDRIDE ROOSEVELT PROJECT SCOPING REPORT

*Prepared for*

Seattle Department of Transportation



**Seattle**  
Department of  
Transportation

March 2019 (Updated January 2020)

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# ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
EA	Environmental Assessment
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
KCM	King County Metro
NEPA	National Environmental Policy Act
PBL	protected bicycle lane
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
TPSS	traction power substation
WSDOT	Washington State Department of Transportation

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# 1. INTRODUCTION

Early and continuing coordination with the general public, agencies, and tribes is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. To begin this process of engagement, the Seattle Department of Transportation (SDOT) and the Federal Transit Administration (FTA) conducted scoping from December 4, 2017, to January 12, 2018, for the RapidRide Roosevelt Project. The scoping process provides an initial opportunity for interested agencies, tribes, and members of the public to comment on the purpose and need, alternatives to be studied, and issues to be addressed in the National Environmental Policy Act (NEPA) Environmental Assessment (EA).

## 1.1 Project Overview

SDOT, in cooperation with FTA, is proposing the RapidRide Roosevelt Project. King County Metro is a funding partner and the transit agency operator. The project would provide electric trolley bus rapid transit service along a 6-mile corridor between Downtown Seattle and the Roosevelt neighborhood in northeast Seattle. The RapidRide Roosevelt Project would also serve the Belltown, South Lake Union, Eastlake, and University District neighborhoods.

The RapidRide Roosevelt route extends from Third Ave in downtown Seattle to NE 65th Street; however, project improvements would only be provided north of Third Ave along Virginia and Stewart Streets to the northern end of the route and would include:

- 26 new RapidRide stations (13 for each direction of travel) from Third Ave to NE 65th St with service south to 9 existing stations along Third Ave in Downtown Seattle to the International District. Stations would be identifiable as part of the RapidRide system and include real-time arrival information and off-board payment.
- New poles and overhead wires added north of the University Bridge to power trolley buses.
- A new traction power substation or TPSS (source of electric power) in the northern portion of the project.
- Northern bus layover options, where buses would park between runs.
- Protected bicycle lanes along 11th/12th Avenues NE, Eastlake Ave E, and Fairview Ave N.
- Sidewalk improvements to meet Americans with Disabilities Act (ADA) accessibility requirements.
- Intersection upgrades to improve safety for pedestrians accessing the stations, including sidewalk repairs and crosswalk striping.
- Paving along sections of 11th and 12th Avenues NE and Eastlake Ave E.

Bus service will be provided along Third Ave south of Virginia and Stewart Streets using existing RapidRide stations. Figures 1-1 illustrates the proposed RapidRide Roosevelt route.

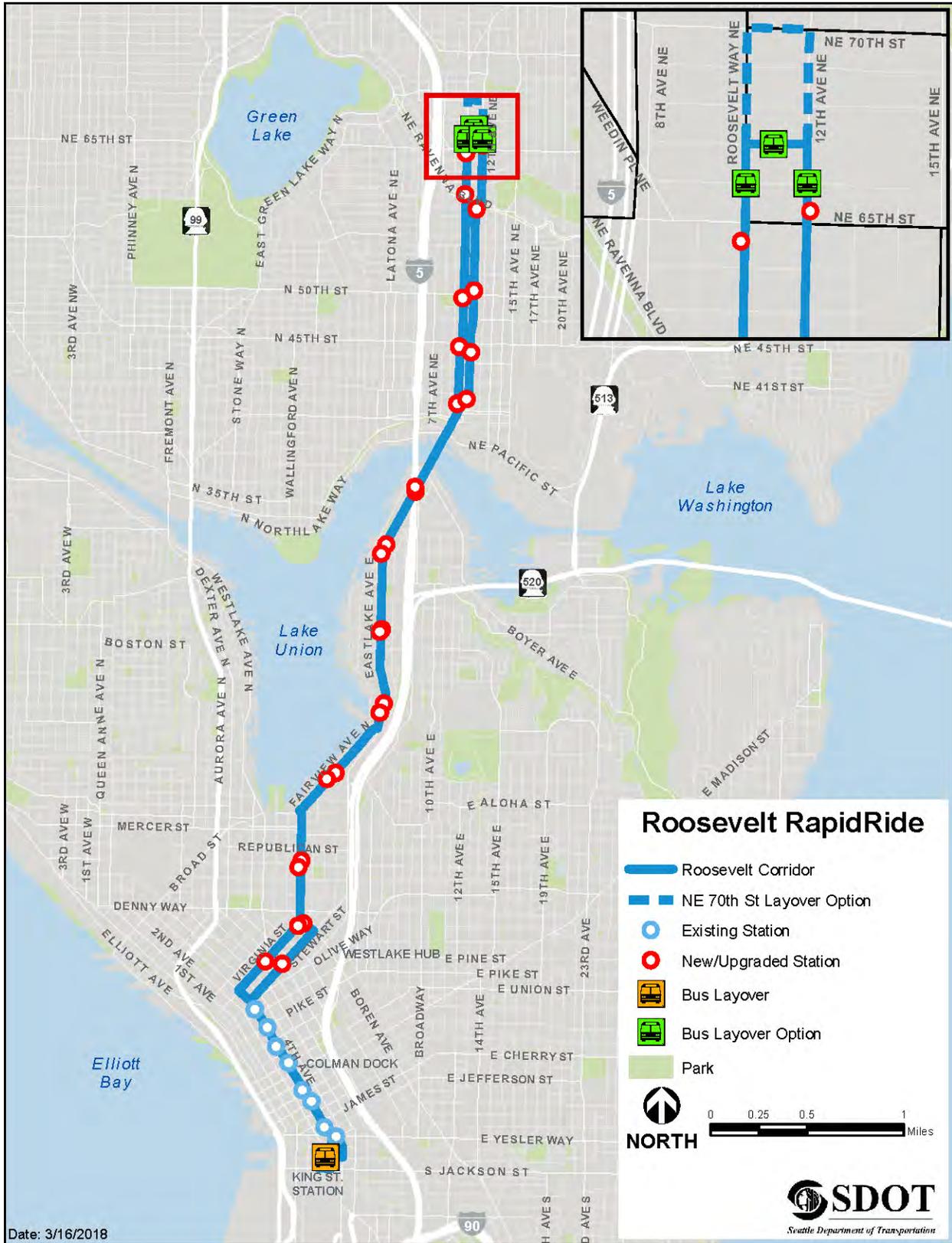


Figure 1-1 RapidRide Roosevelt Corridor

## 2. SCOPING PROCESS

### 2.1 Overview of Scoping Process

The RapidRide Roosevelt Project is seeking funding from the FTA's Small Starts program and must comply with NEPA requirements to sufficiently evaluate the project merits and possible environmental impacts. FTA determined that the appropriate environmental documentation for the RapidRide Roosevelt Project is an EA. To begin the environmental process, SDOT and FTA initiated project scoping to inform agencies, tribes, and the public about the project and the project purpose and need, as well as to develop a two-way conversation about the range of issues to be addressed in the environmental document and potential concerns related to the proposed project.

A 40-day comment period began on December 4, 2017, and ended on January 12, 2018. The public, agencies, and tribes were invited to comment on the project purpose and need, alternatives, and issues to be addressed in the EA during that time. Two scoping meetings were held, one for agencies and tribes and another for the community, businesses, and residents. The meetings provided an opportunity to receive in-person information on the project's design and to discuss potential environmental impacts.

### 2.2 Notification Process

A number of methods were used to inform agencies, tribes, and the public of the scoping period and meetings. Appendix A, Scoping Materials, provides copies of notifications and some of the materials used for the meetings.

Notifications for meetings included the following methods:

- Approximately 43,000 notices (project mailers) were sent to residents and businesses within 0.25 mile of the project corridor, from the International District to the Roosevelt neighborhood, prior to the start of scoping. These mailers provided information on the time and location of the scoping meeting, background on the project, access to the project website, and information on how to provide comments and be involved in the project. The project mailer included information in Spanish, Chinese, Korean, and Arabic on how to receive translated materials. No requests for translated materials were received.
- Legal notices were posted in the *Seattle Daily Journal of Commerce* and the Washington State Department of Ecology and City of Seattle State Environmental Policy Act (SEPA) registers.
- Email updates were sent to SDOT's collected project stakeholder and interested parties list to announce the public scoping period and public scoping meeting prior to the beginning of the scoping period, and again on the day of comment period opening.
- Scoping materials were made available at the Central Public Library (1000 4th Ave) and the University Branch Public Library (5009 Roosevelt Way NE).

Scoping period materials and notices of the public scoping meeting were posted on the project website at <https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride/roosevelt-rapidride>.

## 2.3 Public and Agency/Tribal Scoping Meetings

Two scoping meetings were held in December 2017. A public scoping meeting and an agency/tribal scoping meeting were held during the scoping period. The public scoping meeting was held on December 11, 2017 (5 PM to 7:30 PM) at the Silver Cloud Inn (1150 Fairview Ave N) in the Eastlake neighborhood in Seattle. The agency/tribal scoping meeting was held on December 13, 2017 (2 PM to 4 PM) at the Seattle Municipal Tower (700 5th Ave, Seattle). Notification of scoping meetings was sent before the scoping period started and were received about 10 days prior to the scoping meetings. The agencies, tribes, and public were asked to provide comments on the project's purpose and need, alternatives to be studied, and issues to be addressed in the EA. Agencies and tribes were also asked to comment on a draft coordination plan.

## 3. AGENCY/TRIBAL SCOPING

### 3.1 Agencies and Tribes Invited to Participate

SDOT and FTA invited 15 agencies and 6 tribes to participate in the scoping process. Appendix B, Agency and Tribal Coordination Plan, provides details on agency and tribe roles and responsibilities in the RapidRide Roosevelt Project. The agencies and tribes invited to participated were:

- King County Metro Transit (KCM)
- Federal Highway Administration
- U.S. Environmental Protection Agency, Region 10
- U.S. Coast Guard Thirteenth District
- U.S. Fish and Wildlife Service
- National Marine Fisheries Service (NOAA Fisheries)
- U.S. Department of Housing and Urban Development, Region 10
- Washington State Department of Archaeology and Historic Preservation
- Seattle Parks and Recreation
- Seattle City Light
- Seattle Department of Neighborhoods (Historic Preservation)
- Washington State Department of Transportation (WSDOT)
- Sound Transit
- Community Transit
- University of Washington, Commute Options & Planning
- Washington State Department of Ecology, Northwest Region – SEPA Unit
- Muckleshoot Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe
- The Tulalip Tribes of Washington
- Confederated Tribes and Bands of the Yakama Nation
- Duwamish Tribe

### 3.2 Agency/Tribal Scoping Meeting

The agency/tribal scoping meeting was on held on December 13, 2017, at the Seattle Municipal Tower. Agencies that attended the meeting included KCM, Sound Transit, and WSDOT. During

the meeting, agencies received an overview of the project and the opportunity to ask questions about the project and studies intended for the development of the EA.

Comments on the project were received from the U.S. Coast Guard, WSDOT, Community Transit, KCM, and the Muckleshoot Tribe. Appendix C, Agency and Tribal Comments, includes copies of the letters and emails received. At the meeting, WSDOT provided its comments in person. The Muckleshoot Tribe contacted FTA by phone to provide its comment. The following summarizes these comments:

#### **U.S. Coast Guard**

- The Coast Guard regulates the University Bridge drawbridge, which is on the RapidRide Roosevelt Project route and, therefore, any changes influencing the bridge operating schedule need to go through the Coast Guard for approval.
- There is an existing Coast Guard permit for the bridge, and if structural changes are proposed to the bridge, they would need to be permitted through the Coast Guard.

#### **WSDOT**

- WSDOT would like SDOT and FTA to share the annotated outline of the NEPA EA with agencies.
- WSDOT has previously experienced issues with migratory birds at the Ship Canal Bridge; therefore, WSDOT recommends that the RapidRide Roosevelt Project investigate this issue for bridges along the project corridor (e.g., University Bridge).
- WSDOT will be adding ramp metering signals on Mercer St at the entrance to Interstate 5. The timing on the installation is not yet clear, but the RapidRide Roosevelt Project will need to coordinate with WSDOT.

#### **Community Transit**

- Impacts to revenue service would likely be minimal since Community Transit is not currently planning to run any feeder service to the RapidRide service.
- Community Transit is concerned about how the project deadheads, recirculating buses, and layover areas may affect their service. The design of the stations and operations, especially in the vicinity of Roosevelt Way NE and NE 45th and 50th Streets, could create significant constraints on the deadheads and layovers for existing service. However, once Sound Transit's Link light rail is completed to Northgate, Community Transit service to the University District might end and it would no longer be an issue.
- Community Transit requests to be engaged in EA reviews to assist in providing more specifics and clarification about overlapping service concerns.

#### **King County Metro**

- KCM suggests that transit speed and reliability should be the main performance metrics in comparing alternatives.
- Bus turn movements and turning radii are critical operational considerations and should be included in the descriptions of alternatives.

- KCM requests the RapidRide Roosevelt alternatives evaluate a mixture of parking and bicycle lane assumptions rather than just a Build versus No Build evaluation, since it may not be feasible to remove parking or add bicycle lanes in some parts of the alignment. Any reductions in space available for transit operations will reduce bus speed and reliability, and this needs to be measured to help inform the decision process.
- KCM cautions that close attention must be paid to design assumptions that affect bus movements, particularly for cross-lane merging situations.
- KCM requests that layovers be strategically located and include comfort stations for drivers.

**Muckleshoot Tribe**

- The Tribe noted that fish have been dying at the bridge crossings due to electrical discharge into the water and provided an example at the Interstate 90 bridge.

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## 4. PUBLIC SCOPING

### 4.1 Public Scoping Meeting

SDOT hosted a public scoping meeting on December 11, 2017, at the Silver Cloud Inn (1150 Fairview Ave N, Seattle) from 5 PM to 7:30 PM.

Approximately 37 people attended the public scoping meeting. At the meeting, informational posters and a roll-plot of the project improvements were displayed. The posters included information on Seattle's RapidRide Expansion Program, the RapidRide Roosevelt Project purpose and need, the proposed Build Alternative in the EA, and the preliminary range of environmental topics to be evaluated. Appendix A, Scoping Materials, provides copies of the posters used at the public scoping meeting.

Comment cards were available for the public to submit written comments. Project staff were stationed around the meeting room to address questions from the public. For those unable to attend the meeting, SDOT posted materials on the project website (<https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride/roosevelt-rapidride>). The website also provided a link, email address, and mailing address where interested persons could provide written comments during the scoping period.

### 4.2 Summary of Comments Received

During the scoping period, there were 141 commenters. Of these 141 commenters, 25 were businesses and 116 were individuals, which included the Eastlake Community Council and Cascade Bicycle Club. The following subsections provide summary information on comments received during the scoping process, including those received up to 7 days following the close of scoping period. Appendix D, Comments Received During Scoping, provides copies of all comments received.

#### 4.2.1 Overview of Comments Received During Scoping

Of the 141 commenters, 23 commenters provided comments at the public scoping meeting and 118 provided comments via email. A number of the commenters had more than one comment, and Table 4-1 identifies key comment categories and the number of comments received in each category. In total, there were 210 comments within the 10 key comment categories identified in Table 4-1. The majority of the comments (132 comments) were related to the potential loss of parking, to the addition of protected bicycle lanes, and to expressions of support or opposition to the project as a whole. There were 36 comments received that suggested alternatives and design changes. Appendix D, Comments Received During Scoping, provides a complete set of comments received during the 40-day scoping period, including a summary of those received up to 7 days following the scoping period.

**Table 4-1 Key Comment Categories**

COMMENT CATEGORY	NUMBER OF COMMENTS IN THE COMMENT CATEGORY
<b><i>PARKING IMPACT COMMENTS</i></b>	
Expresses general concern over loss of on-street parking	39
Expresses concern that parking impacts will affect businesses	34
<b><i>PROTECTED BICYCLE LANE COMMENTS</i></b>	
Supports protected bike lanes	35
Expresses concern about project impacts on bicycle safety	15
Opposes new protected bike lanes	12
<b><i>ALTERNATIVES/DESIGN COMMENTS</i></b>	
Suggests adding a protected bike lane on Eastlake/farther south	28
Expresses concern that bus stops are too far apart; wants to preserve current stops	15
Provides suggestions related to alternatives design	8
<b><i>PROJECT SUPPORT/OPPOSITION/OTHER</i></b>	
Supports the project	17
Opposes the project	7
<b>TOTAL</b>	<b>210</b>

## 4.2.2 Public Comment Summary

There were several commenters who expressed general support for the project, some specific suggestions about modifications to the project, or the analysis of the project. Comments about the RapidRide service were supportive of the proposed improvements in bus reliability and speed. Many commenters voiced support for better transit service in Eastlake, and they were opposed to reducing the number of stops on Eastlake Ave E. Of the seven comments received that expressed opposition to the project, reasons identified included removal of existing stops, increased walking distance to stops, and increased loading times at individual stops when stations are more spread out compared to existing conditions. These concerns were also noted to be potential additional challenges for disabled bus riders. Several commenters also requested bringing back KCM Routes 66 or 25, or maintaining the existing Route 70 in addition to adding the RapidRide line. Increasing frequency on Route 70 was also suggested. Another comment

noted the need to ensure paving associated with the project is not short-term since only two-inches would be replaced and avoid impacts to planters in the median. One comment noted the need to prepare an environmental impact statement instead of an environmental assessment and to include additional alternatives in the environmental review.

The remainder of this section provides detail on the most frequently mentioned comment categories. These comments reveal specific concerns that will be further reviewed in the environmental review process.

#### **4.2.2.1 Parking Impact Comments**

The most mentioned concern received from residents and business owners in the Eastlake neighborhood, including the Eastlake Community Council, related to the loss of on-street parking along Eastlake Ave E. There were 73 comments received related to parking, with all but one related to the parking impacts in the Eastlake neighborhood. Commenters noted that increased development density with minimal parking required has already stressed the existing on-street parking along Eastlake Ave E and on the side streets in the Eastlake neighborhood. One comment suggested replacing lost on-street parking with off-street parking.

Twenty-three businesses commented on the effects of the loss of parking on deliveries, pick-ups, employee parking, and customer parking, which would in-turn affect the viability of their business. Many are already experiencing challenges in finding parking for employees and customers. Thirty-nine residents were concerned about the loss of parking for their personal vehicles, visitors, deliveries, businesses, and service providers.

#### **4.2.2.2 Protected Bicycle Lane Comments**

There were 62 comments related to the protected bicycle lanes (PBLs). Many commenters stated either support (35 comments) or opposition (12) to the addition of PBLs. The majority of PBL advocates support them for the full length of the project corridor. Most of the comments supporting the PBLs described current challenges and safety concerns for bicyclists in the project corridor. There were 15 comments related to bicycle safety along the corridor. The majority of the 12 comments opposed to the PBL were opposed due to the loss of parking, and some stated that if the PBL could be built without removing parking, they would support it. Others suggested moving the PBL in the Eastlake neighborhood to other parallel roads, such as Fairview Ave E.

#### **4.2.2.3 Alternatives/Design Comments**

There were 51 comments regarding alternatives for transit and the PBLs. Some commenters suggested design changes and additional alternatives to consider for the transit service and the PBLs. Suggestions for alternatives included having buses bypass Fairview Ave N and go directly to Eastlake Ave E to travel to and from downtown Seattle, building a tunnel under Eastlake Ave E, and designating transit-only lane north of the University Bridge. Other suggested alternatives included extending the project corridor to Northgate, moving the route to University Way or 15th Ave NE, and having the project corridor terminate at the University Bridge or E Lynn St. Another comment suggested that instead of the Roosevelt corridor, RapidRide should extend to the east to Sandpoint. Some commenters thought that the frequency of KCM Route 70 should be increased instead of constructing the project, and that a decision on the project should be delayed until the Sound Transit Link extension to Northgate is

open and the need for the project should be reassessed at that point. Fifteen commenters expressed that the design of the project increases the spacing between stations too much beyond existing conditions. One commenter noted that the northern layover should use either NE 68th, 69th, or 70th Streets instead of NE 67th St. Comments regarding design changes for the PBLs suggested the inclusion of PBLs along the entire project corridor and along alternative routes, as well the addition of connectors to other bicycle facilities.

#### **4.2.2.4 Environmental Analysis**

Environmental issues of concern listed in the scoping comments included:

- Traffic impacts
- Water quality
- Air quality
- Noise impacts
- Loss of vegetation
- Impacts from loss of parking (economic and neighborhood impacts)
- Pedestrian and bicycle access and safety

### **4.2.3 Comments Received after the Close of the Scoping Period**

After the scoping period had closed, SDOT received comments from an additional 13 commenters, through January 19, 2018. The scoping summary does not include these comments, but the information received is included in Appendix D, Comments Received During Scoping. Comments included concern over loss of parking, support for the project, and concerns during construction related to air quality and noise.

## 5. NEXT STEPS

The comments received during the scoping process will be considered by SDOT and FTA in the refinement of the project and the environmental analyses which will be completed in the NEPA EA. The EA will evaluate impacts that may occur during construction and operation of the RapidRide Roosevelt and will identify measures to avoid, minimize, or mitigate negative effects.

A 30-day comment period will follow issuance of the EA. After the close of the comment period, SDOT and FTA will review the comments. FTA will then determine whether to issue a Finding of No Significant Impact (FONSI). Issuance of a FONSI would conclude the NEPA process, or, conversely, if the EA demonstrates that the project would result in a significant impact on the environment, FTA would decide whether to issue an environmental impact statement. It is anticipated that FTA will issue an EA in 2018 and that FTA will issue a decision on the FONSI in early 2019.

If a FONSI is issued, SDOT will continue to develop the project design. SDOT and FTA will also continue to coordinate with agencies and tribes consistent with the Agency and Tribal Coordination Plan and will provide updates to the public on the project via the project website, email updates, and subsequent public meetings.

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# Appendix A

## Scoping Materials

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**ROOSEVELT RAPIDRIDE PROJECT**  
**YOU'RE INVITED**  
**ENVIRONMENTAL SCOPING MEETING**  
**Join us December 11, 2017**



**SEE INSIDE FOR MORE DETAILS**



**See inside for more details and how to get involved.**

FTA and SDOT are conducting a NEPA Environmental Assessment for the proposed Roosevelt RapidRide Project. The agencies are initiating a scoping period to solicit your input in identifying issues to be studied in the environmental document and any significant issues related to the proposed project.

**ROOSEVELT RAPIDRIDE**

P.O. Box 34996  
Seattle, WA 98124-4996



# ROOSEVELT RAPIDRIDE PROJECT

The Seattle Department of Transportation (SDOT) and the Federal Transit Administration (FTA) are proposing the Roosevelt RapidRide Project in collaboration with King County Metro. The project will provide electric trolley bus rapid transit (BRT) service between downtown Seattle and the Roosevelt neighborhood in northeast Seattle. The Roosevelt RapidRide Project will also serve the South Lake Union, Eastlake, and University District neighborhoods.

Over the next year, SDOT will be developing a National Environmental Policy Act (NEPA) Environmental Assessment for the proposed Roosevelt RapidRide Project. To begin the environmental process and provide information about the project, SDOT and FTA have initiated a scoping period to solicit stakeholder input, help determine issues to be addressed in the environmental document, and identify any significant issues related to the proposed project. The timeframe for public comment on scoping is December 4, 2017 to January 12, 2018.

## TELL US WHAT YOU THINK

### SCOPING PERIOD:

December 4, 2017 - January 12, 2018

Written comments should be addressed to:

Sandra Gurkewitz  
Senior Environmental Planner  
Seattle Department of Transportation  
PO Box 34996, Seattle, WA 98124-4996  
or [RapidRide@seattle.gov](mailto:RapidRide@seattle.gov)

To be considered during the scoping period, comments must be turned in by 5 PM on Friday, January 12, 2018.

## WAYS TO GET INVOLVED

We're also holding a public meeting to provide an opportunity for members of the public to comment:

**December 11, 2017, 5 - 7:30 PM**

(Drop in anytime)

Silver Cloud Inn, 1150 Fairview Ave N  
Eastlake AB Room

Location accessible via transit by Seattle Streetcar and King County Metro Route 70. Limited on-site parking available.

Reference materials are available at the Central Public Library (1000 4th Ave), at the University Branch (5009 Roosevelt Way NE) and on the project website at [bit.ly/RapidRideRoosevelt](http://bit.ly/RapidRideRoosevelt)



Proposed Roosevelt RapidRide alignment

## CONTACT US FOR INFORMATION ABOUT THE MEETING

[RapidRide@seattle.gov](mailto:RapidRide@seattle.gov) | (206) 684-5189

Project website: [bit.ly/RapidRideRoosevelt](http://bit.ly/RapidRideRoosevelt)

If you need this information translated, please call (206) 684-5189

Si necesita traducir esta información al español, llame al (206) 684-5189.

如果您需要此信息翻譯成中文 請致電 (206) 684-5189.

이 내용의 번역본이 필요하신 경우 (206) 684-5189 으로 연락하시기 바랍니다.

إذا كنت تحتاج الي هذه المعلومات ان تكون مترجمة. ارجوك اتصل (206) 684-5189

# Seattle RapidRide Expansion Program



## What is bus rapid transit?

- Bus rapid transit (BRT) is a bus service that combines the capacity and speed of light rail with the flexibility, lower cost, and simplicity of a bus system.
- RapidRide is King County's bus rapid transit system. There are currently 3 RapidRide lines in Seattle: the C, D, and E lines.
- SDOT and King County Metro are partnering to deliver RapidRide lines in Seattle.
- Roosevelt is 1 of 7 new RapidRide corridors in Seattle included in the voter-approved Levy to Move Seattle in 2015.
- Roosevelt RapidRide will provide electric trolley bus rapid transit service.

### DEDICATED BUS LANES

Bus-only lanes separate buses from traffic, increasing speed and reliability.



### ENHANCED BUS STOPS

RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.



### OFF-BOARD FARE COLLECTION

Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.



### SPECIALIZED BUSES

RapidRide buses offer more capacity and lower floors for easier loading and unloading.



### SMART SIGNALS

Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.



### BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

Improvements to crossings, neighborhood greenways, and bike lanes will help people get to new RapidRide lines.



## Environmental scoping

SDOT is seeking federal funding from the Federal Transit Administration (FTA) to build this project. Therefore, SDOT must comply with requirements of the National Environmental Policy Act (NEPA) to evaluate project benefits and potential environmental impacts.

SDOT and the FTA will work closely over the next year to develop an Environmental Assessment (EA). To begin the environmental process, SDOT and the FTA are initiating scoping.



### WHAT IS SCOPING?

Scoping is a process for the community to provide comments on the Roosevelt RapidRide project's purpose and need, proposed action elements, and issues to be addressed in the EA.

# Environmental topics to be studied in the EA

SDOT and the FTA will study the project’s potential effect on the social, built, and natural environment and review the measures to avoid, minimize and if necessary, mitigate potential impacts to:

<b>TRANSPORTATION</b> Traffic Transit Pedestrian and bicycle movements Parking	<b>NOISE AND VIBRATION</b>
<b>HISTORIC AND ARCHAEOLOGICAL RESOURCES</b>	<b>ENVIRONMENTAL JUSTICE</b>
<b>CUMULATIVE IMPACTS</b>	<b>WATER RESOURCES</b>
<b>HAZARDOUS MATERIALS</b>	<b>SOCIAL AND ECONOMIC</b>
<b>PUBLIC SERVICES</b>	<b>PARKS AND RECREATION</b>

## Project purpose & need

The overall purpose of the Roosevelt RapidRide project is to improve transit travel times, reliability, and capacity. This will provide high-frequency, all-day transit service and enhance transit connections between Downtown Seattle and the Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods.

An additional purpose of the project is to improve pedestrian and bicycle connections, access to RapidRide stations, and improve safety along the corridor.

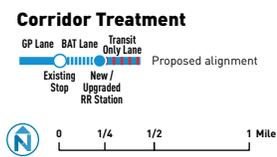
### The Roosevelt RapidRide project addresses the following transportation and community needs:

- Providing neighborhood connections to future LINK Light Rail Stations
- Reducing overcrowding on existing transit
- Providing transit services to support housing and economic growth
- Improving transit travel times and reliability throughout the corridor
- Improving pedestrian and bicycle safety and connections to transit



Route 70 Metro bus today

## Project alignment





## Project Improvements: Bus Layover Location Options

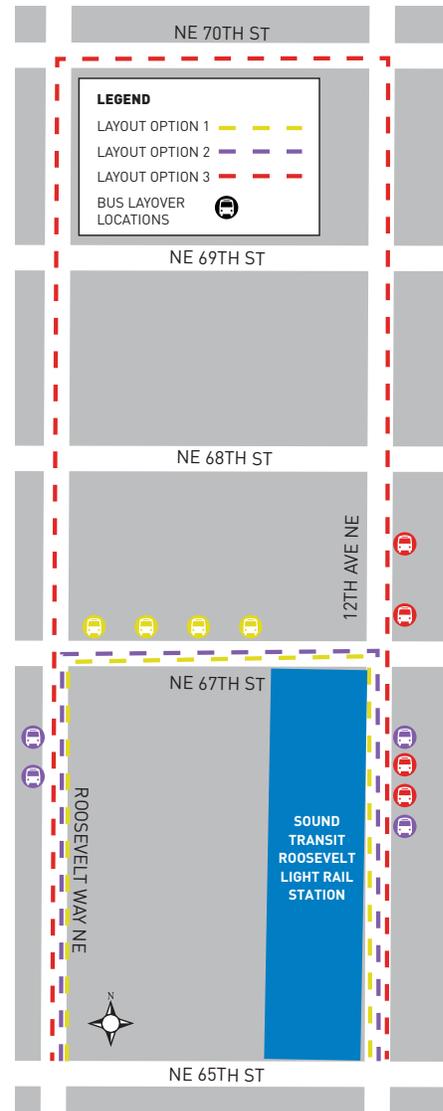
Layover areas are locations where buses park while transitioning service in a different direction. Layover areas provide a break for drivers and often include a driver comfort station onsite or at a nearby location.

### The three north-end layover locations under consideration are:

- Option 1: North shoulder of NE 67th St, for a turnaround at NE 67th St
- Option 2: NE 67th St between 12th Ave NE and Roosevelt Way NE
- Option 3: NE 70th St on 12th Ave NE between NE 66th St and NE 68th St



Typical bus layover locations



# Project Improvements: New Overhead Contact System and Traction Power Substation

- Roosevelt RapidRide buses will be powered by an overhead contact system (OCS), which allows buses to be zero emission vehicles.
- The OCS includes poles and wires.
- New poles and wire would be added north of the University Bridge, starting at Eastlake Ave E and NE 40th St, and along 11th Ave NE, 12th Ave NE, and Roosevelt Way NE, and potentially on NE 67th St or NE 70th St.
- The corridor from the University Bridge south would generally utilize existing OCS poles except for locations where the roadway intersection would be widened, requiring some poles to be replaced. No new poles or wires are proposed on the University Bridge.
- Poles would be located within the sidewalk and would be spaced typically 100 ft apart, or consolidated with traffic signals or lighting poles where possible.
- Electricity to run the OCS is generated through a traction power substation (TPSS). The exact location of the 13 ft by 21 ft TPSS will be identified during project design and evaluated in the EA.



*An existing Metro Trolley bus*

## Project Improvements: Bicycle and Pedestrian Access

Roosevelt RapidRide will improve access to transit for people walking and biking with the following project components:

- Protected bicycle lanes along 11th Ave NE, 12th Ave NE, Eastlake Ave E, and Fairview Ave N, connecting to existing bike facilities
- American Disabilities Act (ADA)-compliant curb ramps and ADA-compliant pedestrian push buttons and countdown pedestrian signal heads to control pedestrian traffic at intersections near station locations
- Intersection improvements, including sidewalk repairs and crosswalk striping



*Protected bike lane and pedestrian access on Roosevelt Way NE*

## Project Improvements: Transit Operations and Service

Proposed service frequency for Roosevelt RapidRide buses:

- Operate 24 hours a day
- 7.5-minute headways during morning and afternoon peak periods
- 10-minute headways during midday and until 10 PM on weekdays
- Weekend headways range from 10 to 15 minutes
- Overnight hourly service provided daily between 1 AM and 5 AM

Speed and reliability improvements:

- Enhanced signal system to provide priority to transit
- Transit-only and Business Access and Transit lanes at key locations

Roosevelt RapidRide will provide electric trolley bus rapid transit service.

Buses will be 60 ft long with front, middle, and back doors. ADA accessibility will be provided at the front doors.



*Red bus-only lane paint*



*An existing RapidRide station*

## Project Improvements: Parking and Loading Zones

To meet the project goals of providing speed and reliability for transit service, the project would remove on-street parking and vehicle loading zones in some areas of the corridor.

### Impacts are expected in the following locations:

Denny Triangle to South Lake Union:

- Virginia St, between 3rd Ave and Fairview Ave N
- Stewart St, between 6th Ave and Boren Ave
- Fairview Ave N, between Denny Way and Valley St

Fairview to Eastlake:

- Fairview Ave N, between Valley St and Eastlake Ave E
- Eastlake Ave E, between Galer St and the University Bridge

University District to Roosevelt:

- 11th Ave NE and 12th Ave NE between NE 41st St and NE 67th St
- At spot locations on Roosevelt Way NE between NE 41st St and NE 67th St

SDOT will evaluate parking impacts in the EA and look for opportunities to reduce the loss of on-street parking and loading zones as design moves forward.

## Project Improvements: Paving

This project will include concrete paving to replace existing asphalt at stations to support the weight of buses. In addition, the following range of paving improvements will be considered in the scope of the project based on existing conditions, need, and funding:

- Spot repairs
- Mill\* and overlay
- Full pavement replacement

A separate project would also mill and overlay 12th Ave NE from NE 67th St to Lake City Way NE.

\* Milling removes the top 2 inches of asphalt to minimize changes in roadway elevation and then overlays the roadway with 2 inches of new asphalt.

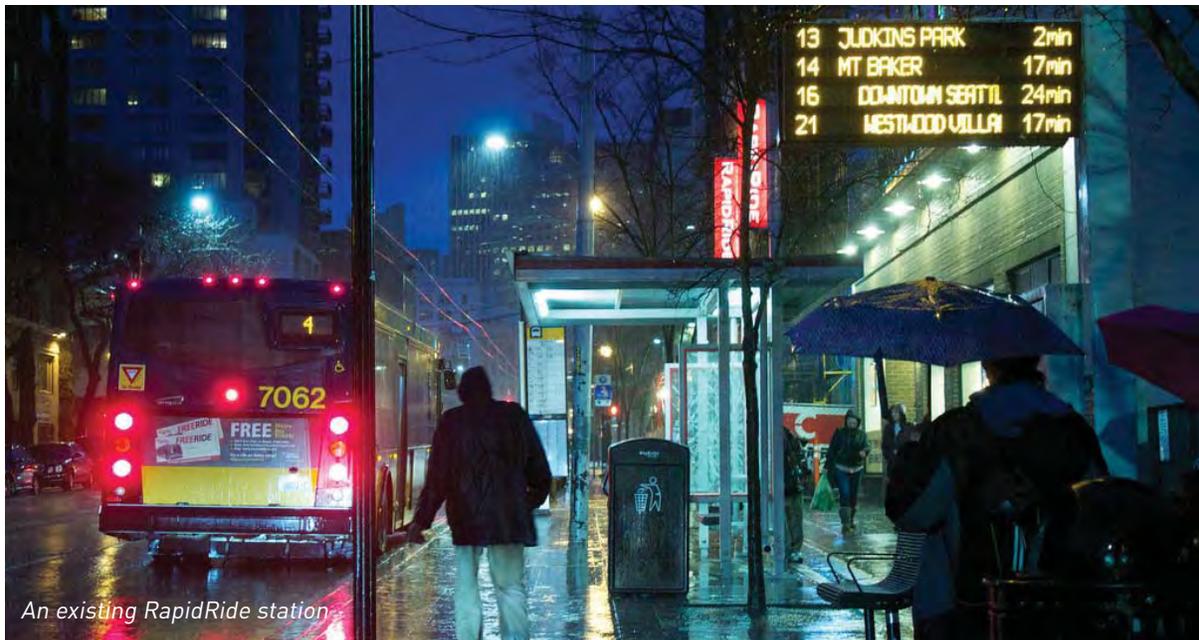
## Project Improvements: RapidRide Stations

Roosevelt RapidRide includes 26 new RapidRide stations, 13 in each direction from 3rd Ave in downtown Seattle to NE 65th St in Roosevelt. The line would service 9 existing stations downtown.

### Key features of RapidRide stations:

- Real-time arrival information
- Off-board fare collection
- Benches
- Pedestrian scale lighting
- Large shelter
- Signature signposts and route information maps

All stations would meet Americans with Disabilities Act (ADA) requirements.



## Construction

Project construction would require about 12-18 months to complete and would be phased.

Construction is planned to be limited to existing right of way but may require temporary construction easements.

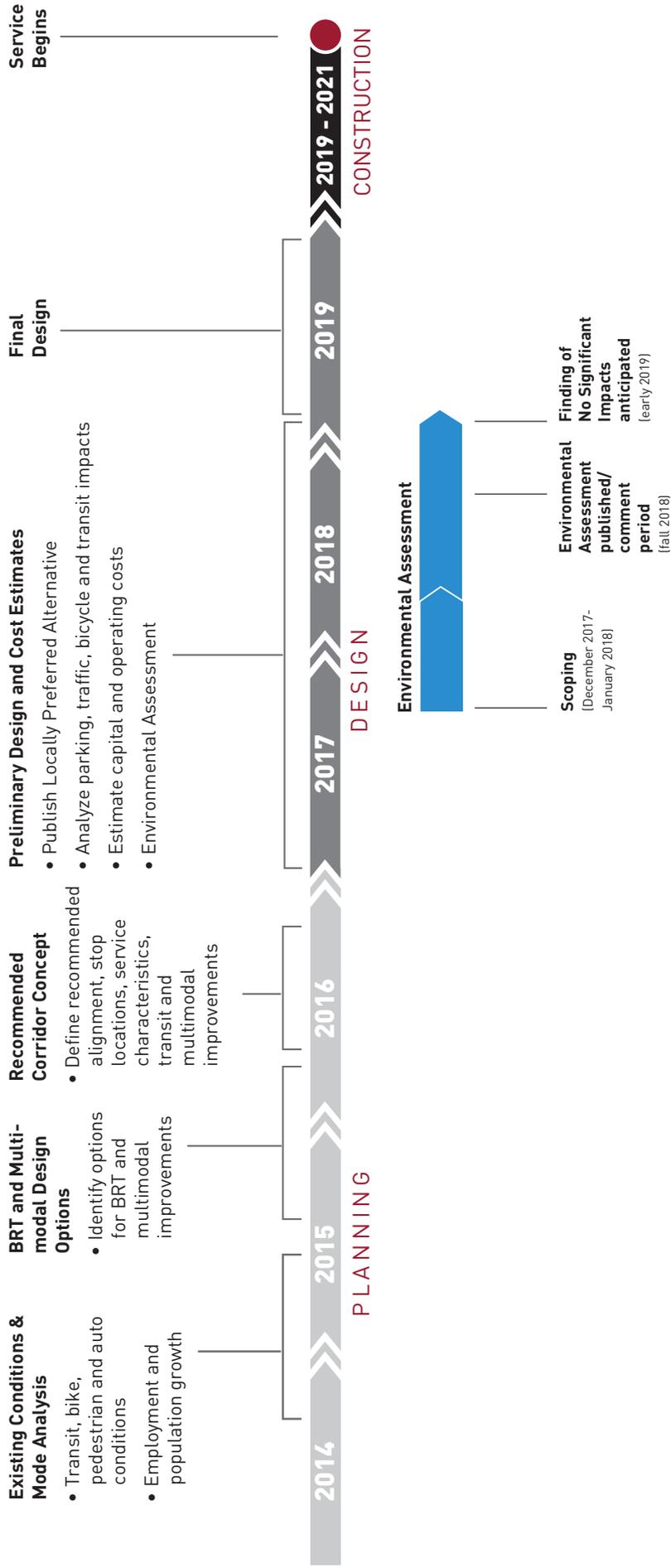
### **Potential temporary effects:**

- Loss of on-street parking
- Lane closures
- Transit stop relocations
- Street and sidewalk detours
- Noise and dust
- Visual impacts



# ROOSEVELT RAPIDRIDE PROJECT

## Project timeline



Seattle Department of Transportation



[www.seattle.gov/transportation/RapidRideRoosevelt](http://www.seattle.gov/transportation/RapidRideRoosevelt)

## Tell us what you think

What specific feedback do you have on the information presented tonight?

What other issues about this project would you like studied?

### Scoping comment period

December 4, 2017 to January 12, 2018

### How to comment

- Fill out a comment card before you leave
- Email us at [RapidRide@seattle.gov](mailto:RapidRide@seattle.gov)  
or
- Mail written comments to:  
Sandy Gurkewitz  
Senior Environmental Planner  
Seattle Department of Transportation  
PO Box 34996, Seattle, WA 98124-4996

**ALL ENVIRONMENTAL SCOPING COMMENTS MUST BE RECEIVED BY 5PM ON JANUARY 12, 2018**

### What happens next?

After the scoping comment period closes, SDOT and the FTA will review and respond to comments received during the scoping period.

In early 2018, SDOT will host a public meeting focused on project design.

### Contact

[RapidRide@seattle.gov](mailto:RapidRide@seattle.gov) | (206) 684-5189

Seattle Department of Transportation and the Federal Transit Administration

## Roosevelt RapidRide Project

# SCOPING MEETING PACKAGE

DECEMBER 2017



**Seattle**  
Department of  
Transportation

The Levy to

**MOVE SEATTLE**



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# ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disability Act
BAT	business access and transit
BRT	bus rapid transit
EA	Environmental Assessment
FTA	Federal Transit Administration
I-5	Interstate 5
LPA	Locally Preferred Alternative
NEPA	National Environmental Policy Act
OCS	overhead contact system
SDOT	Seattle Department of Transportation
TOL	transit-only lane
TPSS	traction power substation

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# 1. INTRODUCTION

The Seattle Department of Transportation (SDOT) and the Federal Transit Administration (FTA) are proposing the Roosevelt RapidRide Project. The project would provide electric trolley bus rapid transit (BRT) service along a 6-mile corridor between downtown Seattle and the Roosevelt neighborhood in northeast Seattle. The Roosevelt RapidRide Project would also serve the Belltown, South Lake Union, Eastlake, and University District neighborhoods.

Project improvements would only be provided north of 3rd Avenue along Virginia and Stewart Streets to the northern end of the route and would include:

- 26 new RapidRide stations (13 per direction of travel) from 3rd Avenue to NE 65th Street with service to 9 existing stations in downtown Seattle. Stations would be identifiable as part of the RapidRide system and include real-time arrival information and off-board payment.
- New poles and overhead wires added north of the University Bridge to power trolley buses.
- A new traction power substation or TPSS (source of electric power) in the northern portion of the project.
- A northern bus layover, where buses would park between runs.
- Protected bicycle lanes along 11th/12th Avenues, Eastlake Avenue, and Fairview Avenue.
- Sidewalk improvements to meet Americans with Disability Act (ADA) accessibility requirements.
- Paving along sections of 11th and 12th Avenues NE and Eastlake Avenue roadways.

No improvements are proposed along 3rd Avenue south of Virginia and Stewart Streets. However, bus service would be provided utilizing existing RapidRide stations.

Because this project is seeking funding from the FTA, it must comply with requirements of the National Environmental Policy Act (NEPA) to sufficiently evaluate the project merits and possible environmental impacts. FTA determined that the appropriate environmental documentation for the Roosevelt RapidRide Project is an Environmental Assessment (EA).

SDOT and FTA will be developing an EA over the next year. To begin the environmental process and inform agencies and stakeholders about the project, SDOT and FTA are initiating project scoping. The scoping process will help inform the range of issues to be addressed in the environmental document and potential significant issues related to the proposed project. SDOT and FTA will hold an agency scoping meeting and will also hold a separate public scoping meeting for the community, businesses, and residents to provide information on the project's design and to discuss potential environmental impacts.

Scoping meetings will be held at the following time and locations:

- Public Scoping Meeting  
December 11, 2017  
5 PM – 7:30 PM (Drop in anytime)  
Silver Cloud Inn (1150 Fairview Avenue N, Seattle)  
Eastlake AB Room<sup>1</sup>
- Agency Scoping Meeting  
December 13, 2017  
2 PM – 4 PM  
Seattle Municipal Tower (700 5th Avenue, Seattle)  
41st Floor (Room 4155)

A 40-day scoping period will commence on December 4, 2017 and end on January 12, 2018. During that time, comments will be accepted on the project purpose and need, alternatives, and issues to be addressed in the EA.

Scoping materials are available at the Central Public Library at 1000 4th Avenue, at the University Branch Public Library at 5009 Roosevelt Way NE and on the project website at: <http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride/roosevelt-rapidride>

Written scoping comments can be provided during the scoping period to:

Sandra Gurkewitz  
Senior Environmental Planner  
Seattle Department of Transportation  
P.O. Box 34996  
Seattle, WA 98124-4996 or  
[RapidRide@seattle.gov](mailto:RapidRide@seattle.gov)

All scoping comments must be received by 5 PM Friday, January 12, 2018. Additional public meetings and open houses will be held at various stages of the project's design and during development of the EA. A formal 30-day public comment period will be provided at the time of the EA is published. SDOT and FTA will continue taking comments during development of the EA.

## 2. PROJECT BACKGROUND

The Roosevelt corridor was identified as one of five high-capacity transit corridors in the 2012 Seattle *Transit Master Plan*. From 2014 to 2016, SDOT and King County Metro Transit explored options for high-capacity transit along this corridor. After looking at a number of options, including rail and bus, and vetting these modes with the public, SDOT is moving forward with

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<sup>1</sup> Location accessible via transit by Seattle Streetcar and King County Metro Route 70. Limited onsite parking is available

the Roosevelt RapidRide project. In July 2017, Seattle City Council adopted a Locally Preferred Alternative (LPA) for the Roosevelt RapidRide project (Council Resolution 31761).

SDOT is advancing the Seattle RapidRide Expansion Program in partnership with King County Metro to define and develop a comprehensive network of seven new RapidRide BRT<sup>2</sup> corridors in Seattle. Work to date includes a network refinement report that specifies corridor extents, timelines, and performance measures for the seven new RapidRide lines. Through a combination of transit service improvements, capital investment, and design treatments, these corridors will build on the success of existing RapidRide service and help meet local and regional transportation goals.

Over the past 20 years, Seattle has gained 100,000 new residents and approximately 50,000 jobs. In the next 20 years, an additional 120,000 residents and 115,000 jobs are anticipated. Completion of the RapidRide network will help deliver an easy-to-use, reliable transit system that connects people, places, and products by increasing the number of people that can be moved within the existing street network.

Currently, the RapidRide network in Seattle includes three lines (C Line, D Line, and E Line) connecting downtown Seattle neighborhoods to the north and south, providing 32,900 daily trips. The addition of the Roosevelt RapidRide line is estimated to provide over 19,000 daily trips by 2035.

## 3. PROPOSED ACTION

The Seattle City Council adopted LPA for the Roosevelt RapidRide project would provide high-frequency, 24-hour BRT service between downtown Seattle and the Roosevelt Link light rail station in northeast Seattle.

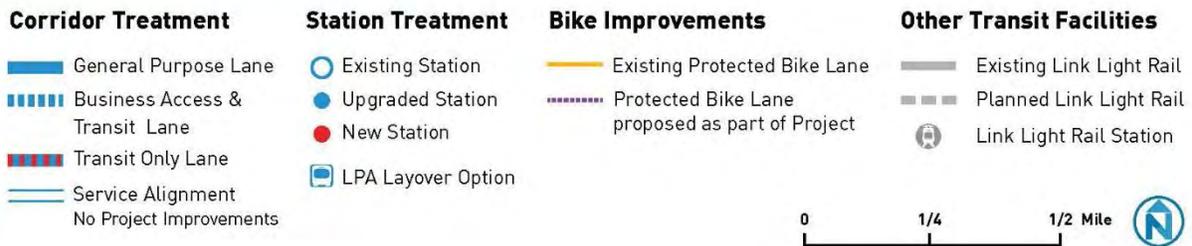
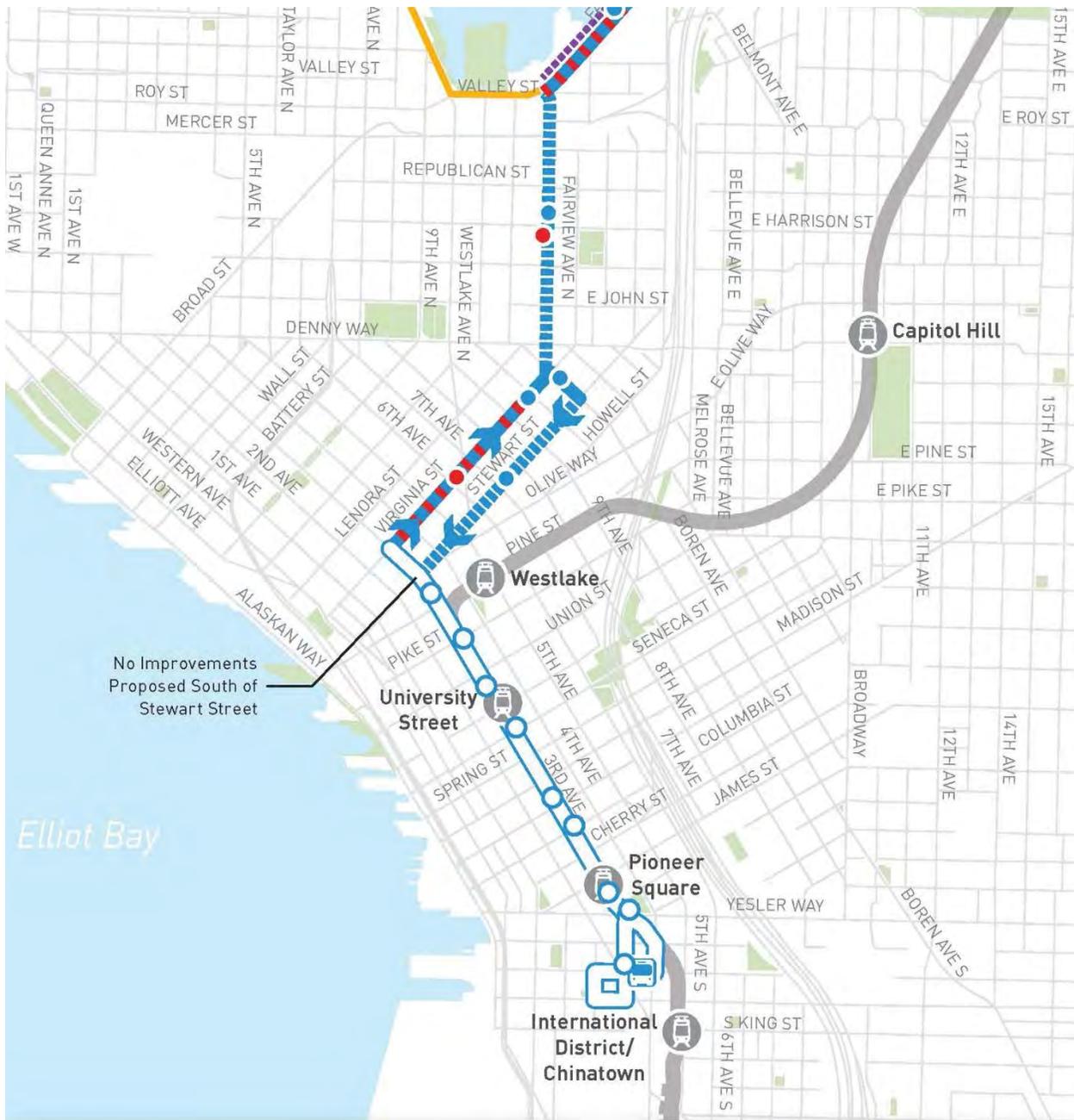
The project would connect downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, University District, and Roosevelt. Compared to the existing conditions, the project would increase transit speed and reliability through enhanced signal systems and signal timing and roadway improvements. The project would increase passenger carrying capacity, serving high existing ridership and future population and employment growth. Service is targeted to begin in 2021, and if possible will occur in concert with the opening of the Sound Transit University District and Roosevelt Link light rail stations.

### 3.1 Roosevelt RapidRide Project Alignment

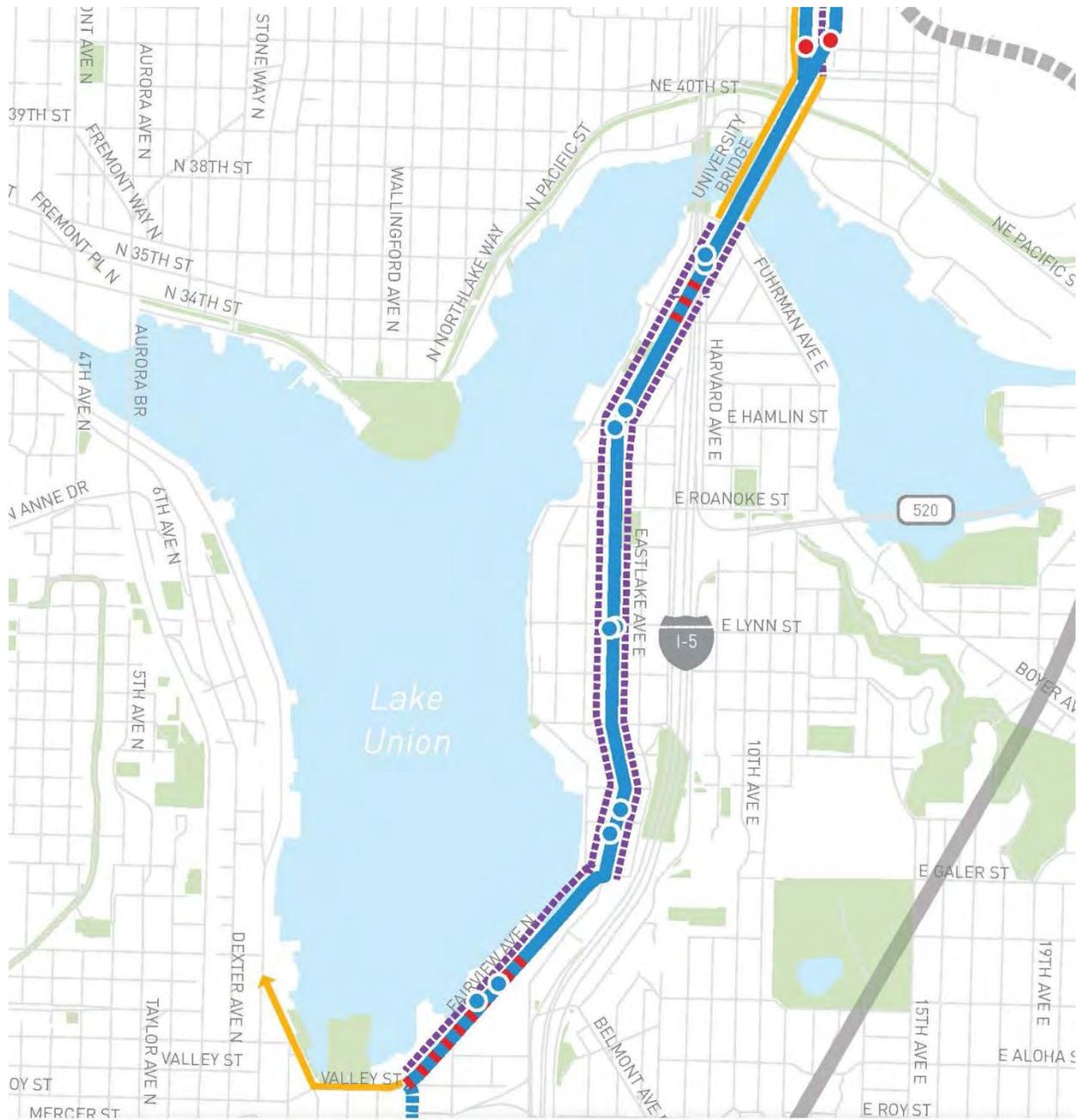
The Roosevelt RapidRide project corridor would be approximately 6 miles long. It would be constructed within the existing transportation right-of-way, which includes roadways and sidewalks. The alignment would provide transit-only lanes (TOLs), business access and transit (BAT) lanes, and general purpose (mixed) traffic lanes in various sections of the route as shown on Figures 1 to 3.

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<sup>2</sup> BRT or bus rapid transit is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities. With the right features, BRT is able to reduce the causes of delay that typically slow regular bus services, like being stuck in traffic and passengers queuing to pay onboard the bus.



**Figure 1. Roosevelt RapidRide – Downtown, Belltown, and South Lake Union**



- | Corridor Treatment             | Station Treatment | Bike Improvements                               | Other Transit Facilities |
|--------------------------------|-------------------|---|--------------------------|
| General Purpose Lane           | Existing Station  | Existing Protected Bike Lane                    | Existing Link Light Rail |
| Business Access & Transit Lane | Upgraded Station  | Protected Bike Lane proposed as part of Project | Planned Link Light Rail  |
| Transit Only Lane              | New Station       |   | Link Light Rail Station  |

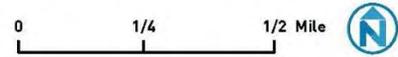
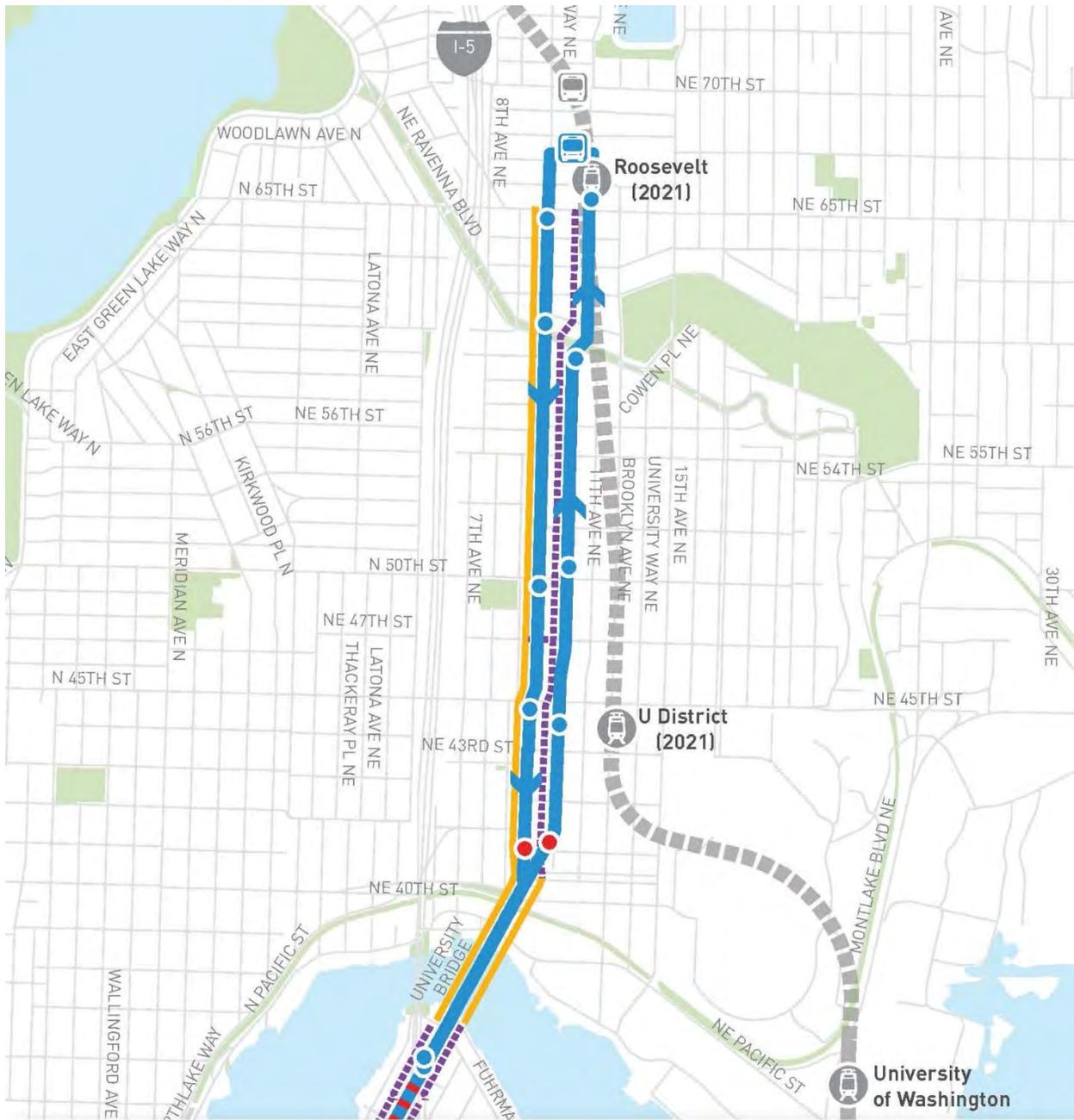


Figure 2. Roosevelt RapidRide - South Lake Union and Eastlake



Corridor Treatment	Station Treatment	Bike Improvements	Other Transit Facilities
General Purpose Lane	Existing Station	Existing Protected Bike Lane	Existing Link Light Rail
Business Access & Transit Lane	Upgraded Station	Protected Bike Lane proposed as part of Project	Planned Link Light Rail
Transit Only Lane	New Station		Link Light Rail Station
	LPA Layover Option		
	Layover Option		

Figure 3. Roosevelt RapidRide - University District and Roosevelt

The southern terminus of the corridor would be two blocks northwest of the International District transportation hub at an existing RapidRide stop on S Main Street between 3rd and 4th Avenues. From here, the alignment would follow 3rd Avenue north through Downtown Seattle to Belltown, where northbound buses would continue north on Virginia Street. Southbound, the route would travel on Stewart Street. From the Virginia/Stewart couplet, the route would travel on Fairview Avenue N through South Lake Union. The alignment would continue on Fairview Avenue N to Eastlake Avenue E and then cross the University Bridge (Eastlake Avenue E).

North of the University Bridge, the alignment would travel through the University District and Roosevelt neighborhoods via a couplet of one-way streets. Northbound buses would travel along 11th Avenue NE, which becomes 12th Avenue NE north of Ravenna Boulevard, and southbound buses would travel along Roosevelt Way NE. Northbound service would end at the intersection of 12th Avenue NE and NE 65th Street at the future Roosevelt Link light rail station. Buses would continue north and turn at either NE 67th or NE 70th streets before continuing southbound on Roosevelt Way NE.

Dedicated TOLs would be located along Virginia Street in Belltown and along Fairview Avenue N in South Lake Union north of Valley Street. BAT lanes would be located on Fairview Avenue N between Denny Way and Valley Street.

No project improvements are proposed for the corridor south of the Virginia Street/3rd Avenue intersection, and the project would use the existing TOLs on Stewart Street between 9th Avenue and 3rd Avenue. Buses would travel along portions of S Main Street, 2nd Avenue S, and S Jackson Street to transition from southbound to northbound service.

## 3.2 Roosevelt RapidRide Stations

The project would include the construction of 26 new RapidRide stations, 13 per direction of travel from 3rd Avenue to NE 65th Street. Some stations would be located on the existing sidewalk, while others would be located on new bus stop islands. Where needed, asphalt pavement would be replaced with concrete on roadways in the station areas to support the weight of the buses. The Roosevelt RapidRide stations would be consistent with the existing RapidRide station standard, typically 80 feet long and including a 12-foot-long shelter/transit canopy. Each station would have a real-time arrival information system display, an off-board fare collection/card reader, benches, pedestrian level lighting, trash receptacles, and RapidRide branding elements, including signature signposts/ RapidRide blade markers and route information maps. All stations would meet ADA requirements. The Roosevelt RapidRide line would serve nine existing stations in Downtown Seattle.

## 3.3 Roosevelt RapidRide Layover Locations

Layover areas are locations where buses park while transitioning to service in a different direction. Layover areas provide a break for drivers and often include a driver comfort station onsite or at a nearby location.

The LPA assumed that buses would turn around in the north at NE 67th Street and a northern bus layover area would be provided on NE 67th Street (see Figure 3). Buses would park on the northern shoulder of NE 67th Street between 12th Avenue NE and Roosevelt Way NE.

Since adoption of the LPA, additional potential layover locations along 12th Avenue NE and along Roosevelt Way NE have been identified and will also be considered with the NE 67th Street turnaround route.

Another potential turn-around on NE 70th Street is being considered with a northern bus layover area on 12th Avenue NE between NE 66th Street and NE 68th Street has also been identified.

At the southern end of the route, the LPA would use an existing layover area on S Main Street (see Figure 1). Buses would park on the south shoulder of S Main Street in areas between 2nd Avenue S and 4th Avenue S where buses currently layover.

For all layover areas, bus parking would be within the existing street right-of-way.

## 3.4 Overhead Contact System, Poles, and Traction Power Substations

Buses running along the Roosevelt RapidRide corridor will be powered by electricity provided by an overhead contact system (OCS) that includes poles and wires. New OCS poles and wire would be added north of the University Bridge, starting at Eastlake Avenue E and NE 40th Street, and along both 11th Avenue/12th Avenue NE and Roosevelt Way NE. Depending on the northern bus layover location selected, the OCS poles and wire would extend to and on NE 67th Street or NE 70th Street. The OCS poles would be located within existing right-of-way (sidewalk) and would be spaced typically 100 feet apart. The OCS poles would be designed as consolidated traffic signal and/or lighting poles where possible. OCS wire would not be attached to buildings.

The corridor from the University Bridge south would generally utilize existing OCS poles except for locations where the roadway intersection would be widened, requiring some poles to be replaced. No new poles or wire are proposed on the University Bridge.

Electricity to run the OCS is generated through a TPSS. One TPSS approximately 13 feet by 21 feet plus an additional five feet of space surrounding it would be required for the project. The exact location of the TPSS will be identified during design of the project and evaluated in the EA. Property acquisition may be required if a suitable location on public property is not available.

## 3.5 Nonmotorized (Bicycle and Pedestrian) Improvements

The Roosevelt RapidRide project includes a number of improvements for pedestrians and bicyclists:

- Protected bicycle lanes along 11th/12th Avenue, Eastlake Avenue, and Fairview Avenue, connecting to existing bike facilities.
- ADA-compliant curb ramps and ADA-compliant pedestrian push buttons and countdown pedestrian signal heads to control pedestrian traffic at intersections near station locations.



- Intersection improvements to improve safety for pedestrians accessing the stations, including sidewalk repairs and crosswalk striping.

## 3.6 Operations

The Roosevelt RapidRide project is expected to operate 24 hours per day. Buses would run at 7.5-minute headways or better during peak periods and at 10-minute headways during 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.

To enhance speed and reliability, the project would provide a mix of enhanced signal system and spot signal timing improvements at most intersections between South Lake Union and the Roosevelt terminus. The enhanced signal system would provide priority to transit and respond to corridor traffic congestion. Roadway improvements, including TOLs and BAT lanes, would be provided in strategic locations. These would allow Roosevelt RapidRide buses to operate in dedicated space and travel relatively unimpeded through congested areas. TOLs would be identified with striping and signage, and with red-colored pavement in strategic locations.

The buses for the project consist primarily of all-electric buses from the existing King County Metro Transit trolley bus fleet. No additional buses are needed as part of the project. The buses would be 60 feet long; articulated with front, middle, and back doors; and ADA-accessible from the front doors with a bridge plate.

King County Metro Transit is expanding its bus base capacity, due to the growth of the bus transit system in the region. However, sufficient bus base capacity exists to accommodate the proposed Roosevelt RapidRide route. The Roosevelt RapidRide project does not include any elements tied to King County Metro's base expansion efforts.

## 3.7 Parking and Loading Zones

To enable buses to operate in dedicated transit lanes and allow for protected bicycle lanes, the project would remove on-street parking and vehicle loading zones in some areas of the corridor. Throughout the design process, SDOT will look for opportunities to reduce the loss of on-street parking and loading zones that do not negatively affect transit benefits associated with the project.

## 3.8 Paving

In addition to the concrete paving associated with stations described in Section 3.2, the project would include mill and overlay paving along 11th and 12th Avenues NE from the University Bridge to NE 67th Street.<sup>3</sup> Milling would remove the top 2 inches of asphalt to minimize changes in roadway elevation and then overlay the roadway with 2 inches of new asphalt. The project also includes paving on Eastlake Avenue between Fairview Avenue and Harvard

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<sup>3</sup> A concurrent non-project activity would also mill and overlay 12th Ave from NE 67th St to Lake City Way.

Avenue. This work consists of replacing pavement in all travel lanes, spot repairs to the remainder, and mill and overlay of the full roadway width.

## 3.9 Construction

Project construction would require about 12 to 18 months to complete, but construction would be phased to minimize construction impacts along the alignment. Construction is planned to be limited to existing right-of-way but may require temporary construction easements. Construction would affect on-street parking and require temporary closures of travel lanes. Temporary sidewalk closures with signage noting detour routes would be necessary when constructing around stations and installing utilities or OCS poles.

Travel lanes would be closed for short periods of time and traffic detoured. Construction staging would be within the existing roadway right-of-way where construction is occurring, and any additional areas required for staging would be identified during final design.

# 4. PRELIMINARY PURPOSE AND NEED

## 4.1 Project Purpose

The overall purpose of the Roosevelt RapidRide 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 the Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods, in order to:

- Address current and future mobility needs for residents, workers, and students
- Address capacity constraints in the transportation network along this north-south corridor
- Provide equitable transportation access to major institutions, employers, and neighborhoods

An additional purpose of the project is to improve pedestrian and bicycle connections and access to RapidRide stations and improve safety along the corridor.

## 4.2 Project Need

Seattle ranks fourth among all U.S. cities in 2016 in terms of high peak-hour traffic congestion.<sup>4</sup> Interstate 5 (I-5), which passes through downtown and is directly adjacent to the project corridor, is among the most congested corridors in Seattle, carrying 200,000 vehicles daily. Due to geographic constraints and projected growth, Seattle is prioritizing transit to enhance trip capacity through the downtown core, Belltown, South Lake Union, Eastlake, and the University District.

Currently, transit service in the corridor consists of King County Metro Route 70 between downtown and the University District, and Route 67 between the University District and

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<sup>4</sup>TomTom Traffic Index. 2016.

Roosevelt (continuing to Northgate). No direct all-day transit connections exist between Roosevelt and South Lake Union. Transit speed and reliability are low during peak periods, compared to off-peak periods, owing to traffic congestion and long dwell times at stations associated with passenger boarding and fare payment. King County Metro Routes 67 and 70, on average, run more than 5 minutes late in the PM peak period. Existing stops along the corridor lack amenities such as shelters, benches, lighting, and passenger information. Along the corridor, ADA accessibility is limited due to poor sidewalk conditions.

The Roosevelt corridor has been identified as a high-priority corridor for meeting the following transportation and community needs:

- **Provide Transit Service to Support Housing and Employment Growth.** Significant growth in both housing and employment is underway for the five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt) within the project corridor and Downtown Seattle. Based on population and employment projection data from Puget Sound Regional Council, by 2035, the area within approximately 0.5 mile of the corridor is forecasted to grow by over 22,000 residents (29 percent) and 91,000 employees (50 percent), for a total of over 98,000 residents and 274,000 jobs.<sup>5</sup> There is inadequate capacity on existing bus service to support the planned development.
- **Provide Neighborhood Connections to Future Link Light Rail Stations.** Connectivity and capacity within the corridor are limited due to geographic and existing infrastructure constraints. Currently there is no direct rapid transit connection between the five neighborhoods and downtown Seattle. King County Metro Routes 67 and 70 provide service, but they travel in congested traffic lanes and require a passenger to transfer to another bus line to reach downtown Seattle. These limitations result in long transit times and unreliable schedules, reducing riders' ability to make connections and discouraging ridership. To accommodate the planned growth and increase in density along the corridor, 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.
- **Improve Transit Travel Time and Reliability Throughout the Corridor.** Congestion is causing delays in transit travel time and negatively affecting transit reliability. The existing transit travel time in the corridor during the peak periods is up to 20 to 30 percent slower than off-peak hours.<sup>6</sup> The slower transit travel time during the peak periods negatively affects reliability and result in over 30 percent of transit trips in the corridor running late during morning and evening peak periods. By 2021, without improvements in the corridor, the PM peak delay in transit travel time is expected to increase by almost 14 minutes (17 percent increase) for trips along the entire corridor.<sup>7</sup>
- **Reduce Overcrowding of Existing Bus Capacity.** Over 20 percent of those within approximately 0.5 mile of the corridor already use transit,<sup>8</sup> with even higher transit usage

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<sup>5</sup> Puget Sound Regional Council, 2017, Projections for Cities and Other Places. <https://www.psrc.org/projections-cities-and-other-places>.

<sup>6</sup> Roosevelt Downtown High Capacity Transit Study. *Corridor Concept Final Report*. September 2016.

<sup>7</sup> Based on VISSIM traffic modeling for PM peak travel times, Fall 2017

<sup>8</sup> U.S. Census Bureau, 2015, 2010-2014 American Community Survey.

in Downtown Seattle and the University District neighborhood. Passenger loads currently exceed seated capacity along the corridor on 32 percent of daily trips and more than 63 percent of trips during the morning peak period.<sup>9</sup> For the existing routes that provide transit service in the corridor between Downtown and the University District, average weekday ridership is expected to increase by 35 percent (i.e., from 4,770 riders per day in 2015 to 6,450 in 2035).<sup>10</sup>

- **Improve Pedestrian and Bicycle Safety and Connections to Transit.** With significant transit service and dense, walkable neighborhoods, there is a high level of pedestrian and bicycle activity along the corridor, yet several intersections have above-average rates of bicycle and pedestrian collisions with vehicles. From 2010 to 2014, six intersections along the corridor were reported to have three or more pedestrian injury collisions and five intersections with four or more bicycle collisions with injuries.<sup>11</sup> The City of Seattle Bicycle Master Plan recommends protected bicycle lanes as one of the highest priority bicycle network investments, given the geographic constraints and limited bicycle route alternatives to the corridor. Additionally, numerous sidewalks and intersections do not meet current City of Seattle standards and do not comply with the ADA.

## 5. ALTERNATIVES TO BE STUDIED

Two alternatives will be evaluated in the EA: the No Build Alternative and the LPA.

### 5.1 No Build Alternative

NEPA requires the consideration of a No Build Alternative to provide a baseline for establishing and comparing environmental impacts of alternatives. The No Build Alternative describes what would happen if the project were not built. It includes known planned improvements in the area.

### 5.2 Locally Preferred Alternative (LPA)

The LPA is shown in Figures 1 through 3. The LPA would provide an electric BRT service along a 6-mile corridor within existing transportation right-of-way (roadway and sidewalk), providing connections to local and regional transit service, including Sound Transit Link light rail, Sound Transit Sounder commuter train, Seattle Streetcar network, other RapidRide lines, and regional bus service.

The LPA as approved by Seattle City Council proposed a northern bus layover along the north shoulder of NE 67th Street (for a turnaround at NE 67th Street). Based on consultation with King County Metro, the following additional turnaround and layover options will be considered:

- NE 67th Street turnaround and layover spaces along 12th Avenue NE and Roosevelt Way NE

<sup>9</sup> Roosevelt Downtown High Capacity Transit Study. *Corridor Concept Final Report*. September 2016.

<sup>10</sup> FTA. 2015. *Simplified Trips on Project Software*. Version 2.01

<sup>11</sup> Roosevelt Downtown High Capacity Transit Study. *Corridor Concept Final Report*. September 2016.

- NE 70th Street turnaround and layover spaces on the east shoulder of 12th Avenue NE between NE 66th Street and NE 68th Street.

## 6. ENVIRONMENTAL ANALYSIS

The EA will assess the potential impacts and benefits of the No Build Alternative and the LPA following federal requirements. Comments received during the scoping process will help to refine the analysis to be conducted. Based on preliminary design of the project, the following elements have been identified for evaluation in the EA:

- Transportation
  - Traffic
  - Transit
  - Pedestrian and Bicycle Movements
  - Parking
- Noise and Vibration
- Water Resources
- Historic and Archaeological Resources
- Environmental Justice
- Cumulative Impacts
- Hazardous Materials
- Social and Economic
- Public Services
- Parks and Recreation/Section 4(f) & 6(f)

## 7. PRELIMINARY SCHEDULE

MILESTONE	DATE
Project Scoping	December 4, 2017- January 12, 2018
Public Scoping Meeting	December 11, 2017
Agency Scoping Meeting	December 13, 2017
30% Design Open House	February/March 2018
EA Published	September 2018
EA Comment Period (30 days)	October 2018
Finding of No Significant Impacts Issued	January 2019
Final Design	2018-2019
Construction	2019-2021
Start of Service	2021

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# Appendix B Agency and Tribal Coordination Plan

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Seattle Department of Transportation and the Federal Transit Administration

## Roosevelt RapidRide Project

# AGENCY, TRIBAL, AND PUBLIC COORDINATION PLAN

DECEMBER 2017



**Seattle**  
Department of  
Transportation

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**MOVE SEATTLE**



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# Acronyms and Abbreviations

DAHP	Department of Archaeology and Historic Preservation
EA	Environmental Assessment
FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
NOA	Notice of Availability
PIP	Public Involvement Plan
Plan	Coordination Plan
SDOT	Seattle Department of Transportation
SHPO	State Historic Preservation Officer
THPO	tribal historic preservation officer
WSDOT	Washington Department of Transportation

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# SECTION 1 – INTRODUCTION

The Seattle Department of Transportation (SDOT) and the Federal Transit Administration (FTA) are preparing an Environmental Assessment (EA) for the Roosevelt RapidRide Project to satisfy the National Environmental Policy Act (NEPA). Because the FTA is expected to provide funding for this project, FTA serves as the lead federal agency for the project. SDOT, as the direct recipient of federal funds for the project, is the project sponsor.

This Coordination Plan (Plan) was developed to help define the process by which FTA and SDOT will communicate information about the EA and project design to other agencies and the public. The Plan also identifies how input from agencies and the public will be solicited and considered. The Plan is meant to promote an efficient and streamlined process and good project management through coordination, scheduling, and early resolution of issues. The plan also:

- Identifies public agencies that will be included in scoping and development of the environmental documentation.
- Identifies tribes that may have interests regarding natural and cultural resources based on treaty rights and information from the Department of Archaeology and Historic Preservation (DAHP).
- Establishes the timing and form for public agency and tribal involvement in the environmental process.

The Plan is being developed in conjunction with a separate Public Involvement Plan (PIP). Both the Plan and the PIP will be updated periodically to reflect any changes to the project schedule and other items that typically require updating over the course of the project.

# SECTION 2 – LIST OF AGENCIES ROLES AND RESPONSIBILITIES

**Table 1. Lead/Partner Agencies**

Agency Name	Role	Responsibilities
Federal Transit Administration	Lead Federal agency	Oversee and approve completion of NEPA process, Coordinate Section 106 consultation with DAHP and the tribes, coordinate Endangered Species Act regulations with the Services, conduct government-to-government consultation with the tribes.
City of Seattle, Department of Transportation	Project sponsor	Manage plan development, prepare NEPA documentation, provide opportunities for other agencies and the public involvement.
King County Metro	Funding partner/transit agency operator	Review/approve plans, participate in FTA coordination, provide comments on purpose and need, methodologies, and alternatives to be studied in the EA. Review EA for sufficiency.

The agencies listed below will be invited by letter to participate in the Roosevelt RapidRide Project in the roles identified below. All invited agencies will be responsible for the following:

- Participate in the scoping process
- Provide comments on the project purpose and need, methodologies and alternatives
- Identify any issues of concern regarding the project’s environmental or socioeconomic impacts
- Provide timely input on unresolved issues

Agencies that decline the invitation to participate in scoping will not be expected to provide expertise or relevant information or submit comments on the project.

**Table 2. Other Agencies and Responsibilities**

Agency Name	Role/Responsibilities
Federal Highway Administration	Freeway access review/approval. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA. Review EA for sufficiency.
U.S. Environmental Protection Agency, Region 10	Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA. Review EA for sufficiency.
U.S. Coast Guard	Section 9 permit jurisdiction. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA. Review EA for sufficiency.
U.S. Fish and Wildlife Service	Endangered Species Act Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
National Marine Fisheries Service (NOAA Fisheries)	Endangered Species Act Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
U.S. Department of Housing and Urban Development	Section 8 housing. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Seattle Department of Neighborhoods (Historic Preservation)	Section 106 Consultation, implement local historic preservation requirements. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Washington Department of Transportation (WSDOT)	FHWA review/freeway access. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Sound Transit	Link light rail coordination. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Seattle Parks and Recreation	Provide permits for use of Parks property. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.



Agency Name	Role/Responsibilities
Seattle City Light	Provide electricity for buses. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
University of Washington	Facilities near University Bridge and project corridor. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Washington State Department of Ecology	Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.

## SECTION 3 – NATIVE AMERICAN TRIBES

Under Section 106 of the National Historic Preservation Act (Section 106), FTA is required to involve the State Historic Preservation Officer (SHPO) and the tribal historic preservation officers (THPOs) for Native American tribes in a process “to identify historic properties and cultural resources potentially affected by the project. FTA will conduct government-to-government consultation with affected Native American tribes.

The study area does not include tribal lands, but the tribes may have interests regarding natural and cultural resources. The project is within the larger Puget Sound geographical area previously inhabited by the tribes signing the Point Elliott Treaty of 1855. Descendants of the tribes signing the treaty are members of the federally recognized tribes that are being invited to participate in the EA and its related consultations.

FTA will initiate consultation with the tribes and SHPO listed below, contacting them by letter, in telephone conversations, and, if needed, at in-person meetings. FTA will consult with the tribes regarding potential cultural resource impacts of concern to the tribes throughout project development.

**Table 3. Native American Tribes and SHPO**

Tribe/SHPO	Responsibilities
Muckleshoot Indian Tribe	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Snoqualmie Tribe	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Stillaguamish Tribe	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Tulalip Tribes	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Confederated Tribes and Bands of the Yakama Nation	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.

Tribe/SHPO	Responsibilities
Duwamish Tribe (not federally recognized)	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.
Washington State Department of Archaeology and Historic Preservation	Section 106 Consultation. Provide comments on purpose and need, methodologies, and alternatives to be studied in the EA.

## SECTION 4 – CONTACT INFORMATION

**Table 4. Contact Information**

Agency/Tribe Name	Contact Person/Title	Address	Email/Phone
<b>Lead Agencies</b>			
FTA	John Witmer, Planner	Region 10 Office Federal Transit Administration 915 Second Avenue Suite 3142 Seattle, WA 98174-1002	<a href="mailto:John.witmer@dot.gov">John.witmer@dot.gov/</a> 206-220-7964
SDOT	Garth Merrill, Project Manager  Sandy Gurkewitz, Environmental Lead	Mail: P.O. Box 34996 Seattle, WA 98124-4996  Office: Seattle Municipal Tower 700 5th Ave Suite 3900 Seattle, WA 98104	<a href="mailto:Garth.Merrill@seattle.gov">Garth.Merrill@seattle.gov/</a> 206- <a href="mailto:Sandra.Gurkewitz@seattle.gov">Sandra.Gurkewitz@seattle.gov/</a> 206-484-7498
King County Metro Transit	David Morrison, Government Relations, and Partnerships  Peter Heffernan, Intergovernmental Relations  Alex Kiheri, Speed and Reliability Engineer  Gary Kriedt, Sr. Environmental Planner  Gillian Zacharias, Sr. Environmental Planner	King County Metro Transit 201 South Jackson St., MS KSC-TR-0431 Seattle, WA 98104-3856	<a href="mailto:David.Morrison@kingcounty.gov">David.Morrison@kingcounty.gov</a> 206-477-3818 <a href="mailto:Peter.Heffernan@kingcounty.gov">Peter.Heffernan@kingcounty.gov</a> 206-477-3814 <a href="mailto:Alex.Kiheri@kingcounty.gov">Alex.Kiheri@kingcounty.gov</a> <a href="mailto:Gary.Kreidt@kingcounty.gov">Gary.Kreidt@kingcounty.gov</a> 206-477-5803  <a href="mailto:Gillian.zacharias@kingcounty.gov">Gillian.zacharias@kingcounty.gov</a>

**Table 4. Contact Information**

Agency/Tribe Name	Contact Person/Title	Address	Email/Phone
	Ken Madden, Project Management		<a href="mailto:Ken.madden@kingcounty.gov">Ken.madden@kingcounty.gov</a>
<b>Other Agencies</b>			
Federal Highway Administration	Daniel M. Mathis (P.E.) Division Administrator  Sharon P. Love, Environmental Program Manager	FHWA Washington Division 711 S. Capitol Way, Suite 501 Olympia, WA 98501-1284	<a href="mailto:Daniel.Mathis@dot.gov">Daniel.Mathis@dot.gov</a> 360-753-9550 <a href="mailto:sharon.love@dot.gov">sharon.love@dot.gov</a> 360-753-9558
U.S. Environmental Protection Agency, Region 10	Michelle L. Pirzadeh, Acting Regional Administrator	1200 6th Ave. Seattle, WA 98101	<a href="mailto:Pirzadeh.michelle@Epamail.epa.gov">Pirzadeh.michelle@Epamail.epa.gov</a> 206-553-1272
U.S. Coast Guard Thirteenth District	Steven M. Fischer District Commander  Danny G. McReynolds, Bridge Operations	13th Coast Guard District Jackson Federal Building 915 Second Ave Seattle, WA 98174	<a href="mailto:Steven.M.Fischer3@uscg.mil">Steven.M.Fischer3@uscg.mil</a> 206-220-7282 <a href="mailto:Danny.G.McReynolds@uscg.mil">Danny.G.McReynolds@uscg.mil</a> 206-220-7282
U.S. Fish and Wildlife Service	Anne Froschauer, Outreach  Eric Rickerson, Supervisor  Jim Muck ESA Section 7 Liaison	510 Desmond Drive SE, Suite 102 Lacey, WA 98503-1263	<a href="mailto:Ann_froschauer@fws.gov">Ann_froschauer@fws.gov</a>     <a href="mailto:Jim.Muck@noaa.gov">Jim.Muck@noaa.gov</a>
National Marine Fisheries Service (NOAA Fisheries)	Barry Thom, Regional Administrator  Jim Muck, NOAA/USFWS ESA Section 7 Liaison	7600 Sand Point Way NE Seattle, WA 98115	<a href="mailto:Barry.Thom@noaa.gov">Barry.Thom@noaa.gov</a> 503-231-6266 <a href="mailto:Jim.Muck@noaa.gov">Jim.Muck@noaa.gov</a> 360-753-9586
U.S. Department of Housing and Urban Development, Region 10	Jeffrey McMorris, Regional Administrator  Brian Sturdivant, Field Environmental Officer	HUD - Seattle Regional Office 909-1st Avenue, Suite 255 Seattle, WA 98104-1000	<a href="mailto:WA_Webmanager@hud.gov">WA_Webmanager@hud.gov</a> 206-220-5101 <a href="mailto:Brian.Sturdivant@hud.gov">Brian.Sturdivant@hud.gov</a> 206-220-5377
Washington Department of Archaeology	Dr. Allyson Brooks, State Historic Preservation Officer (SHPO)	P.O. Box 48343 Olympia, WA 98504-8343	<a href="mailto:Allyson.Brooks@DAHP.wa.gov">Allyson.Brooks@DAHP.wa.gov</a> 360-586-3082

**Table 4. Contact Information**

Agency/Tribe Name	Contact Person/Title	Address	Email/Phone
and Historic Preservation	Matthew Sterner, Transportation Archaeologist		<a href="mailto:Matthew.Sterner@DAHP.wa.gov">Matthew.Sterner@DAHP.wa.gov</a> 360-280-7563
Seattle Parks and Recreation	Property and Acquisition Services	800 Maynard Avenue South Seattle, WA 98134	206-233-7935
Seattle Department of Neighborhoods (Historic Preservation)	Sara Sodt, City Historic Preservation Officer	P.O. Box 94649 Seattle, WA 98124-4649	<a href="mailto:Sara.sodt@seattle.gov">Sara.sodt@seattle.gov</a> 206-615-1786
Washington State Department of Transportation (WSDOT) Local Programs	Celeste Gilman, Multimodal Planning, Integration and Access Manager	401 2nd Ave S, Suite 300 MS TB-85 Seattle, WA 98104-3850	<a href="mailto:GilmanC@wsdot.wa.gov">GilmanC@wsdot.wa.gov</a> 206-464-1219
Sound Transit	Ellie Ziegler, Sr. Environmental Planner  Chris Rule  Kristin Hoffman	401 S. Jackson St. Seattle, WA 98104	<a href="mailto:ellie.ziegler@soundtransit.org">ellie.ziegler@soundtransit.org</a> 206-398-5251
Community Transit	Emmett Heath Joy Munkers, Director of Planning and Development  Todd Jacobs  Melissa Cauley	7100 Hardeson Road Everett, WA 98203	Emmett.heath@commtrans.org <a href="mailto:Joy.Munkers@commtrans.org">Joy.Munkers@commtrans.org</a> <a href="mailto:todd.jacobs@commtrans.org">todd.jacobs@commtrans.org</a> <a href="mailto:Melissa.cauley@commtrans.org">Melissa.cauley@commtrans.org</a>
University of Washington, Commute Options & Planning	Phil Miller, Transportation Planning Analyst	Box 352215 Seattle, WA 98195	<a href="mailto:pkmiller@uw.edu">pkmiller@uw.edu</a> 206-616-7517

**Table 4. Contact Information**

Agency/Tribe Name	Contact Person/Title	Address	Email/Phone
Washington State Department of Ecology Northwest Region – SEPA Unit	Meg Bommarito, Regional Coordinator	Northwest Regional Office 3190 - 160th Ave. SE Bellevue, WA 98008-5452	<a href="mailto:Meg.Bommarito@ecy.wa.gov">Meg.Bommarito@ecy.wa.gov</a> 425-649-7128
<b>Tribes</b>			
Muckleshoot Indian Tribe	The Honorable Virginia Cross  Laura Murphy, Cultural Resources  Karen Walter, Natural Resources	Muckleshoot Indian Tribe 39015 172nd Ave SE Auburn, WA 98092	<a href="mailto:laura.murphy@muckleshoot.nsn.us">laura.murphy@muckleshoot.nsn.us</a> <a href="mailto:karen.walter@muckleshoot.nsn.us">karen.walter@muckleshoot.nsn.us</a> 253-939-3311
Snoqualmie Tribe	The Honorable Sunny Clear, Chair  Steve Mullen-Moses, Cultural Resources  Cindy Spiry, Natural resources	P.O. Box 969 Snoqualmie, WA 98065	425-888-6551 <a href="mailto:Steve@snoqualmietribe.us">Steve@snoqualmietribe.us</a> 425-888-6551 <a href="mailto:Cindy@snoqualmietribe.us">Cindy@snoqualmietribe.us</a> 425-888-6551
Stillaguamish Tribe	The Honorable Shawn Yanity, Chairman  Kerry Lyste, Cultural Resources  Jennifer Van Eyk, Cultural Resources  Pat Stevenson, Natural Resources	3310 Smokey Point Drive Arlington, WA 98223	360-652-7362 <a href="mailto:KLyste@stillaguamish.com">KLyste@stillaguamish.com</a> 360-572-3072 <a href="mailto:JVanEyke@stillaguamish.com">JVanEyke@stillaguamish.com</a> 360-572-3073 <a href="mailto:pstevenson@stillaguamish.com">pstevenson@stillaguamish.com</a> 360-631-0946
The Tulalip Tribes of Washington	The Honorable Marie Zackuse Chair  Richard Young, Cultural Resources  Kurt Nelson, Natural Resources  Derek Marks, Natural Resources	6406 Marine Drive Tulalip, WA 98271  Hibulb Cultural Center & Natural History Preserve 6410 23rd Avenue, N.E. Tulalip, WA 98271	360-426-9781  <a href="mailto:ryoung@tulaliptribes-nsn.gov">ryoung@tulaliptribes-nsn.gov</a> 425-239-0182 <a href="mailto:knelson@tulaliptribes-nsn.gov">knelson@tulaliptribes-nsn.gov</a> 360-716-4617 <a href="mailto:dmarks@tulaliptribes-nsn.gov">dmarks@tulaliptribes-nsn.gov</a> 360-716-4614

**Table 4. Contact Information**

Agency/Tribe Name	Contact Person/Title	Address	Email/Phone
Confederated Tribes and Bands of the Yakama Nation	The Honorable JoDe L Goudy, Chair  Kate Valdez, THPO  Johnson Meninick, Cultural Resources  Elizabeth Sanchey, Natural Resources  Phillip Rigdon, Natural Resources  Brady Kent, Natural Resources & WITPAC Alternate	P.O. Box 151 Toppenish, WA 98948	509-865-5121  <a href="mailto:kate@yakama.com">kate@yakama.com</a>  509-985-7596  <a href="mailto:johnson@yakama.com">johnson@yakama.com</a>  509-865-5121 ext 4737  <a href="mailto:Elizabeth_Sanchey@yakama.com">Elizabeth_Sanchey@yakama.com</a>  509-865-5121 ext 6038  <a href="mailto:prigdon@yakama.com">prigdon@yakama.com</a>  509-865-5121 ext. 4655  <a href="mailto:bkent@yakama.com">bkent@yakama.com</a>  509-865-5121 ext. 6074
Duwamish Tribe (not federally recognized)	Cecile A. Hansen, Chair	4705 West Marginal Way SW Seattle, WA 98106	<a href="mailto:DTS@qwestoffice.net">DTS@qwestoffice.net</a> 206-431-1582

## SECTION 5 – INITIAL COORDINATION, COORDINATION POINTS, AND RESPONSIBILITIES

FTA will lead coordination with federal agencies and tribes, with support from SDOT. As required under Section 106, FTA will also lead consultations with the SHPO, which in Washington State is DAHP.

SDOT will lead coordination and involvement with all other state and local agencies and the public. Coordination will be an ongoing process and agencies and the public will have numerous opportunities to provide comment on the project. Depending on the coordination point, SDOT will publish notices in the local newspaper and invite agencies and the public to attend meetings. These sequential opportunities for agencies and the public are described below and in Table 5.

- FTA and SDOT will invite agencies and the public to the agency and public scoping meetings.
- SDOT will set up separate agency and public scoping meetings and provide materials.

- SDOT will provide a copy of proposed methodologies, or technical reports and chapters of the Draft EA for agency review and comment. The reviewing agencies will be provided 14 days to submit their comments.
- FTA and SDOT will document official communications and agreements.
- FTA and SDOT will meet with agency staff to discuss relevant project issues as they arise during environmental analysis and project development to clarify permitting requirements, review impacts, and explore opportunities to avoid and minimize impacts as appropriate.
- SDOT will implement a separate public information/outreach program.
- SDOT will provide notice and information on the project website for the public to inform them of the comment period for the Draft EA.
- SDOT will publish notices of availability in the *Daily Journal of Commerce* and ethnic media, and provide copies of the Draft EA to local libraries.

**Table 5. Coordination Points and Schedule**

Coordination Point	Information	Schedule
Purpose and Need (Scoping comment period)	Provide draft purpose and need statement; solicit comments; hold scoping meeting	December 2017 (Scoping Meeting)
Alternatives to be Studied in EA (Scoping comment period)	Provide information on the alternatives to be studied; solicit comments	December 2017 (Scoping Meeting)
Methodologies	Provide methodologies for technical reports	January-February 2018
Review EA Sections/Reports	Provide pertinent EA sections and/or technical reports	February 2018 to June 2018
Draft Environmental Assessment	Provide comments on the Draft EA	August-September 2018
30 Percent Design	Provide preliminary plans to agencies for comment	March 2018
EA 30-day Public Comment Period	Publish Notice of Availability (NOA) – provide copies for public/agency review	TBD
Finding of No Significant Impact	Publish NOA – provide public/agency copies	TBD

# SECTION 6 – DOCUMENT REVISION HISTORY

Table 6 provides information on revisions to the Coordination Plan including when the plan was revised and the reason(s) for revisions.

**Table 6. Coordination Plan Revision**

Version	Date	Document Name	Reason for Revision
0	October 5, 2017	Roosevelt RapidRide Coordination Plan_v0	Not applicable
1	November 27, 2017	Roosevelt RapidRide Coordination Plan_v1	Update per FTA comments

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# Appendix C

## Agency and Tribal Comments

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**Subject:** FW: Roosevelt - Coast Guard [EXTERNAL]

**From:** Witmer, John (FTA) [<mailto:John.Witmer@dot.gov>]

**Sent:** Friday, December 08, 2017 3:03 PM

**To:** Gurkewitz, Sandra <[Sandra.Gurkewitz@seattle.gov](mailto:Sandra.Gurkewitz@seattle.gov)>

**Subject:** Roosevelt - Coast Guard

Sandy: I received the following message from the Coast Guard.

-----Original Message-----

From: Fischer, Steven M CIV [<mailto:Steven.M.Fischer3@uscg.mil>]

Sent: Friday, December 08, 2017 10:12 AM

To: Witmer, John (FTA) <[John.Witmer@dot.gov](mailto:John.Witmer@dot.gov)>

Cc: McReynolds, Danny G CIV <[Danny.G.McReynolds@uscg.mil](mailto:Danny.G.McReynolds@uscg.mil)>; Greene, John J CTR <[John.J.Greene@uscg.mil](mailto:John.J.Greene@uscg.mil)>

Subject: RE: Seattle (SDOT) Roosevelt BRT Agency Scoping

John,

John,

Please add this email to the record for official Coast Guard Comments. The Coast Guard regulates drawbridge regulations for the University Bridge. The regulation can be found at this link:

[https://www.ecfr.gov/cgi-bin/text-idx?SID=cc82ddc6e80117f3ba163b477e22eea0&mc=true&node=se33.1.117\\_11051&rgn=div8](https://www.ecfr.gov/cgi-bin/text-idx?SID=cc82ddc6e80117f3ba163b477e22eea0&mc=true&node=se33.1.117_11051&rgn=div8)

Any changes to the operating schedule need to go through the Coast Guard for approval. This is not a fast or easy process.

Also the current bridge has a Coast Guard permit. Any structural changes that effect the appearance and or the horizontal and vertical vessel navigation clearances need to be re-permitted through the Coast Guard.

Thanks and call or email with any questions.

Steve Fischer

13th Coast Guard District

Waterways Management (dpw)

Bridge Program Administrator/Chief

Thirteenth Coast Guard District

(206)220-7282

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w.dco.uscg.mil%2FOffice-of-Bridge-Programs%2F

John Witmer  
Community Planner  
FTA Region 10  
915 Second Avenue, Suite 3142  
Seattle, WA 98174-1002  
206-220-7964  
[http://www.fta.dot.gov/regions/regional\\_offices\\_918.html](http://www.fta.dot.gov/regions/regional_offices_918.html)

**Subject:** FW: Seattle (SDOT) Roosevelt BRT Agency Environmental Scoping [EXTERNAL]

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**From:** Carol Thompson [<mailto:Carol.Thompson@commtrans.org>]

**Sent:** Tuesday, January 09, 2018 10:44 AM

**To:** Gurkewitz, Sandra <[Sandra.Gurkewitz@seattle.gov](mailto:Sandra.Gurkewitz@seattle.gov)>

**Cc:** Sam Brodland <[Sam.Brodland@commtrans.org](mailto:Sam.Brodland@commtrans.org)>; Roland Behee <[Roland.Behee@commtrans.org](mailto:Roland.Behee@commtrans.org)>; Scott Ritterbush <[Sritterbush@commtrans.org](mailto:Sritterbush@commtrans.org)>; Sara Hayden <[Sara.Hayden@commtrans.org](mailto:Sara.Hayden@commtrans.org)>; Emmett Heath <[Emmett.Heath@commtrans.org](mailto:Emmett.Heath@commtrans.org)>; Deb Osborne <[Deb.Osborne@commtrans.org](mailto:Deb.Osborne@commtrans.org)>

**Subject:** Seattle (SDOT) Roosevelt BRT Agency Environmental Scoping

Hi Sandra –

Thank you for affording Community Transit the opportunity to comment on the Roosevelt Rapid Ride Environmental Scoping.

Our concerns fall under “6. Environmental Analysis:Transportation:Transit.”

Impacts to our revenue service would likely be minimal since we are not currently planning to run any feeder service to this service. Our concern is with dead heads, recirculating buses and layover locations in the vicinity. As the new services are implemented in the U District, Roosevelt and Northgate the impacts to operations of our existing services are increasing. The design of the stations and operations, especially in the vicinity of Roosevelt and 45<sup>th</sup> and 50<sup>th</sup>, could generate significant constraints on the deadheads and layovers for our existing service. Once Link is completed to Northgate, our service to the U District might end and it would no longer be an issue. However, until transit riders from North Seattle and Snohomish County have an alternative, we collectively need to assure that existing service can operate effectively.

We request that the impacts of the BRT Alternatives on existing Community Transit bus service (specifically deadheads, recirculation of buses and layovers) be evaluated in the Environmental Review.

We request to be engaged in the review so that we might provide more specifics and clarification of our concerns.

If you have further questions, please contact either me or Sam Brodland (copied here).

Thank you,  
Carol

**Carol Thompson**

Service Development Manager

HCT Integration

**Community Transit** | 7100 Hardeson Road | Everett, WA 98203-5834

425-348-2334 (O) | 425-315-2898 (cell) | [carol.thompson@commtrans.org](mailto:carol.thompson@commtrans.org)



## King County

### Metro Transit Division

KSC-TR-0431  
201 South Jackson Street  
Seattle, WA 98104-3856  
206.477.7915

January 17, 2018

Sandra Gurkewitz  
Seattle Department of Transportation  
P.O. Box 34996  
Seattle, WA 98124-4996

### **RE: Scoping for Roosevelt RapidRide Project NEPA Environmental Assessment**

Dear Ms. Gurkewitz:

King County Metro Transit is pleased to submit the following scoping comments on the Environmental Assessment (EA) for the Roosevelt RapidRide Project. Fast and reliable transit will be critical to Seattle's future, and the Roosevelt RapidRide Project has the potential to significantly improve transit speed and reliability along that corridor. To that end, we request consideration of the following suggestions.

1. Transit speed and reliability should be the main metric in comparing alternatives.
2. Bus turn movements and turning radius are critical operational considerations and must be included in the descriptions of alternatives.
3. Please consider alternatives with mixes of parking and bicycle lane assumptions rather than just Build-No Build since it may not be feasible to remove parking or add bicycle lanes in some parts of the alignment. Any reductions in space available for transit operations will reduce bus speed and reliability, and this needs to be measured.
4. Please pay close attention to design assumptions that affect bus movements, with particular attention to cross-lane merging situations.
5. Layover must be strategically located and must include comfort stations for drivers.

We support City of Seattle's efforts to plan for RapidRide along the Roosevelt corridor. Please contact Alex Kiheri, RapidRide Implementation and Planning Program Manager, King County Metro Transit, at [Alex.Kiheri@kingcounty.gov](mailto:Alex.Kiheri@kingcounty.gov) or by phone, at 206-477-5803 for additional information or clarification on any of these issues.

Sincerely,

Gillian Zacharias, Senior Transit Environmental Planner  
Design & Construction Section, King County Metro Transit

cc: Bill Bryant, Managing Director, Metro Service Development, King County Metro Transit  
Alex Kiheri, Transit Planner, Metro Service Development, King County Metro Transit

Appendix D  
Comments Received  
During Scoping

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**SCOPING COMMENTS RECEIVED VIA EMAIL**

From: Sean Hughes <seaaan@gmail.com>  
Sent: Sunday, December 3, 2017 1:59 AM  
To: DOT\_RapidRide  
Subject: Comment on Roosevelt Rapid Ride project

Hello,

I work at the Fred Hutch and often ride the bus to the University District or downtown after work. This can be very frustrating because the 70 gets stuck trying to cross Mercer/the freeway on-/off-ramp for a long time. Often the real time bus tracker will tell me that the bus will come in 1 minute, but it actually takes 10 minutes for the bus to get across Mercer! The buses that run along Eastlake (various 3XX buses, the now cancelled route 66) to downtown are much more reliable because they avoid having to cross Mercer.

Please route the Roosevelt Rapid Ride line along Eastlake to avoid this problem! The 66 used to be much more reliable than the 70 for this reason.

Thank you,  
Sean Hughes

From: fritz wagner <fwagner@uw.edu>  
Sent: Monday, December 4, 2017 10:23 PM  
To: DOT\_RapidRide  
Subject: COMMENT ON EASTLAKE SECTION FROM UNIV BRIDGE SOUTH

Dear SDOT Planners:

I am concerned that the rapid ride bus implementation will eliminate a number of the #70 bus stops along the Eastlake corridor. This is what I glean from the literature on the web. If I am correct, this reduction will make it very inconvenient for us to continue to use the #70 bus. Rapid Ride bus stops appear to be far apart and because of this I believe residents may not use the Rapid Ride, thus making it a necessity to sue our cars. I urge you to examine this situation in more detail before a final decision is made. As is, I am not in favor of RR on the corridor south of the University Bridge. Lastly, given the strong possibility that the RR will be approved as you have it---I think it would be very helpful to bring back the #25 bus that our Eastlake neighborhood loved and depended on. This would make the RR more palatable to swallow and give us an alternative to get about.

Thank you for your consideration

Fritz Wagner,  
UW Professor Emeritus  
Dept. of Urban Design and Planning

From: Linda Povinelli <poveurhythme@yahoo.com>

Subject: Roosevelt RR project

To: rapudRide@seattle.gov

Date: Monday, December 4, 2017, 8:06 PM

Is unnecessary. Parallels the Link and I -5 and the 70 runs all the time. Looks like we could use a RR from the Sandpoint area instead. It is a big blank area on the map.

Thanks for your consideration.

Linda P.  
98105

From: Tom Wilson <tdub7229@gmail.com>  
Sent: Tuesday, December 5, 2017 7:46 PM  
To: DOT\_RapidRide  
Subject: My thoughts on Roosevelt Rapid Ride Project

Thanks for sending out a mailer about this project.

I've lived in the Roosevelt neighborhood for over 20 years and am familiar with the transportation needs of this neighborhood and know the sentiment of lot of the residents and businesses in this neighborhood. I ride both the light rail and the bus frequently.

It seems this route mimics the Light Rail. When light rail is completed (which is at approximately the same time that the RapidRide Project is to be finished), anybody nearby the future light rail station in Roosevelt would just take light rail to get downtown. If anybody in the U-District or Roosevelt want to get to eastlake, they'd just hop on the 70. If they want to get to south lake union, they'd probably prefer going to downtown quickly by light rail and then back track up to SLU.

Also, if the Rapid Transit doesn't have it's own lane from Roosevelt to the U-District Bridge, then it will be far from rapid. The backup on Roosevelt during rush hours is ridiculous on this stretch, and without a dedicated lane, it's pointless. And getting stopped for 5 to 10 minutes when the u-district bridge is up would be unacceptable for a Rapid Ride.

To me, it just seems like it's redundant to the Light Rail. I think the money would be better spent creating better transportation options from downtown to south lake union and eastlake. That way it would benefit all riders, not just those coming from north east seattle. Good projects would be:

- \* - make the street car not be in general purpose traffic lanes.
- \* - have the rapid ride bus go just to the u-district bridge and back (and according to your brochure, this is the stretch that would have a dedicated lane anyway).

At the very least, wait until the Light Rail system is in place in Roosevelt and make decisions on people's need at that point in the future.

Thanks for listening (i hope).

Tom Wilson

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From: Kurt Abe <kmasaoabe@gmail.com>  
Sent: Wednesday, December 6, 2017 3:49 PM  
To: DOT\_RapidRide  
Subject: Feedback on Roosevelt Rapid Ride

While I'm all for expanding RR, as a resident of Eastlake I feel compelled to speak out about my concerns. Roosevelt RR does not have an Eastlake stop. I understand that Eastlake isn't a major population center, however, our small community. What it lacks in size it makes up for in outreach and political mobilization. As new apartments are opening and increasing our population, the 70 hasn't served us to the degree that it should. The 70 route takes us through Fairview which results in back ups and delays, it's not uncommon to have 2 and on rare occasions 3 route 70 buses in a row (back-to-back).

Why not include a single stop at Lynne and Eastlake? Also, not sure of the route, but bypass Fairview and go Eastlake, this would result in less delays.

When Metro revised the schedules last year, they eliminated critical routes which served Eastlake: 66 and 25. While they expanded the 70, they recently eliminated the 4:12 am M-F route which resulted in me and a fellow Eastlake rider to shift our work schedules (not cool).

I feel as if Metro thinks of Eastlake as a transit corridor rather than the vibrant (and outspoken) community that it is. Don't dismiss us, we vote.

Thanks for listening.

Kurt Abe

From: Brie Gyncild <brie@wordyfolks.com>  
Sent: Thursday, December 7, 2017 6:57 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide public comment

Hi,

I am not able to attend the open house Monday evening due to another community commitment, but I wanted to share my excitement about and support for the proposed protected bike lanes throughout the corridor. We need to provide smooth, reliable transit AND safe biking and walking facilities on the most desirable routes, and this proposal does that.

I haven't looked at the details of the routing north of the University Bridge, but I'm generally very supportive of including protected bike infrastructure there as well as along Eastlake.

One intersection that will require careful consideration and improvement in this process is the intersection of Eastlake and Fuhrman. Turning vehicles are a major hazard for people biking and walking north or south on Eastlake, crossing Fuhrman. What's particularly frustrating and challenging to me is biking south off the bridge and needing to merge into the left turn lane to head up Harvard to Capitol Hill. The alternative to merging across a couple of lanes of traffic is to continue along Eastlake for a few hundred feet, and then use the crosswalk -- but that's incredibly awkward on a bike. It requires turning into a driveway and then going along the sidewalk to the signal -- and there are often other bikes, pedestrians, or other traffic to contend with; I have opted to use that option when the merge is too stressful, but I've never managed to do it gracefully. And there's not currently much space for bikes waiting to cross. I'd prefer a smooth merge option (perhaps give southbound bikes an advance signal

coming off the bridge?) but would accept the crosswalk option if it's redesigned to create an intuitive, graceful way to get to the waiting area and not be in the way of peds while waiting. I hate clumsy workarounds, and that's what we have now.

Thanks for the great work on the design so far. I look forward to its implementation.

best,

Brie Gyncild  
206-325-3743

(Capitol Hill/Central Area resident)

The Roosevelt corridor has been severely harmed by the removal of traffic lanes + parking. The horrible design +ridiculous bicycle lane do NOTHING to help traffic move. I know you all hate cars but \*\* city a major N/S route does not help move the stupid bike lane or the bus lane to another street + give us back the through street + parking we need

Dear Ms. Gurkerwitz,

Unfortunately, I can't attend one of the public meetings baout the roosvelt Rapidride project but I would like to encourage you to okay this project.

Thank you,  
Ursela R \*

I live on 4555 15th AVE NE

From: maryellen98406@gmail.com <maryellen98406@gmail.com> on behalf of Mary Ellen Yarusso <maryellen98406@yahoo.com>  
Sent: Monday, December 11, 2017 8:05 AM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride

Adding another Rapid Ride line is a bad idea.  
Because Rapid Ride lines that you already have are slow and overcrowded.

The A line and E line are the worst they make too many stops are always packed with people making them behind schedule.

Lynnwood has a better Rapid Ride line because it's combine with local routes that make more stops. So the Rapid Bus can make fewer stops.  
And no fare Box to slow down service. They have ticket machines for people to pay there fare before getting on.

The Metro Rapid Ride system is going the work of two to Routes.

First Reduce the amount of stops on the existing Lines  
And provide more direct service. No loops no side streets

Have multiple local routes serve portions of routes of the Rapid Ride that have less riders

To speed up the Rapid Rides so they can make less stops and run them on the main roads. The side streets don't need large buses

From: maryellen98406@gmail.com <maryellen98406@gmail.com> on behalf of Mary Ellen Yarusso <maryellen98406@yahoo.com>  
Sent: Monday, December 11, 2017 8:47 AM  
To: DOT\_RapidRide  
Subject: Service

The Rapid Ride lines are slow, overcrowded and behind schedule a lot they make too many stops. run on side streets and make unnecessary loops before reaching the destinations.

My suggestion is to speed up the Rapid Rides lines.  
Reduce the number of stops by half and take them off the side streets and delete all loops.

Have multiple local routes serve the side streets. Just run the Rapid Ride lines on the main roads.

And shorten the downtown routes by Ten blocks  
Have all Rapid Rides travel southbound on Second Ave  
With fewer stops

From: Robert Yates <ry8s@hotmail.com>  
Sent: Tuesday, December 12, 2017 12:27 AM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide, include Eastlake Ave

I am in favor of the protected bike lanes included in this project.

Robert

Robert Yates  
329 NW 75th Street  
Seattle, WA  
206.799.5606

From: Rafael S <rsantanamd@gmail.com>  
Sent: Tuesday, December 12, 2017 12:31 AM  
To: DOT\_RapidRide  
Subject: bike lane

As you plan the Roosevelt RapidRide line (including Eastlake Ave), please consider adding a bike lane to the eastlake portion. The current system works "kind of okay" but adding a dedicated bike lane would be a dramatic improvement for us daily bike commuters.

— Rafael

From: Nicholas Etheredge <nick.etheredge@gmail.com>  
Sent: Tuesday, December 12, 2017 1:44 AM  
To: DOT\_RapidRide  
Subject: Eastlake Rapid Ride - Fully Connected Bike Lanes

Hello,

I am writing to urge you to include protected bike lanes further down Fairview Ave N as well as Stewart St. Unfortunately, per Seattle Bike Blog, these streets are not in the preferred alternative for bike lanes.

It is not good enough to create a partial bike network, particularly the part that goes into the heart of the city. We don't need more car lanes, we need more bike lanes and more sidewalks.

This could be a transformative bike route, if it's done boldly. So please, go bold and create great transit options for generations to come.

Thanks,  
Nick Etheredge

From: Jeremy Doyle <jeremydoyle75@gmail.com>  
Sent: Tuesday, December 12, 2017 3:05 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide

Hello,

I would like to submit my support for upgrading bike lanes on 11th/12th Ave to the U Bridge, protected bike lanes on Eastlake and Fairview. I think that walking and bike connectivity are crucial to the future of transportation in Seattle.

Thanks!  
Jeremy

From: Liam Bradshaw <liam.bradshaw@gmail.com>  
Sent: Tuesday, December 12, 2017 4:33 PM  
To: DOT\_RapidRide  
Subject: comments on RRR scoping

Dear Roosevelt RapidRide committee,

I was not able to attend the public meeting last night, so would like to submit comments by email.

I am overjoyed to see that the alignment to be studied will include bike lanes. This corridor is the flattest, most direct bike route between north seattle and SLU/downtown, and it is poised to be a catalyst for increased bike commuting for the whole city. In the environmental review, I would hope that the environmental benefits of these bicycle facilities are included and studied in comparison to other projects that have provided otherwise nonexistent safe, flat routes between residential and commercial centers.

I would also ask that the environmental review include analysis of additional bicycle connections at the south end of the corridor. Since bicycle facilities are only as useful as their least safe segment, usage modeling for the bicycle facilities should account for future connections to the downtown bicycle network. Additionally, once the project goes to design, the bicycle facility should be designed to handle the full load of cyclists predicted once connections to a downtown network are complete, and should thus avoid narrow sections or two-way lanes under 14'.

In addition to the environmental implications of the bicycle facility, I would also hope that the project team investigates potential innovative solutions to increasing transit efficiency. For example, where the eastlake right-of-way does not provide enough width for protected bike lanes and transit-only lanes, the project might investigate a transit-only lane that could switch directions with rush-hour.

Thank you for your consideration

Liam Bradshaw

From: David Freeburg <dfreeburg@gmail.com>  
Sent: Tuesday, December 12, 2017 5:18 PM  
To: DOT\_RapidRide  
Subject: Ensure Protected Bike Lanes on Roosevelt Rapid Ride

Please ensure there are protected bike lanes throughout the entire length of the Roosevelt Rapid Ride project. This is a critically important corridor for people using bikes. This is our best chance to construct a great corridor for cyclists traveling between UW, South Lake Union, and beyond.

Dave Freeburg

From: David Raible <david.raible@gmail.com>  
Sent: Tuesday, December 12, 2017 6:11 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Project

I am writing to voice my support for the addition of protected bike lanes to the Roosevelt Rapidride Project. In particular the lanes along Eastlake and Fairview are critically needed. There are no real alternatives for this important connector between the University of Washington to the Fred Hutch and South Lake Union. Please do not succumb to pressure to eliminate bike lanes to save parking.

From: Cliff Mountjoy-Venning <cliffmv@uw.edu>  
Sent: Tuesday, December 12, 2017 6:50 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide

Hello,

I am writing to show my support for the Roosevelt RapidRide plans, though I'm confused and disappointed why no bicycle facilities are included south of valley street. Your report accurately points out that the corridor is high priority, has limited alternatives, and has high crash rates, yet would be forced to several blocks west to 9th for any protected bike lanes continuing south, and would still have no safe options coming into downtown.

Stewart Street is particularly dangerous for bikes (from the Seattle Times), but offers one the most sensible routes for bicyclists. Earlier versions of the plan included PBLs on this stretch of the RapidRide corridor – why have they been removed? Fairview is also in need of a PBL, and with the road being six lanes wide in parts, any argument that there's not enough space for transit and bicycles is frankly ridiculous.

The rest of the plan is quite encouraging though, and the RapidRide will serve an important role in transit mobility along the corridor.

Cliff Mountjoy-Venning  
Data Analyst  
Institute for Health Metrics and Evaluation | University of Washington  
2301 5th Avenue, Suite 600 | Seattle, WA 98121  
Tel: +1-206-897-2800 | Mobile: +1-360-951-9315 | Campus Mailbox: 358210  
cliffmv@uw.edu | <http://www.healthdata.org>

From: Sam Keller <samskeller@gmail.com>  
Sent: Tuesday, December 12, 2017 7:42 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide

Hi there,

I just wanted to note my support for prioritizing biking and walking in the Roosevelt RapidRide plan -- the protected bike lanes in the plan would especially be enormous improvements! The bike lanes would connect to a lot of key parts of the biking transportation network in Seattle.

My only complaint is that the bike lanes on Fairview Ave (the part in South Lake Union) and Stewart St were left out -- I would really support putting those back in.

Thanks!  
Sam Keller

From: Zach Stednick <zachstednick@protonmail.com>  
Sent: Tuesday, December 12, 2017 10:58 PM  
To: DOT\_RapidRide  
Subject: Eastlake bike lanes

Hello

I work at Fred Hutch and I bike on the future route of the Roosevelt Rapid Ride almost daily. Please do everything possible to ensure the most bike amenities possible as you begin planning for the new Rapid Ride. This area is a key stretch of road for cyclists who live North and Northeast of UW to connect to both Eastlake as well as SLU and Downtown.

Thank you,  
Zach Stednick

From: Ron Rundus <ronrundus@gmail.com>  
Sent: Tuesday, December 12, 2017 11:01 PM  
To: DOT\_RapidRide  
Subject: Comments on the Roosevelt Rapid Line

Hello,

I've been a Roosevelt resident for the last ten years and am an avid supporter of mass transportation projects. We are eagerly anticipating this exciting project. I'm offering my own comments below.

As mentioned in the plan, an all-electric fleet of buses should be the only option. I am in great support of this.

Protected bike lanes along the route should be of the highest priority. Cyclists need the safety of protected bike lanes. This is particularly important on Eastlake Ave. I am in support of ALL protected bike lanes.

Pedestrian safety should also be of the highest priority.

RapidRide bus drivers need to be accountable to the proper speed limits. Current Metro bus drivers on our street (12th Ave NE) well exceed the posted speed limits frequently; this is both a BIG safety issue and also a noise issue.

Transit-only lanes wherever possible will ensure the timeliness and efficiency of this project. More TOL's over fewer is best.

I support keeping the current bus stops on 12th Ave NE between 12th Ave NE and NE 67th St. as they are, for both efficiency and reduction of noise impact.

I support having the mill and overlay paving done for the project on 11th and 12th Aves., and, in particular, at the intersection of 12th Ave NE and NE 63rd St. Sound Transit tore this intersection up for sewer work and it is now uneven which causes vibration and rumbling in our building when articulated buses and construction traffic pass over it. This was not an issue prior. This would only become worse with more bus traffic if mill and overlay paving is not done here.

Thank you very much for your time and consideration.

Ron Rundus  
1036 NE 63rd St, 98115

From: Brock Howell [mailto:brock@bikehappycascadia.com]  
Sent: Tuesday, December 12, 2017 10:49 AM  
To: Parast, Adam <Adam.Parast@seattle.gov>  
Subject: Roosevelt RapidRide+

Hi Adam,

Two follow-up issues/questions from the open house.

Left-side PBL up 11th/12th Avenue. How will the PBL transition from the right-side to the left-side? What concerns do you have about the PBL being on the left vs. right, and what are the justifications that overcome those concerns?

The Bicycle Master Plan calls for a protected bike lane on Fairview Ave through South Lake Union. The plan doesn't include a PBL on Fairview Ave through SLU. The 2014 BMP adoption ordinance requires any planned route to consider alternative, equivalent routes. What alternative routes to Fairview Avenue will be implemented that are not already in the BMP?

-Brock

206-856-4788

**DATE RECEIVED: 12/13/2017**

From: Will Gagne-Maynard <will.maynard@gmail.com>  
Sent: Wednesday, December 13, 2017 12:14 AM  
To: DOT\_RapidRide  
Subject: Comment on Roosevelt RapidRide

The development of this RapidRide corridor is a great thing, but it must also prioritize pedestrian and biker safety and connectivity. As a biker and resident of Seattle, I fully support the development of protected bike lanes on Eastlake and wish that this project did even more to expand protected biking routes into South Lake Union.

Will Gagne-Maynard



From: David Gibbs <gibbsdavidl@gmail.com>  
Sent: Wednesday, December 13, 2017 3:49 AM  
To: DOT\_RapidRide  
Subject: New bike lanes needed

Hello,

I commute by bike all year from Wallingford to SLU, and bike lanes on Eastlake would be a huge improvement! The Roosevelt and bridge bike lanes just END at Eastlake! Please extend them!

Thank you very much,

David Gibbs  
Wallingford

From: mala@tendirectionsdesign.com <mala@tendirectionsdesign.com>  
Sent: Wednesday, December 13, 2017 4:23 AM  
To: DOT\_RapidRide  
Subject: Roosevelt rapid ride

Creating a rapid ride bus service on Roosevelt to downtown would be very helpful for us here in Wallingford on 40th. The current ready ride on 45th is appealing because you never have to wait that long for a bus. The same schedule on Roosevelt would make it more worth it to get to Roosevelt.

-Alan N.

Sent from Surface

From: Rachel Harper <rharperunc@gmail.com>  
Sent: Wednesday, December 13, 2017 6:08 PM  
To: DOT\_RapidRide  
Subject: Question Re Roosevelt Rapidride Project

Hello,

My boyfriend and I live in Eastlake and we were very excited to hear about the new Roosevelt Rapidride, mainly because we routinely watch multiple (sometimes as many as 5!) full route 70 busses pass us by during busy times in the morning. Most riders seem to be traveling from the University to South Lake Union and this Rapidride would potentially make more room for us on our local route. However, we had a few questions:

- 1) will the Rapidride route run year long or only during the busiest times (we believe that these are during the summer)?
- 2) will there be changes to the schedule of the route 70 bus?
- 3) are there discussions about having a stop in Eastlake? This neighborhood seems to have a drought of public transportation options and yet more and more people keep moving here.

Thank you!

Rachel Harper

From: George Thomas Jr. <gtjr@uw.edu>  
Sent: Wednesday, December 13, 2017 6:41 PM  
To: DOT\_RapidRide  
Subject: protected bike lanes on Eastlake

Hi,

I work at UW and commute from West Seattle. I am happy to see a protected bike lane along Eastlake as part of this plan. There is no good alternative now along that corridor, as the side streets are hardly safer. I never use this route when I bike now because of the danger, but with the protected bike lanes added I suspect it would be among the most used in the city.

Cheers,

GEORGE THOMAS JR.  
Web Manager  
UW Human Resources  
206.221.0879 / mobile 206.459.7938  
gtjr@uw.edu / hr.uw.edu

From: Trese Giguere <idagoldie@gmail.com>  
Sent: Thursday, December 14, 2017 2:32 AM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride

Isn't it basically following the previous #66, bus route?

I don't understand the delay. It was a very efficient route. A new route doesn't seem to be the issue.

Why not assign the busses and drivers; there are probably a few who remember the route, and get back into serving riders? Announce it and you'll have full busses.

From: n clement <nclement@gmail.com>  
Sent: Thursday, December 14, 2017 5:38 AM  
To: DOT\_RapidRide  
Subject: Eastlake

Eastlake: Protected Bike Lanes--- Please!!! I frequently commute on Eastlake and it is unnecessarily dangerous. bikes need to be separated from cars.

Thank you -

Nate Clement

Resident, Eastlake neighborhood

From: margaret.mccauley@gmail.com <margaret.mccauley@gmail.com> on behalf of Margaret McCauley <mccauley@post.harvard.edu>

Sent: Thursday, December 14, 2017 5:47 PM

To: DOT\_RapidRide

Subject: Yay for Rapid Ride on Eastlake + bike lanes!

I am writing to support the the Roosevelt RapidRide Project with the inclusion of bike lanes. Safety, mobility, and being a pleasant place to be are the top 3 priorities for the limited space of the public right of way. The people who live and work and study and shop in Eastlake and the rest of the corridor are just as important as the people who want to get through quickly on their way somewhere else. Prioritizing the bus and bike lanes will boost mobility 1000% while also improving air quality.

I am sure that you will hear from many people who are familiar and comfortable with using the streets to store used cars. While acknowledging this has been our recent history, I hope that Seattle can adjust our expectations for a more pleasant, equitable, and environmentally protective future.

Rapid Ride, yes! Bike lanes yes!

Parked cars cluttering things up, not so much.

Sincerely,

Margaret McCauley

who looks forward to being able to get to Northgate car-free using these new route options

---

From: Michelle DeLappe <mdelappe@gmail.com>

Sent: Thursday, December 14, 2017 8:59 PM

To: DOT\_RapidRide

Subject: Roosevelt RapidRide -- Hooray for protected bike lanes!

I'm writing to express how strongly I am in favor of protected bike lanes in the proposal for the Roosevelt RapidRide project. I frequently (year round) commute by bike on Roosevelt and Eastlake to my job downtown. The protected bike lanes on Roosevelt, Second Ave, and Pike/Pine corridors downtown have greatly increased my sense of safety as well as my enjoyment on my commute. This project looks like it would address the dangerous gaps on this route. Please move forward with addressing those gaps before another person on foot or bike dies in these areas.

Best regards,

Michelle

-----  
Michelle DeLappe  
mdelappe@gmail.com  
7743 22nd Ave NE  
Seattle, WA 98115

Dear Ms. Gurkerwitz,

I am delighted to hear there will be a new BRT - indeed, possibly even several routes - serving me here in the U district.

To specifically address environmental impact: I welcome any mode of transit that can help people get around without needing a car. In Seattle more than most US cities, we have heavy constraints on where roads, and especially major roads, can be. We can either wait and feel the pain of too many cars in not enough space, or we can build other ways around.

I'm a transit user possibly considered mythological in some quarters. I have been a car owner in this city, and presently I get around by bicycle, by link, by BRT (to Ballard!), by motorbike, and by car-share. I choose which depending on so many factors - weather, energy, intoxication (present or planned), how I feel about driving, parking, costs, whether it's daytime. I'm often multi-modal. I ride the Link and take the train to get downtown, for example, or bus to a friend and use car2go to get home.

I therefore feel qualified to say that more and better bus links will absolutely see me using the bus more and driving less - as well as keeping my own vehicle off the road, I imagine the environmental impact of better traffic flow could be significant. As a Seattle driver, I welcome exclusive bus lanes which make bus travel fast and reliable at rush hour, because I will often choose those same bus routes myself when it is practical to do so.

I especially appreciate the way that BRT and light rail allow me to get to more remote areas with my bicycle so that I can save my energy for getting around once I'm there. A fast bus and a bicycle are - for me - an ideal way around the city, less stressful and expensive than driving (I have a pass), more flexible, healthier and more environmentally friendly.

More of this, please if we can treat bicycle and public transit infrastructure as first-class concerns, I believe we can get a lot more people a lot more miles on a lot less fuel. That can only be a good thing.

Sincerely,

Zoe Leiper - U District

From: meghan Kapousouz <megmyday@gmail.com>

Sent: Thursday, December 14, 2017 9:53 PM

To: DOT\_RapidRide

Subject: Environmental Scoping Comments

I have some extreme concerns regarding the removal of street parking along 11th Avenue NE in the Roosevelt neighborhood. As a resident of the community, I experienced difficulty parking in my neighborhood due to the proximity of UW and students parking and then walking to campus.

I petitioned my street and all of my neighbors signed and we are now grateful for the zoned parking on our block.

With the elimination of parking on the east side of the street, there will only be parking on the west side. Where are we supposed to park? This is a residential street! It is my understanding that this project needs to consider this predicament (hence the comment period) and even offer some consolation to the property owners that will suffer.

If you drive along 11th Avenue NE, you will see that it is primarily residential and that parking is utilized at all hours of the day. Furthermore, there have been recent updates to 12th Avenue NE promoting bicycle traffic on this non-arterial street. As a bike commuter, I thought this was strange given that there are already established bike lanes on both Roosevelt as well as 11th Ave NE. It is redundant to have put \$\$\$ into signage, speed bumps etc.. on this residential street when one block east, there is a plan to remove stretches of parking to provide protected bike and a rapid ride lane.

The removal of the parking on Roosevelt's west side has already had a local impact on parking behavior in our neighborhood, but this is a primarily commercial corridor.

Again, 11th Avenue is primarily residential!

Why doesn't the RapidRide develop its route on University Way or 15th Avenue Streets, both of which are already established as bus routes? Even Brooklyn Avenue makes more sense as it continues to be developed with multifamily housing projects and is more commercial south of Ravenna Boulevard. All of these alternatives can easily link up to the future light rail station and would eliminate the removal of this precious commodity.

Will property owners be granted a variance by the city to allow curb cuts to be added for off-street parking?

I was informed of this master plan at my local farmers market and was outraged to learn that the parking that I fought for is slated to be removed for a designated bike and rapid ride lane.

**PLEASE DO NOT REMOVE PARKING ALONG 11th AVENUE NE!**

Cordially,

Meghan Kapousouz

From: Zach Williams <zachary.b.williams@gmail.com>  
Sent: Thursday, December 14, 2017 9:53 PM  
To: DOT\_RapidRide  
Subject: Please keep PBLs in the Roosevelt plan!

Hi there,

I live in Eastlake and have been biking in Seattle since 2008. While we never planned it, my wife and I sold our car 3 years ago and haven't looked back, using a combo of walking, transit, car share, rideshare, and bikes to get us around.

Riding through my own neighborhood is fraught with peril, and I've talked to people who have had nasty bike accidents on Eastlake (including one woman who fell and almost got run over by a bus). My wife, who rides with me on our tandem bike, does not ride her own bike in the neighborhood because she doesn't feel safe.

When I heard about the plan to add protected bike lanes on Eastlake, I was pretty excited. So excited, I attended some public meetings, and even shared my story, in front of some glaring neighbors who were there to preserve parking above all else, even safety.

I'm younger, and I hate conflict. As a kid, I was told to be quiet, and follow the rules, and things would be fine. I think a lot of young people in the neighborhood - most of them renters, who rely less heavily on cars - are intimidated by others - mostly older, established homeowners - who voice loud opposition to removing even a single parking space. I'm worried that people like me are not being heard, because they are afraid of speaking up. But I'm trying to speak up, because I know it's the right thing to do.

Please - do the right thing and make the corridor safe for everyone. The safer it is for people who bike, the more people will use it, and the better it will work for everyone.

Thanks,

Zach

From: Carol Haffar <c.haffar@hotmail.com>  
Sent: Friday, December 15, 2017 1:50 AM  
To: DOT\_RapidRide  
Subject: I support Roosevelt Rapid Ride

I support Roosevelt Rapid Ride.

Carol Haffar  
6201 25th Ave NE  
Seattle. 98115

From: mark a. foltz <markafoltz@alum.mit.edu>  
Sent: Sunday, December 17, 2017 4:49 AM  
To: DOT\_RapidRide  
Cc: Johnson, Rob; O'Brien, Mike; Bagshaw, Sally; Sawant, Kshama  
Subject: Roosevelt RapidRide - Scoping Comments

Mrs. Gurkewitz,

I am writing to provide feedback on the Roosevelt RapidRide project, as part of the NEPA Scoping Process. The scoping packet seems to be very brief for a project of this size and does not touch on many impacts of the project. It also appears that many of the bicycle improvements have been removed from the earlier scoping, which is par for the course for SDOT.

I have four specific points I would like to make.

First, all the bus layover options are terrible.

The blocks immediately adjacent to the light rail station need to be designed in a way to maximize the public realm and pedestrian experience. These blocks will be home to people accessing the station, dense housing, and street level retail. None

of these people want trolleys outside their front door 24/7.

You cannot be seriously considering N 67th St. for bus layovers. Trolleys blocking the access to the north station entrance will make it harder for people to find the entrance, harder for people biking from the north to access the station, and seriously diminish the quality of the public realm around the transit-oriented development that will occur on the Sound Transit parcels.

For bus layovers, the west side of Roosevelt Ave between 68th and 69th would be much better. It's a parking lot now. When it's redeveloped, it could be designed in such a way to minimize the impact of the layover area on the project and its residents.

Second, the scoping documents must include safe and complete connections for the south end of the Fairview protected cycle tracks. How will people biking access Valley St and continue westward? Right now this requires crossing the streetcar tracks twice. Streetcar tracks have been - and will continue to be - a source of serious injuries and fatalities. The open house I attended discussed moving the streetcar tracks to create a continuous connection between Fairview Ave and Valley St. This must be included in the scope.

Third, the alignment of the protected bike facilities on the west side of 11th Ave NE is unexpected. How are people biking northbound on the University Bridge supposed to access these - merge across at least three lanes of traffic and/or parking after exiting the bridge?

Finally, it appears that protected bicycle facilities (as required by the Bicycle Master Plan) on Stewart St. have been removed from the scope of the project. It makes no sense to rebuild this corridor for transit without including them. Instead three general purpose traffic lanes are being preserved. This is unacceptable and inclusion of safe, multimodal facilities for all road users must be in scope per the law: the Complete Streets and Vision Zero ordinances.

Without changes, there will be no safe biking connection from these new facilities to the major employment and residential areas in the Cascade neighborhood, which is now under massive redevelopment.

Yours,  
Mark A. Foltz  
3635 Burke Ave N.  
Seattle, WA 98103

CC: CMs Johnson, O'Brien, Sawant, Bagshaw

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From: cemay <cemay@uw.edu>  
Sent: Monday, December 18, 2017 6:23 PM  
To: DOT\_RapidRide  
Subject: Roosevelt Protected Bike Lane

Hi,  
I live in Ravenna and am a bike commuter. I would LOVE to see additional miles of protected bike lanes on the Roosevelt Corridor!  
The current protected lanes are great but if they extended onto Eastlake ( or a parallel road) to downtown, that would be AWESOME. Also being able to take a bus downtown that didn't get stuck in traffic would be great too!

THANK YOU, and please let me know when the next public meeting will be held. ( Or let me know where to check for that meeting date and location).

Cindy May  
Ravenna Neighborhood

From: Eric Suni <eric.a.suni@gmail.com>  
Sent: Monday, December 18, 2017 5:28 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Scoping Comments

Dear Roosevelt RapidRide project team,

I was actively involved -- both as an individual and as a member of the Eastlake Community Council (ECC) -- in the public comment periods for the data collection and alternatives analysis steps of this project. I have been grateful for the opportunity to take part in this process and to help try to achieve the best results for Eastlake, the corridor, and Seattle more broadly.

Overall, I believe that the general scoping of this project is on the right track. Improvements to bus speed and reliability in this corridor are critical, especially given the extensive demands on public transit brought about by the growth of South Lake Union. I also believe that this project helps to serve an important goal of creating a connected network of safe bicycle paths that is essential to promoting safety for people on bikes. A safe, connected network can also be critical to increasing bicycle ridership, which serves the broader goal of reducing trips in the City made by single-occupancy vehicles.

I believe that in this scoping comment period, you are likely to hear from other residents of Eastlake who are less enthusiastic about the changes proposed by this project. In particular, I expect many people will focus their concerns on the loss of parking on Eastlake Avenue. My hope is that SDOT will not allow such concerns to change the fundamental approach involved in the design thus far. I do not believe that the proponents of maintaining parking on Eastlake have any viable approach to improving the safety of people on bicycles. Without an alternative means to promote bicycle safety, I believe the imperatives and goals of this project should take precedence over maintaining parking. Eastlake Avenue is just too narrow to sacrifice vital right of way to vehicles that are not moving.

Though I support the overall approach proposed here, I would strongly encourage SDOT to go back and review the letters previously sent by the ECC and SDOT's responses. In those letters, we raised many issues that we believe are vital to consider in order to implement this project effectively.

For example, the ECC's letter in July 2016 (<http://eastlakeseattle.org/fp-content/attachs/ecc-rdhct-letter-july-19-2016.pdf>) raised the issue of shovel-ready improvements. ECC suggested that, rather than waiting until 2021 for implementation, SDOT look into elements of the project that could be implemented immediately:

P.O. Box 34996 - Eastlake Community Council  
[eastlakeseattle.org](http://eastlakeseattle.org)

1 117 E. Louisa St. #1 Seattle, WA 98102-3278 July 19, 2016 Alison Townsend, Strategic Advisor Seattle Department of Transportation P.O. Box 34996

"ECC is concerned that the 2021 target for implementing the RDHCT study passes up opportunities for nearer-term improvements. While we understand the longer timetable of some other parts of the bus rapid transit network and of new light rail stations, five years is just too long to wait for some of the discussed improvements. Already, Eastlake's buses are bogged down in mixed traffic without the advantages of queue jumps, signal priority, and other "targeted investments" that could quickly improve bus performance. With a rapidly growing population and job base, Eastlake has an urgent need for improvements in transit speed and reliability. We request that SDOT give high priority to early "quick wins" that improve bus service far in advance of the final implementation date in 2021."

I still believe that a focus on some short-term implementation improvements could bring needed relief to the corridor and help win buy-in from more neighbors who may have a hard time visualizing potential benefits in 2021. Other issues in that letter, including about bike safety in the area just south of the University Bridge, pedestrian improvements, cut-through traffic, and others are topics that I believe still need further attention from SDOT and refinement in working with stakeholders to optimize project outcomes.

Again, I am glad to see this project moving forward and working to enhance the safety, speed, and reliability of multi-modal transit, and I hope that SDOT continues to build on the progress thus far to develop a high-quality plan for rapid transit in this corridor.

Lastly, please note that I am no longer serving on the Board of the ECC, so these comments are submitted solely on my own behalf as a private citizen.

Sincerely,

Eric Suni



From: Cameron Sparr <camerosparr@gmail.com>  
Sent: Monday, December 18, 2017 5:03 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide feedback - Please add bike lanes to Fairview and Stewart!

I'm excited to see the inclusion of protected bike lanes in this plan.

I would LOVE to see bike lanes added to Fairview Ave and Stewart St as well, as this would be fantastic arterial for those living in North Seattle to get to downtown.

Thanks,  
Cameron

From: Dan Zagroba <danzagroba@gmail.com>  
Sent: Tuesday, December 19, 2017 12:31 AM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Bikelanes

Hello,

I saw the proposed Roosevelt RapidRide plan. I would like to say that I'm definitely in support of the protected bike lane going North on 11th Ave.

It is currently pretty tough to ride from Husky Stadium up to Roosevelt. The existing bike lane on 11th gets congested north of 45th with parking and cars turning right or stopping.

I really believe that protected bike lanes will help connect Roosevelt to the downtown area and also to the Bellevue area via 520.

Thank you,

Dan Zagroba

From: Mike Baab <mikebaabdk@gmail.com>  
Sent: Tuesday, December 19, 2017 2:02 AM  
To: DOT\_RapidRide  
Subject: Protected bike lanes on Eastlake

Hi there, I'm thrilled that you're considering protected bike lanes on Eastlake as part of the Roosevelt Rapid Ride. I bike that corridor nearly every day and I never feel safe. Please put in safe, protected bike lanes. I drive as well, and the protected bike lanes are far more important to me than the parking. Thanks!

Mike Baab  
1304 E. Harrison St.

From: Michaela Barrett <seattle@rose-labyrinth.com>  
Sent: Tuesday, December 19, 2017 2:05 AM  
To: DOT\_RapidRide  
Subject: Comment on Roosevelt RapidRide

Though this comment is submitted during the Roosevelt RapidRide design process, its content is applicable to all the RapidRide projects. For RapidRide to be meaningful and not just a fancy new brand name on regular old bus routes, the RapidRide routes must be designed with transit as the top priority, followed by pedestrians and bikes (so that people can get to the routes).

Only after buses, pedestrians, bikes, and through traffic have been fully supported should parking even be thought of. There's loads of parking in this city, we don't need to damage our high-frequency transit to support more, especially on high volume roads where people pulling in and out of parking slots is a traffic hazard anyway.

--

Michaela Barrett  
98118

Mr. Merrill,

Please alter the plans to better reduce traffic congestion. It is a physical reality that buses, bike, and feet can move more people on a given street than cars. At all junctures, I strongly encourage SDOT to prioritize bus reliability and speed. I also encourage SDOT to make the bike lanes as wide as possible and make controlled intersections safer for bikes with dedicated bike traffic lights and advanced Dutch-style methods for allowing bikes to make left turns safel (e.g., <http://www.protectedintersection.com>).

In particular, I am concerned about: Buses need a dedicated lane north of 40th. There needs to be a dedicated bus lane so that the buses do not get caught in traffic. I know you may say that buses won't get caught in traffic along that route, but I want to make sure buses can do directly to the front of the line at traffic lights to make buses more attractive than single use occupancy vehicles.

Please remove parking along Roosevelt between 40th and Roosevelt. We need that space for a dedicated bus lane and to widen the bike lane to a safe width.

Be very careful to design the transfer from 2-way bike lane to 1-way bike lane safely. There needs to be a dedicated signal crossing for bikes that have to cross traffic. If not, it will be very dangerous and bikers (like me) will choose the alternative, which is to remain with the general traffic.

The bike lanes between Yale and Valley need to be wider. 6 feet wide is too narrow for a high use corridor such as that. Include bike lanes south of Valley! What is the point of a bike lane through Eastlake if you dump us all into general traffic before reaching downtown. I used to be a bike commuter but stopped because it is too dangerous to ride from Eastlake/Valley to downtown Seattle. In particular, Eastlake near the old Pemco Building and by REI and then along Stewart (and home via Howell) is too dangerous. So dangerous I stopped biking to work. It is not acceptable that you do not have a way for people on bikes to get into downtown. This is a high demand corridor for going to and from

North Seattle and needs safety improvements. What happened to Vision Zero?

Please consider my concerns.

Robert Elleman  
6247 32nd Avenue NE

From: Curtis Walton <crtmnseattle@gmail.com>  
Sent: Wednesday, December 20, 2017 2:09 AM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Comments

I was unable to attend the recent public meeting addressing this issue. However, I would like to communicate a few comments on this project.

1) Protected Bike Lanes in both directions on this corridor through Eastlake are a must. This corridor is already heavily used by people riding bikes to connect between the University District and Downtown/South Lake Union as it is the flattest, most direct route. Continuing the status quo continues to place those riders in danger and discourages new riders from making trips through the area.

2) Transit priority should be considered through the University district. I move through the University District portion of this corridor regularly during rush hour. Buses are normally bogged down in traffic. If the goal is to get more people onto transit, then boosting its reliability and speed during these peak hours is vital.

Thank you for considering my comments. I am very excited for this project (as well as all of the RapidRide projects coming up in Seattle). Thank you for your hard work to make our city better.

Thank You,  
Curtis Walton  
Resident of Capitol Hill

From: Bryce Kolton <brycekolton@live.com>  
Sent: Wednesday, December 20, 2017 6:18 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Comments

Hello,

I'm Bryce Kolton, a recent UW graduate currently living in Ballard. I lived a couple streets off of the proposed Roosevelt RapidRide Corridor, and understand just how important transit access will be for the area. However, current plans leave me disappointed. In short:

There is far too much parking north of the U bridge. Replace it with bus lanes. This corridor exists to move people, not allow them to take away space from others with subsidized street parking. Take away the parking lane and add more bus lanes. The bi-directional bike lane should continue on one side of the street to near Fuhrman Ave. Sacrifice the turn lane and bike lane width for bus lanes. Saved space from the 2' of border, plus a small reconfiguration and removal of the turn lane should allow bus only lanes all the way through Eastlake. Assuming buses can contend in traffic through eastlake is asinine; The metro 70 route is already continuously crowded and late thanks to extreme congestion. Only true bus only lanes will alleviate travel woes.

While at UW, I frequently used Eastlake and Fairview to get downtown on my bike. The route is terribly congested during rush hour, to the point that I was able to beat SOVs easily. Even during times of moderate traffic, buses were still slower than just pedaling myself. It's nice to see that the corridor includes bike lanes, but buses must be taken care of as well.

Eastlake is obviously a space-constrained part of town, but with adequate transit options, it can become far better connected than it's been since the removal of streetcar tracks back in the early 1900s. Compromise is not an option, and buses must come first.

Thank you for listening to my comments.

Sincerely,  
Bryce Kolton

From: Blake Trask <rbtrask@gmail.com>  
Sent: Thursday, December 21, 2017 5:39 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Scoping Comments

I write to request that a significant element of the scoping for this project be improving sidewalks and paths for people walking and people riding bikes. Specifically, this includes providing protected bike lanes along the entirety of the proposed alignment.

These investments are integral to the Roosevelt Rapid Ride + corridor and fulfill the intent made by voters in the 2015 Levy to Move Seattle: <https://seattletransitblog.com/2015/12/18/an-introduction-to-rapidride/>

Additionally, safe, simple and connected bikeway in this corridor connects two of the largest employment centers and travels along some of the most dense residential neighborhoods in the city.

Additionally, because of the existing high volumes of bicycle traffic, combined with the safety concerns at several intersections located along this corridor, including sidewalk, intersection safety and protected bike lane investments is critical as the City implements Vision Zero.

Because the project will reallocate street space from short-term parking to prioritize transit, biking and walking, I hope the project will also evaluate opportunities for off-street parking solutions that utilize currently unused structured parking in the neighborhood.

Prioritizing efficient travel of transit, walking and biking along this corridor is a no-brainer and needs to be the fundamental guiding principle as the Roosevelt RapidRide project moves forward.

Thank you and I look forward to a project that prioritizes people - both via safety and mobility - over the current conditions.

Best regards,

Blake Trask

512 N 81st St  
Seattle, Washington 98103

From: John Renehan <JohnR@msreal.com>  
Sent: Thursday, December 21, 2017 5:44 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide comment

Hello,

I'm writing to express support for biking and walking connectivity in the Roosevelt RapidRide corridor. I live near the University Bridge and bike across the bridge and down Eastlake to work every day. The route is sort of safe before 9 am when I can bike in the right lane, but once cars start to park it becomes dangerous. I understand a bike lane is in the preferred alternative for this corridor, but where the biggest gains are to be made are at the south end of Eastlake/north end of downtown. Getting to work from there requires crossing four lanes of angry I-5 commuters on Stewart Ave and navigating several smaller streets with no bike space all the way to my office near the Convention Center. While I appreciate a good bike route to REI, most of the benefits of such a bike route are still being left on the table without a true connection to downtown.

Thanks,

John Renehan

John Renehan  
McKee Appraisal  
Real Estate Services & Consulting, Inc.  
1200 Sixth Avenue, Suite 1805  
Seattle, Washington 98101  
Office: 206.343.8909  
johnr@msreal.com

From: a  
Sent: Thursday, December 21, 2017 11:00 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide

Please connect the upcoming light trail and rapidride improvements to a functional network of protected bike lanes. In order to make transit the most viable option, last-mile solutions like biking and walking need to be secured along with transit lanes. This not only optimizes the return on investment of the RapidRide infrastructure, but work towards the states goals of the city in Vision Zero.

Sincerely,  
Bryan Kopel

From: Ian Strader <ian.strader@gmail.com>  
Sent: Friday, December 22, 2017 4:20 PM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride needs bike lanes

Hello,

I strongly support the proposed Eastlake PBLs planned as part of the Roosevelt Rapid Ride project. All ages and abilities bike infrastructure is key along this corridor.

Two areas to consider for modification/improvement:

Shifting the planned protected bike lane on 12th Ave through the U District from the left-side of the street to the right-side, that way bicyclists don't have to cross the street twice.

Adding protected bike lanes to Fairview Ave in South Lake Union, which is a wide street with a steady grade as opposed to Eastlake Ave by Fred Hutch & REI, where there's a big hill. The 2014 Bicycle Master Plan prioritized protected bike lanes on Fairview Avenue in SLU.

I would also like to express support for effectively reinstating the old #66 bus by having the RapidRide corridor get extended the rest of the way to Northgate. Because SDOT is planning for this new RapidRide route to have electric trolley wires, it's probably financially infeasible to get a trolley wire bus all the way to Northgate, but perhaps Metro could use hybrid electric+battery buses that can go off-wire for the route. I would also suggest that SDOT consider eliminating the trolley wires entirely along this route in favor of battery powered buses.

Thanks,  
Ian Strader

8243 4th Ave NE  
Seattle

From: a <thanks4thinking@gmail.com>  
Sent: Wednesday, December 27, 2017 11:25 AM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide

Dedicated bus lanes, bike lanes, and sidewalks connecting the entire corridor are the only real solutions to mobility in a dense city. We need to treat all modes fairly instead of giving it all to the cars. The rest of us want to live and work here without being forced to drive. Please make transit competitive and reliable by this proven method.

Sincerely,  
Bryan Kopel

From: Erik Peterson <erik@chinesetools.com>  
Sent: Thursday, December 28, 2017 1:18 AM  
To: DOT\_RapidRide  
Subject: Protected Bike lanes for Roosevelt RapidRide

Hello,

I am a frequent bike commuter in Seattle. For the upcoming Roosevelt RapidRide corridor, it is important to me to have fully protected bike lines available along the route, including in the intersections. Protected bike lanes make riding safer and more comfortable for both the bike riders and the people driving cars.

Erik Peterson  
Greenwood, Seattle

From: Adam Greenhall <adam.greenhall@gmail.com>  
Sent: Tuesday, January 2, 2018 9:16 PM  
To: DOT\_RapidRide; Schwartz, Allison; Chang, Dongho; info@onecentercity.org  
Cc: seattlebikeblog  
Subject: bike lanes along eastlake corridor

These bike lane plans for the Eastlake RapidRide look like a great start. And the 7th Ave changes sound good too. But they fall well short of linking NE Seattle to downtown with a two-way bike route. They improve the route overall, but don't make any improvements to the most dangerous parts.

Is the city planning to create viable bike routes linking NE Seattle and downtown as laid out in the 2014 Bike Master Plan? The 2017 BMP Update makes it sound like there aren't firm plans yet. Is there a timeline?

Today there are currently no good options for simple, safe routes for bikes riding between downtown and NE Seattle. Bike commuting from NE Seattle - especially important as the downtown core adds jobs - is severely limited by the lack of safe routes, especially going northbound.

To highlight the need for better bike routes between these neighborhoods, I describe the routes I currently use and why they aren't safe or simple. Segments range from riding in meandering parking lots to merges across multiple lanes of fast mixed traffic - and they are definitely not for everyone.

Thanks for working on this. If you have upcoming projects or ideas on how to improve these routes, I'd be excited to hear them.

Thanks,  
Adam Greenhall

#### Northbound

The most direct route leaves the Pike PBL at 6th. From there:  
turn onto 6th and merge right three lanes, then avoid the Pacific Place garage traffic  
turn right on Olive and immediately left merge three lanes through mixed bus and car traffic  
take Howell and stay in the left lane. Watch out for the north-bound commuters suddenly accelerating to 40mph as they clear the traffic in the right lane for the I-5 south on-ramp. This street design is particularly in need of a safety redesign (from right to left there is a lane of backed up I-5 on-ramp traffic, a bus lane, a very fast car lane with some very faded sharrows, and a parking/construction/commute-hour-travel lane - the lane I use for biking. For much of 2017, the left-most lane was mostly blocked by construction - with no apparent change in traffic).  
take Eastlake and squeeze between the idling ST buses and car traffic until the bike lane picks up at Roy  
Sounds like fun for everyone, right? But your other options aren't good either. You can climb a bit more up Capitol Hill and ride on the Melrose trail and enjoy the freeway fumes. You can take 6th (watch out for buses and cars idling in the bike lane to pick up Amazon employees) and the convoluted route to the 9th ave bike lane and then ride Westlake (for an added ~2mi).

If there was a bike lane on Fairview northbound, the 6th+9th route would link back to Eastlake, with fairly minimal detour. The route is a bit complicated, but with some work (bike lanes on 6th, better signage on the 6th-to-9th connection) could become the first safe northbound route from downtown to NE Seattle.

#### Southbound

For the most direct route the bike lane ends at Eastlake and Roy. From there:  
squeeze between parked cars, fast traffic on Eastlake, and watch out for the many right turning cars  
turn right onto Stewart. Watch out for buses and cars merging from the I-5 offramp. Weave your way between stopped traffic and watch for suddenly merging vehicles. At the light with Denny make sure the car/bus in the right lane isn't going straight and position yourself just left of the right turning vehicle (this would be a great place for a green bike box).  
After Denny traffic on Stewart speeds up, so ride fast and be alert. Stay in the right bus lane but watch out for right turning (and law-breaking) cars. Plan your three lane merge to the left.  
Merge three lanes left to the left-most lane so that you can turn left onto 7th. Watch out for cars turning into/out-of the garage on the corner.  
Pedal uphill on 7th. Watch out for cars impatient to get into/out-of the Pacific Place garage. Having the 7th Ave PBL completed will be great here.

Turn onto Pine and cross over to the PBL on the left side.

The best alternate route is to take the Fairview parking lots over to 9th, Bell and 2nd. This route adds less than an extra half mile. It does involve a bit of wiggling through a series of parking lots (something I'm not sure the city would be proud to publish on a bike map). The connection between these parking lots and the bike lane on Valley is particularly awkward. The route also involves some extra time for the long wait to cross Mercer at the light on 9th. And in 2017, the many sporadic construction closures along the 2nd Ave bike lane has made it too unpredictable to use (5th Ave was a pretty good detour).

But despite all of that, the Fairview-9th-Bell-2nd route will (hopefully) be a fairly pleasant in 2018. With some minor work it could become the first safe southbound route from NE Seattle to downtown.

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From: Margaret Thomas <margarettthomas@outlook.com>

Sent: Wednesday, January 3, 2018 12:06 AM

To: DOT\_RapidRide

Subject: Re: Eastlake

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?

Sincerely,

Margaret Thomas

Eastlake Resident

Sent from Mail for Windows 10

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From: Casey Gifford <giffordcasey@gmail.com>

Sent: Thursday, January 4, 2018 4:06 PM

To: DOT\_RapidRide

Subject: Roosevelt Rapid Ride

Dear Roosevelt Rapid Ride team,

As a regular bike commuter from Maple Leaf to Pioneer Square, I am beyond excited for a desperately needed protected route through the U-District. I often don't bike when it's dark because I feel unsafe at night on streets where I have to share the lane with high traffic, higher speed travel. While I know that the construction of a PBL will increase my biking and make me feel safer, I am disappointed the route doesn't extend as far north as once proposed. Furthermore, I am extremely disappointed that the Fairview Ave N section in SLU and Stewart St section have no proposed PBL, and I strongly encourage SDOT to reconsider. It's important to have a safe, fully connected route from northeast Seattle to downtown. SDOT will be missing a key opportunity if they fail to complete this network.

Lastly, the maps suggest that there is a PBL on Valley St. I am not aware of one...can you please describe what you mean by this?

Thank you for your time.

Casey

—

Casey Gifford | (541) 760-4782 | LinkedIn



From: Ian Crozier <puhseudo@gmail.com>  
Sent: Friday, January 5, 2018 5:46 AM  
To: DOT\_RapidRide  
Subject: Roosevelt rapid ride comment

To whom it may concern,

I write to express my excitement about the progress being made in planning frequent and robust bus service to Eastlake, the U District and Roosevelt through the Roosevelt RapidRide route. I am also very pleased that protected bike lanes on Eastlake and 11th/12th have been presented as part of the preferred alternative.

As a long time resident, cyclist, and UW student I have ridden Eastlake Ave more times than I could count. Each time was an adrenaline rush, both from the terror of high velocity cars, trucks and buses whizzing by me and from the anger I felt at the city which failed to provide me with a safe route to travel through one of our most important and potentially lovely travel corridors.

I strongly urge the city to continue to consider protected bike lane improvements on Fairview and Stewart as well as protect the integrity of protected lanes on Eastlake and 11th/12th. Thank you for your work so far on this important project.  
Sincerely,

Ian Crozier

1110 E John St  
#7S  
Seattle WA 98102

From: Gene Morris [mailto:GeneMorris@outlook.com]  
Sent: Friday, January 05, 2018 3:26 PM  
To: Gurkewitz, Sandra ; Merrill, Garth  
Cc: kathryndulemba@yahoo.com  
Subject: FW: Eastlake economic disaster

Folks,

I am forwarding to you a communication I sent to Rob Johnson this AM. Also, I have to point out to you that the initial announcement and invitation to the open house sent out by SDOT about Roosevelt Rapidride made no mention of the dedicated bicycle lanes included in this proposal which wipe out Eastlake's on-street parking. I think that this failure legally mandates a readvertisement of the proposal to alert the citizens of the disastrous effect this plan will have on the Eastlake community.

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From: Gene Morris [mailto:GeneMorris@outlook.com]  
Sent: Friday, January 5, 2018 12:23 PM  
To: rob.johnson@seattle.gov  
Subject: Eastlake economic disaster

Rob,

I'm writing you because you are our representative in City government, and we need your protection.

The proposed Roosevelt Rapidride contains a fatal fault that may decimate the Eastlake neighborhood businesses that rely on on-street parking for their clientele. That includes me.

Most of the business owners we have canvassed on Eastlake Avenue have had no idea that Roosevelt Rapidride will eliminate the parking they need to survive. They are shocked by the prospect.

Please protect your constituents in Eastlake by modifying the proposal to retain our on-street parking.

I have attached a PDF document of my opinions that I am sending to the RapidRide committee for your use.

Gene Morris Architect llc  
206 841 0990

From: Ariel Duncan <ariel.duncan@gmail.com>  
Sent: Friday, January 5, 2018 4:13 PM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride

Hi!

I am an Eastlake resident and I wanted to write in support of having a transit only lane and widening the road.

I used to live in Brooklyn and I tried to live in Eastlake for 2 years without a car - it was not workable. I would love to get rid of my car and for my neighborhood to have more efficient transit connections. Before I got my car, I had never set foot in Beacon Hill because it was an hour and five minute transit ride with a change downtown.

Thank you,  
Ariel  
2345 Minor Ave East #22

From: shelleyrg@comcast.net  
Sent: Friday, January 5, 2018 7:37 PM  
To: Gurkewitz, Sandra  
Subject: Rapid rides's environmental impact on small business on Eastlake Ave in Seattle

Dear Sandra,

Thank you for returning my call regarding your rapid ride project last week. Prior to sending this email my company employees have talked and left surveys for over a hundred fellow small businesses on Eastlake ave. e and/or their employees. We are going to continue to talk to the other many hundreds that we have not reached out yet. My hope is that they will convey to you and your staff what they have relayed to me. In a nutshell, most of the small businesses on Eastlake Ave depend on street parking for their customer base, their employees, handi cap access to their stores, and deliveries. Along Eastlake there are many loading zones in front of restaurants and large building that allow handi cap people to be unloaded close to the building they want to go into and for deliveries to those businesses. Just removing the loading zones would be disastrous to Eastlake businesses, let alone all of the street parking on Eastlake. Side streets to the west of Eastlake have little or no extra parking and are often on a steep hill which would keep handi cap people from using them if they could find parking. This is often the case on the side streets on the east side of Eastlake which is a residential area and those residents don't even have enough parking now. For Me, as well as hundreds of others, losing all off street parking means losing my business. If I lose my business, I will lose my building because it is the business that pays the mortgage on that building. I am 70 years old, where would I be able to find a job to pay the 5,000 mortgage on an empty building and support myself and my family. 20 years ago I purchased the building at 3119 Eastlake ave east in Seattle. It had been empty for 7 years. I paid 1,000,000. for it. Spent 300,000 in improvements and opened up a banquet facility and catering company. My kitchen is in that building. I have 12 permanent employees and 20 part time employees in addition to myself who work there. All of our deliveries come thru the main doors from the loading zone. I am a minority business woman. My Mortgage is a federally funded one for minority business women, the Link Program. We do mostly weddings and corporate events in addition to off site catering. Our clients usually have 125 to 150 people at their parties. That translates to 70 cars per party for 5 hours, usually in the evenings. I have access to a small parking lot of 35 stalls. Where would my employees park, where would the guests park? How would DJs, Photographers, etc unload for the events. How would we fill the catering truck up with goods, How would the laundry be delivered and picked up weekly . I can not support by business with parties of only 50 to 75 people and the space is too large for small parties. The hundreds of businesses that are all along Eastlake ave all pay taxes. That tax base will be destroyed. Thousands of employees will lose their jobs. I though we were trying to add jobs in the US, not lose thousands. Eastlake ave is several miles long and loss of all that street parking will impact thousands of proprietors, their employees,, and their clients. A lovely neighborhood of restaurants, beauty salons, office spaces, retail shops, and medical dental clinics will be destroyed. Yes, I am sure all of the business buildings in time will be torn down and condos will sprout up, but is that what we as a community want? Somehow Seattle is taking my business and building from me, taking away my life savings which is all invested in that building, and telling me to live on social security for the rest of my life. No one seems to be concerned about the value of these businesses and the buildings that will be lost to those who own them, no one seems to be concerned what will happen to the lives of thousands of people"s jobs your rapid ride design will take away. The city isn't compensating any of us, they are simply designing us out of business. What happens to people who lease buildings, how will they pay their rent if they are driven out of business? If landowners tear up their leases, they like

myself wont be able to pay their mortgages. This project will have a ripple effect in our community that will be devastating. When I talked to the project director, he could not guarantee me that my parking lot would not be impacted, in fact he said it probably would be impacted because there was a rapid ride station next to it and some spaces would be needed to accommodate that station. I am asking for you to redesign this project leaving some street parking. Do we really need TWO bike lanes?? Two car lanes, two side walks, that no one will use because they cant park there anymore, and one rapid transit lane? If cars cant stop along their way to their destination, many businesses will dry up. Yes there is some biking on Eastlake, however maybe those lanes could be on a parallel street to Eastlake possibly down closer to Lake Union which does not have as much

traffic and is scenic. I am asking you and your team you to re look at this design, and consider its effect on the Eastlake Community. Do not underestimate the impact on all of the residents on Eastlake as well as the local businesses.

Also few of the business on Eastlake got the survey that you sent us in 2016. I did not. Most were shocked by this proposal and were very unaware of the parking design, so you might try to upgrade your mailing list. Just stating that you sent a survey isnt good enough when so much is at stake for so many who never received any communications on this project. I voted for Rapid ride to improve our city, not to destroy its businesses, and put thousands of citizens in Seattle out of work.

This is not a small project, its effects as designed will impact many people negatively. We want to improve our lives, not destroy them.

Please keep me updated on this design process and its environmental design.

My Best,

Shelley Gomavitz, The Lake Union Cafe, 3119 Eastlake ave e. Seattle Wa. 98105

cc: US Department of transportation

From: shelleyrg@comcast.net [mailto:shelleyrg@comcast.net]

Sent: Sunday, January 07, 2018 10:20 AM

To: Gurkewitz, Sandra

Subject: Re: Rapid rides's environmental impact on small business on Eastlake Ave in Seattle

Hi Sandra, We have handed out about 70 surveys so far and only 7 or 8 people knew what we were talking about. Something is very wrong here with your outreach to our community. We still have many more to contract. thought you should know....shelley

From: MaryLou Pederson

Sent: Saturday, January 6, 2018 10:31 PM

To: DOT\_RapidRide

Subject: Re Rapidride Route 70 plans

I attended the December 11, 2017 scoping meeting for the planned change to a Rapid Ride corridor for the #70 route. I spoke with a manager then and expressed multiple concerns that many of us in the community have about this plan.

I am a 15 year resident, have served on the Eastlake Community Council as both a representative and an officer, and am active with the Floating Homes Association. I have chaired one of the committees for the Fairview Avenue Greenstreet and have attended countless meetings on development, transportation and others relating to our community. We ARE a community, by the way, NOT a corridor! We would like to be acknowledged and treated as a community. The proposed plan seems to ignore realities of our location between the south end of the University Bridge and the corner of Eastlake Ave East and Fairview Ave North at the south east edge of Lake Union. Many of us feel we will be very negatively affected by the proposed Rapid Ride plans for route 70.

1) There will no longer be parking for businesses along Eastlake (and there is already very limited parking off of Eastlake) so how will they stay in business? Not enough people live close by (nor are all able) to walk to these venues to fully support them so outside the neighborhood users are needed; people coming from outside the neighborhood will often be coming by car and need parking; and there are not real bus service connections from routes going east or west that would provide access to those using only busses to get to these businesses. The city requires lower floors of buildings have commercial space but if people cannot access those places it makes no sense to remove what limited parking we do have now.

2) Narrowing the number and space for driving lanes is counterproductive to moving people rapidly. Eastlake is used by hundreds so cars as an alternative to Interstate 5 and taking away lanes only slows the traffic more. Taking space on both sides of the road for bike lanes also just slows car traffic. Only 3% of commuters use bikes so to provide them more than 3% of the roadway seems a folly. Currently they are accommodated by the second driving lane when commuting south in the morning and north at night. They can also be directed to Fairview to avoid Eastlake if they want more "protected" space.

Fairview, as a GreenStreet, from Fuhrman to Hamlin, already is a shared occupancy road for pedestrians, bikers and cars with a slower speed limit. And from Roanoke south using Minor provides another less car-traveled road for bikers. Putting in large curbed bus islands, as already done on Roosevelt north of the University Bridge, just eliminates valuable two way traffic lanes. We are not a one way like Roosevelt. We DO NOT have space to "go around" when the bus stops in our lane if you remove the lane for bike use or bus Islands. Things work fine as currently configured. Do not make us gridlocked by having bike lanes and bus islands.

3) There are other consequences of removing lanes such as blocking traffic with delivery vehicles that can currently use the center two-way turn lane. Or another example is the problem that will arise at the apodment at Eastlake and Hamlin that needs access from the front (on Eastlake) for deliveries and moving trucks, etc since the city allowed them to not have to provide adequate room on the back alley behind for this. Also, removing center islands with street trees is absolutely not acceptable (as would happen at Eastlake and Boston area. We have lost too much tree canopy already!

4) No one from the bus system seems to understand that we already have lost multiple options for bus service in the area with the loss of routes 66, 72 and 73 and that the 70 often has overcrowding by the time it gets to our neighborhood that challenges those wanting an on time transportation choice. The 70 is affected by bridge openings, Amazon interns mobbing it during summer months, and what seem to be strange doubling of busses on an erratic schedule. Turning it into a Rapid Ride does not appear to address these issues and doesn't seem to improve availability. In addition, the upzoning of the University District and the new train station there seem likely to increase 70 ridership from north of us, making catching a bus with space even more challenging in the Eastlake neighborhood. We need practical and reliable options. This project does not provide those options.

5) No one from the bus system appears to understand we do not live in a flat neighborhood and most of us have to walk up and down fairly steep grades to access the bus. It is definitely a trek to reach stops from many of our homes. And not all of us are young track stars so "stops are within ten minutes of all residences" is not really a true statement for our community. It appears the proposed Rapid Ride 70 makes fewer stops along Eastlake. That means longer walks and longer queues at the stops - which will slow traffic more in the one lane allotted each direction as cars wait

while the bus loads. This is not acceptable. Currently cars can drive around the bus during loading as the bus pulls to the curb lane. Do not make us gridlocked by doing the bike lanes and bus islands. We do not want them. It is discouraging to go to scoping meetings and other so-called input sessions and to repeatedly face the same issues and same platitudes about how things will be better with whatever proposal is being made. We do not feel like anyone truly listens to our comments or reads all the notes and written responses that we make in all earnestness and sincerity. We want to see things improve as much as others in the city, however we want to be a real part of the process and have the best outcome for both our neighborhood and the city. We have good, valuable input that can make positive outcomes possible for everyone. We do not feel respected nor heard. Please work with Eastlake to find real and beneficial solutions to the challenges of coordinating the needs of the neighborhood with those of the project.

MaryLou Pederson  
Sammar@aol.com  
2727 Fairview Ave East #8

From: Sandra Piscitello  
Sent: Sunday, January 7, 2018 12:14 AM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride meeting in Eastlake  
Good Afternoon,

I attended the Environmental Scoping meeting on December 11th. At the time I wrote plenty of comments, but as I thought over the experience I realized that I hadn't mentioned what bothered me a lot. Nowhere on the announcement for the meeting was there any indication on the map that all the parking along Eastlake Avenue would disappear to provide for bike lanes. I learned that fact during the meeting. Of course, there was plenty of discussion. It was a poor decision to neglect to show where the bike lanes would likely be (many people thought there could be an alternative to placement of these lanes on Eastlake Ave E). If Seattle Dept. of Transportation truly wants to work with a community and develop a plan that considers the people who actually live in the neighborhood, as opposed to those who use it as a way to get somewhere else, then, transparency is critical.

Thank you for reading this. If you reply, I will be delighted.

Sandra Piscitello  
Resident in Eastlake neighborhood since 1973

From: shelleyrg@comcast.net [mailto:shelleyrg@comcast.net]  
Sent: Sunday, January 07, 2018 10:37 AM  
To: Merrill, Garth  
Subject: Rapid ride

Hi Garth, I chatted with you last week regarding the Rapid Ride project on Eastlake ave. I expressed concern regarding the outreach and dissemination to the community of information about it as I had never heard anything prior to a local business woman leaving me a survey to complete a week ago. We have duplicated that survey and begun handing them out to the local businesses along Eastlake ave e. Basically most people are totally unaware of this project. Of 70 businesses chatted with and left surveys with, less than 10% knew anything about the Eastlake Rapid Ride or its impact on their lives. WE have many more businesses to contact next week and if this trends continues, I believe your office needs to fix your mode of communication with the community. It was obvious that after all of those conversations that I was not the only business owner completely in the dark about Rapid Ride. Also most agreed that no on street parking would be the kiss of death to their business. Everyone wants to see improvements to traffic congestion, but they want to see that their businesses will survive as well. Maybe the design needs to be reviewed. My best, Shelley Gomavitz, Lake Union Cafe 3119 Eastlake ave e 206 910 2306

Letter to city council

Dear Sir/ Madam,

My name is Trang Le , owner of May Salon at 2950 Eastlake Ave E , Seattle WA 98102

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? I really hope just keep all the things as right now , it will make Eastlake always special as it is!

Thanks so much for your concern!

Best Regards.

Trang Le

From: Melissa Mearns [mailto:Melissa.Mearns@pbsusa.com]

Sent: Tuesday, January 09, 2018 10:46 AM

To: Gurkewitz, Sandra ; Johnson, Rob ; Merrill, Garth ; Gore, Amy

Cc: 'kathryndulemba@yahoo.com'

Subject: RE: Roosevelt Rapid Ride Project

Good morning,

I am writing to you to express my concerns about the Roosevelt Rapid Ride Project and the possible affect it will have on businesses in the Eastlake neighborhood. As an employee of a business currently occupying the SPRAG Building, I have questions and concerns about the design and execution of this project. Though I commute by personal vehicle into Seattle from Snohomish County five days a week, I am a strong supporter of public transportation and it's potential to relieve our metro traffic problems. However, I worry about the way in which these projects are implemented and the potential for our population to outgrow these systems before they are even completed.

Attached is a survey that is circulating amongst the businesses that will be affected by the loss of street parking on Eastlake Ave. Please take the time to read my comments in this survey and get back to me with any responses you may have.

Thank you for your time.

Melissa Mearns

Administrative Assistant

PBS

2517 Eastlake Ave. East, Suite 100, Seattle, WA 98102

office: 206.233.9639 | direct: 206.766.7600

Melissa.Mearns@pbsusa.com

pbsusa.com

From: Sheri Cohen [mailto:shericohenmovement@gmail.com]  
Sent: Thursday, January 11, 2018 11:46 AM  
To: Gurkewitz, Sandra ; Johnson, Rob ; Merrill, Garth ; Gore, Amy  
Cc: Sheri Cohen  
Subject: Eastlake Avenue project

I am very alarmed to hear about the removal of all parking along Eastlake Avenue. The project as proposed will be devastating to my business. I opened an office in this neighborhood in 2012, because my daughter goes to school here. I just signed a new three-year lease because I like it so much, even though my daughter is moving on to another school.

This part of Eastlake remains one of the only affordable, centrally-located areas of the city for a business to thrive. My clients come from all over the city and environs. Parking is absolutely essential. Parking is already very difficult because of long construction projects holding parking for their trucks, and increased density here. The removal of Eastlake parking would make it impossible for me to do business here.

I am supportive of making biking safe in the city environs, but it seems that the Eastlake neighborhood, which was already once devastated by the creation of I-5 many years ago, is in line to be re-traumatized for the sake of another pass-through arterial. I don't believe that the city can really have done due diligence in looking for alternatives to this major change. It must be possible to make biking safe and keep the neighborhood functioning at the same time. In my home neighborhood, Columbia City, bikers are guided along off-arterial trails. This seems to be a more sensible choice for this active area.

If the project is to move ahead, I would hope for at least a few years notice, so I can get out of the neighborhood before the project breaks ground. The prolonged construction noise alone could drive my clients away. The complete removal of parking along Eastlake, especially in my section near Louisa street, would be a change my business could not survive.

Thank you for reconsidering the plans to remove all parking from Eastlake Avenue.

Thank you,  
Sheri Cohen  
Sheri Cohen Movement Education  
2366 Eastlake Ave. E #309  
Seattle, WA 98102  
206.914.4161  
www.shericohenmovement.com  
shericohenmovement@gmail.com

From: Bordon Erickson [mailto:berickson@psychiatrynorthwest.com]  
Sent: Thursday, January 11, 2018 10:06 AM  
To: kathryndulemba@yahoo.com  
Cc: Gurkewitz, Sandra ; Merrill, Garth ; Gore, Amy  
Subject: Roosevelt Rapid Ride Proposal/Eastlake Business District Form

Dear Kate,

Thank you and your team for letting us know about this issue. We've filled out the form in how it will affect our business. Which would severely hurt our business with 100+ patients a day who come by and already struggle to find parking in East Lake.

Sincerely,  
Bordon Erickson  
Digital Marketer & Business Project Manager  
Email: berickson@psychiatrynorthwest.com  
Phone: 206.582.2010 Fax: 1.206.492.2020  
Visit Us: psychiatrynorthwest.com | tmswashington.com  
Large Psychiatry No TMS Sig  
2366 Eastlake Ave E, Suite 428  
Seattle, WA 98102

From: SuAnn Rogers

Sent: Thursday, January 11, 2018 9:20 PM

To: DOT\_RapidRide

Subject: Roosevelt RapidRide Public Comments

Following are my comments on the Roosevelt RapidRide Project. I am a resident of the Eastlake neighborhood.

Eastlake is a unique and vibrant community and neighborhood with a population diverse in ethnicity, income levels, age and gender identity. Geographically, it is about 1.5 miles long north to south and very narrow east to west. Eastlake Avenue runs through the middle of the neighborhood and has both residential homes/buildings and (mostly small) commercial/ retail businesses on it, especially in the middle portion of the avenue. There are a few larger commercial buildings, but these are concentrated on the south end.

#### Parking

The proposal eliminates all street parking along Eastlake Avenue - approximately 350 parking spots used consistently and frequently to capacity by customers of local businesses and residents and their visitors. There are no public parking lots or garages in Eastlake. The only other options for parking I have heard discussed under this proposal are: (1) a few loading zone spots on side streets and (2) a "hope" that public/ private partnerships could be developed where current private buildings would permit use of unused capacity for public parking for a fee. Here are concerns:

1. Local businesses are the heart of Eastlake. Most of these small businesses cannot survive on the patronage of Eastlake businesses and residents only. They depend on customers from other parts of Seattle, many of these by car. Easy and low/no cost parking is vital for these businesses to survive. Without it, customers will choose to go where it is more convenient to buy coffee or a meal, businesses will not survive, and the neighborhood will lose its character and walkability.
2. Eastlake can not be compared to much larger destination neighborhoods like downtown, Capital Hill or the U District. These areas have parking lots and garages as well as street parking. Those areas are also not as long and stretched out as Eastlake so centralized lots make sense. And, they have a density to support local businesses on their own. Seattle may believe Eastlake will have that density some day, but it will not in the near future.
3. Arguments have been made that those passing through Eastlake by bike or bus will patronize these businesses. The vast majority are commuters who are unlikely to interrupt a commute or get off the bus on their way to/from work.
4. The hope that private apartment buildings or businesses will open their garages to the public is only a hope - not a plan. Car vandalism, property theft and graffiti have become a significant issue in Eastlake even in secured garages. The trend is toward higher security in private buildings/garages. Tenants and owners would likely oppose opening up secured parking garages to the public.
5. Several new buildings have been designed, approved by the city and built with limited or no parking except the current street parking. First floor retail space included in these will likely sit empty without parking available. Example: a current building is being developed for senior assisted living with 79 units, ground level retail and only 19 parking spaces. Hardly enough for even staff and contractors, much less visitors. A visitor would find the nearest available parking lot to be almost a mile away if street parking is not available.
6. Street parking on the residential side streets is full to capacity most hours with zone permitted parking only. The theory in design approval that residents and businesses will not have/need cars or parking access is not supported. Residents may use public transportation to commute, but depend on cars outside of work time to access recreation areas, travel and other needs. Residents need access to temporary parking spots for visitors and contractors (plumber, repairman, etc) who may need to stay much longer than a loading zone time allotment. The city has approved building designs with little /no parking and now wants to eliminate the available street parking on which these residents and businesses rely.
7. We were told the city did a parking use survey in Eastlake in late fall. This is one of the lowest parking use times of the year in Eastlake so I question the value of that data. Parking use increases greatly when the weather is better- businesses get more customers and residents have more visitors during these times.
8. Currently, parking is not allowed on alternating sides of Eastlake Ave during commute hours, opening up two lanes for the commute. The new plan replaces the parking lane/second traffic lane with permanent bike paths. There are already backups on Eastlake with cars building up to turn onto streets such as Boston to access the freeway. With only one traffic lane, traffic will be more congested and buses will not be "rapid" as they will be in the single lane.

#### Safety

There are intersections in Eastlake that need full traffic lights for safety of pedestrians as well as cars and bikes. A prime example is Eastlake and Boston. It only has a traffic light on Eastlake not on the Boston side. It already makes this dangerous turning onto Eastlake and will only get worse with increased density. If traffic lights are added for safety, it will slow traffic and bikes even more.

#### Impact on the neighborhood

The project will be adding significant bus traffic, eliminating local parking and have other impacts on our neighborhood. The city sees Eastlake Avenue as a corridor to move north/south without respect for the neighborhood itself. There are no significant enhancements planned for the neighborhood in return for the



impacts.

Bus route

Eastlake does not need the rapid ride buses in lieu of our current Route 70 bus. The Route 70 buses do have capacity issues, especially in the summer with Amazon interns from the university area. Additional capacity on route 70 would solve this. The rapid buses will be coming to Eastlake last so capacity could continue to be a concern.

If getting commuters from North Seattle to downtown is the goal, Consider sending the buses down the freeway before they get to Eastlake. In fact, the last few blocks through the University district on Roosevelt are very slow with a single traffic lane and bike lanes. Accessing the freeway before this would truly provide a rapid ride.

Bike lanes as part of project

The bike lanes were presented as part of this project as being necessary to allow bicyclists to access the rapid buses. Bicyclists will likely not be accessing buses if they are already as far as Eastlake as it is only a short ride into town. If bicyclists are coming from further north or on the Burke Gilman trail, it would make more sense to divert them to light rail in the U District than down Eastlake to access public transportation. Light rail could provide easier transportation of bikes than a rapid ride bus. Buses have limited bike capacity, whereas light rail could have cars with bike capacity. If bike lanes are still desired during commuting hours, consider using the parking lanes as alternating bike lanes similar to the current second traffic lane use.

Transparency in Communications

This project was presented in some disseminated information in Eastlake as a rapid ride bus project without making it clear bike lanes would be added and eliminated parking virtually all public parking on Eastlake. In reality, other than adding enhanced bus stops, the bus portion is not the big impact to Eastlake. It is the bike lanes in lieu of parking that is the big neighborhood impact. Whether buses going through Eastlake are rapid ride or not is not significant due to proximity to downtown. There should be more transparency in the public information provided. When discussing with Eastlake neighbors, many are not even aware Eastlake Avenue parking is at risk. This should have been very clear in all communications. The discussion of bike lanes vs loss of all available public non-zone parking in Eastlake should have been an open separate discussion with other options explored for bike paths. Bike lanes are not required to have RapidRide buses.

Patricia SuAnn Rogers

suannr@msn.com

From: Karen

Sent: Thursday, January 11, 2018 10:07 PM

To: DOT\_RapidRide

Subject: Eastlake

I live in the Eastlake neighborhood and vote and pay taxes. I don't think the idea of eliminating all parking and adding bike lanes is well conceived. First, there is an elementary school in the neighborhood- those children will not be biking to school. There are many restaurants and other small businesses that will be negatively impacted as potential customers are unable to find parking. The Starbucks alone has far more customers than its small number of parking spots.

At some point all this bike lane building has got to end. I bike. I love biking. I cannot bike to work - and neither can many others. I actually take pictures of parents who put their children at risk by biking them around during the week day. I believe that in 10 years we will be tearing all this down.

Please review again now before a mistake is made. Thank you.

Karen A. Andersen

206-459-5902

From: Elizabeth Meiners

Sent: Thursday, January 11, 2018 10:26 PM

To: DOT\_RapidRide

Subject: Rapid Ride through Eastlake

Hi there, I'm writing to comment on the Roosevelt Rapid Ride. While I am in favor of as many rapid rides as possible, I don't think the problem with the current route has anything to do with Eastlake. Never once have I had a problem with a bus being backed up in Eastlake due to traffic. I also think it's easy to get a bike through Eastlake with no problem. I also would hate to see the neighborhood lose so much parking, when it would be easy to bike along Fairview as most bikers currently do.

I think the real issue is traffic getting backed up on the current 70 route between 3rd and Virginia and Mercer while trying to get over to Eastlake. If anything, I think that area is really where something needs to be done (bus only lanes!) if this is indeed going to become a real RapidRide bus.

Thanks!

Elizabeth Meiners, Eastlake Resident

From: Katrina Ferrari  
Sent: Thursday, January 11, 2018 10:34 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Comments

Hello,

It's come to my attention that the city of Seattle is considering adding a RapidRide route (Roosevelt) which will travel down Eastlake Ave E, eliminating parking. As a long time resident of Eastlake Ave E, I strongly object to removing parking. While I currently live just south of Lakeview where the bus will turn towards downtown, my block has already faced parking issues. Last year the city proposed adding paid parking for the block in front of my building, however residents of my building and neighboring buildings wrote to the city to help them understand how that would impact us. Many of us who live in this building have vehicles that we leave parked during commute hours as we walk to work. If paid parking was added on my block, I would be forced to drive to work to avoid paying nearly \$400/month in daily parking fees (equal to 1/3 of my rent). We proposed adding RPZ parking, but the city told us that was not an option. Ultimately, the city added paid parking on the blocks south of us, but left our block free. This has pushed a number of cars who typically parked further south on Eastlake Ave E on to the one free block making parking even more difficult, and residents of my building are not eligible for RPZ that's further north on Eastlake.

If you remove parking on Eastlake between Lakeview Ave and the University Bridge, this will further force more people to park on the one block that's available for residents on my block to park on. In addition to the planned work on the Lakeview Bridges in front of the Zymogenetics building, this will turn Eastlake into a disaster. There are no public parking garages along Eastlake and this will hurt businesses as well as residents.

I'd love to partner on another solution - possibly only removing parking on one side of Eastlake? I wasn't aware this was planned, but will be sure to follow any upcoming meetings. I understand there needs to be a balance between cars, transit and bikes, however eliminating parking is not the solution.

Thank you,

Katrina

--

Katrina Ferrari  
(415) 847-7160

From: Ben  
Sent: Thursday, January 11, 2018 10:47 PM  
To: DOT\_RapidRide  
Cc: ben.wildman@comcast.net  
Subject: Comments RE: Roosevelt Rapidride Project

The following are my comments regarding the Project:

- 1.) For Section B, it will be critical to retain a 'turning lane' for vehicles to cross Eastlake Ave E, in the easterly and westerly directions so as to enable people to drive their car to their place of residence. The turning lane does not need to be the entire length of Sect. B and sections that do not need turning lane and do not need delivery load/unload areas should have planted meridian with trees to improve air quality, reduce noise and provide pervious surface to reduce run-off.
- 2.) Crosswalks are needed with traffic light to stop Eastlake Ave E traffic to enable people to access commercial businesses and their home and as well as for students to attend TOPS school. Each transit stop as well as intersections interspersed between transit stops should have a lighted crosswalk.
- 3.) A transit hub in the South Lake Union area should be constructed as indicated in the Rapidride Network diagram and the Roosevelt Rapidride should, of course, have a transit stop at that location.
- 4.) A 'local' bus route such as a modification of Route 70 should be implemented to provide greater area access to the U of WA campus (like the Route 70 provides currently) and should also provide westerly travel towards Elliot Bay such as along Mercer or Denny.

The above comments submitted by Ben Wildman, email address: ben.wildman@comcast.net and phone: 206-696-3659. Ben is a resident of the Eastlake area.

From: Mary Kate Uribe  
Sent: Thursday, January 11, 2018 10:58 PM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride

Hello:

First of all, thank you for giving residents the opportunity to provide comments.

My overwhelming reaction to Rapid Ride running on Eastlake Ave is the loss of ALL street parking. That would be a disaster for this area. There is already insufficient street parking in the neighborhood so eliminating all spots along Eastlake Ave would cause a lot of problems. I live in a condo and we have two spots on the property so this isn't going to affect me personally in a big way. Still, I am concerned for all of my neighbors and our guests who rely on street parking. Please take these concerns into consideration when making any further decisions about this proposal.

thank you.

Mary Kate Uribe

From: Brent Binge  
Sent: Thursday, January 11, 2018 11:34 PM  
To: DOT\_RapidRide  
Subject: Roosevelt Rapid Ride Comment

To Whom It May Concern:

While I appreciate the intention to provide more efficient bus service and (as a cyclist myself) protected bikes lanes along Eastlake Ave E, as an Eastlake resident, removing the on-street parking on Eastlake Ave E will make a bad situation in our neighborhood much worse. During weekdays, I already have enough trouble finding a place to park, with all of the people working at nearby businesses taking up most of the spots. Since there is no real public parking in our neighborhood (garages or lots), this change is bound to make the situation worse and will make it difficult for drivers to visit local businesses. It seems to me like a better solution for the cycling lane, at least, would be to re-route and develop a bike path along Fairview Ave E through Eastlake, since this is a much-less trafficked, and safer, route to cycle, anyway.

Brent Binge

From: Claire Showalter  
Sent: Thursday, January 11, 2018 11:41 PM  
To: DOT\_RapidRide  
Subject: Eastlake/Roosevelt Rapid Ride Proposal

To Whom This May Concern,

I just wanted to chime in on the possible addition of a rapid ride option between Downtown and Roosevelt. When I relocated to the Eastlake neighborhood 3.5 years ago, a huge reason for that was its proximity to various Seattle neighborhoods and the 3 bus routes that ran frequently through the neighborhood. After a year, 2 of these routes were cut, to my immense disappointment. While the 70 is a solid line that gets me to work and downtown, it is still odd to me that such an urban neighborhood with the parking problems people claim to have would lose bus routes.

As someone who walks, buses, bikes, and car-shares rather than own a car, I LOVE the thought of having a rapid ride option come through Eastlake and connect it so well to the light rail and the streetcar (which I use frequently but must find a car to connect to). While the timeline means that I very well might not live in Eastlake by the time this is implemented, I think it is such a smart move for the east side of the city. I am indifferent to the protected bike lanes (perhaps an anomaly as a bike rider in this city), and would be fine to lose them if that became a major sticking point for making this happen.

If only this could begin running tomorrow! Thank you for taking the time to consider my comments.

Claire Showalter

E. Boston St.

From: Pennie  
Sent: Thursday, January 11, 2018 11:49 PM  
To: DOT\_RapidRide  
Subject: Eastlake Rapid Ride

To the Committee for Eastlake Rapid Ride,

I am writing to address concerns as a long time resident of the neighborhood and the serious issues the proposal has failed to address.

From University Bridge to Eastlake and Fairview we will lose all of our street parking and face transit stop reduction. The area is undergoing rapid housing growth without sufficiently requiring developers to provide enough resident parking. Our neighborhood streets have for many years had parking scarcity.

We have the narrowest width of area of all neighborhoods in the city. From the shoreline edge of Lake Union at Fairview to Minor, to Yale, to Eastlake, to Franklin, to Bolyston . Six city blocks wide with thousands of residents including the floating homes. Just a few points I would like to make, however are not in order of priority of concern.

- We have no local shopping other than mini markets making getting groceries and goods home extremely difficult without good parking. The bus is not designed for carrying groceries and goods on. I have done it many many times and it has dozens safety and practical concerns.

- Safety issues for women at night...a serious problem that doesn't have sufficient data due to woman being afraid to contact authorities. We have virtually no police present in Eastlake unless called for a crime. From the shoreline of Lake Union to the Freeway there are many homeless and transient people. Walking alone and walking after dark especially with reduced stops for transit

riders and creating parking problems for longer distances away from residences increases risks and danger for all residents especially women.

- Not everyone can ride the transit...and 90 percent plus of the residents in Eastlake do not ride transit. We are a neighborhood of steep hills with poorly maintained sidewalks that most persons find present safety risks, especially on our dark poorly lite streets and weather conditions.

- Handicap public parking doesn't exist and needs to be available to access businesses. I believe it can be demonstrated through further impact studies and research that the residents of Eastlake will be seriously and negatively impacted with the reduction of street parking and fewer transit stops.

I ask on behalf of all my neighbors in this community to please conduct a broader scope of study, visit our neighborhood, walk the streets to gain a true understanding of what will be jeopardized and how livability will be hurt.

With sincere thanks,  
Pennie Laird

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From: Nancy McCoid  
Sent: Friday, January 12, 2018 12:45 AM  
To: DOT\_RapidRide  
Subject: EASTLAKE rapid ride

As an eastlake resident I oppose the proposed changes that would eliminate bus stops and parking on eastlake. Our bus service has already been reduced, eliminating stops makes it harder for those with mobility issues to use public transit. Parking is already impossible, 350 spots should not be eliminated without some provision for adding parking, especially as there are no public lots in the area.

Nancy McCoid  
2301 Fairview Ave East

From: Margaret Sanders  
Sent: Friday, January 12, 2018 1:14 AM  
To: DOT\_RapidRide  
Subject: Transit Plan - Eastlake

I've attached my comments regarding the Eastlake transit planning in both Pages and PDF format.  
Thank you for seeking public comment. I look forward to future opportunities to learn about the proposals.  
Margaret Sanders

Transportation

I have been learning about the efforts to address climate change and the increasing traffic in our area, but I can't claim to have full knowledge of all the goals and strategies under consideration. However, I would like to comment on what I've seen so far.

My first point is that I'm a firm believer in multi-modal transportation planning and the important development issues that make multi-modal systems work, i.e., increased density in the right places, transit-oriented development. However, to make the urban village work, planners must look at more than transportation since it is a only means for people to access what we need to live engaged and productive lives.

I'm fortunate to live in what Seattle is designating an urban village, Eastlake, where we will have increased density, a fairly high level of transit options and a high walkability score. We bought our home here because of the walkability and the business district on Eastlake Avenue.

While our business district provides a fair number of professional services, restaurants and some retail and resident-oriented businesses, we are missing a few significant services nearby that are easily accessible via walking or transit: grocery store, library, post office, bank. While all are available in several directions within 10 minutes by car, the transit times run close to 30 minutes each way in off-peak times. Our business district has several vacant ground floor spaces, including a bank building that was recently vacated. We have room for the missing services, but where is the planning and economic development to be sure they will be in place? I understand that businesses and government services are sited where population density is sufficient to justify them, but there's a bit of a chicken and egg problem. Do we get the services and businesses first or the residents. I'd like to suggest that our village will be even more viable and appealing to residential development if we have these services in place and/or committed to in current planning. If the point is to reduce trips, then urban villages must provide the services that residents need or they will get in their cars. No one is willing/has time to spend significant extra time every week to make routine and necessary trips.

My second point relates to the bias against automobiles that seems to permeate conversations about transportation. If we are looking to create a multi-modal transportation system for a diverse citizenry, then automobiles and the streets and services they utilize must be part of the mix. I have been told that Seattle should be for people who don't have cars. What do people who say that mean? No Uber, Lyft, or taxis either? What about people driving into Seattle to work or attend a concert or visit a park from Bellevue or Edmonds or Burien? What about families who make so-called complex trips nearly every day? Is the City to be reserved for nonresidents' cars? I understand it is an extreme viewpoint, but it is out there and should not be validated in the planning process.

Lastly, I'd like to put a word in for care in determining walking distances and times as the planning for reduced parking goes forward. Children and others walk at different rates of speed than healthy young adults. Please keep that in mind when you decide that a transit stop is "close enough" to be useful to the variety of people who live in Seattle. I've read that 1/4 mile is being considered. How are uphill distances being figured into that?

From: paigeolivares@outlook.com  
Sent: Friday, January 12, 2018 1:16 AM  
To: DOT\_RapidRide  
Subject: Eastlake Ave Bus Route

Hello,

I'm writing on behalf of the proposed plan to have the bus line go through Eastlake Ave.

Here's the plan I'm referring to:

([http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/RapidRide/Roosevelt/RooseveltRapidRide\\_ScopingPacket.pdf](http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/RapidRide/Roosevelt/RooseveltRapidRide_ScopingPacket.pdf))

My concern is that the parking will be removed on Eastlake Ave, which I believe to be upwards of 300 parking spaces. As it is, Eastlake has become so impacted by parking with added multi-unit buildings and construction crews with over the years that I cannot support removing further parking with no alternative. If parking structures or alternative spaces were made available, I would fully support this bus route.

Thank you for taking the time to read this; I appreciate having a voice in my community.

Best,  
Paige

From: Deirdre Cochran

Sent: Friday, January 12, 2018 1:23 AM

To: DOT\_RapidRide

Subject: eliminate parking on Eastlake and 3 bus stops

I can't believe you are doing this. All small businesses will suffer and maybe close because there is no public parking, and if you take away parking for a bike lane you will destroy them. A bike lane could go on alternate streets. Don't do this. Don't take away any more of our bus stops. We have too few already, and where once we had 3 bus lines, now we have just one. What more are you going to take away to make it hard to get places if we don't bike (in the rain)?

deirdre cochran

2031 Fairview Ave E

Seattle

From: shahrzad.sarram@gmail.com

Sent: Friday, January 12, 2018 1:14 AM

To: DOT\_RapidRide

Subject: Do. It eliminate Eastlake parking spots

We absolutely reject eliminating the parking spots on Eastlake Ave. bike lanes are happening with the existing parking spots and the bus routes could exits also with the current parking spots.

It will have a huge impact on the already struggling old and new business as I know it would affect us trying to get to the restaurants and other business in this area. Bike lanes are great but not used at all times and more seasonal and mostly empty as have been on Roosevelt further north where a whole lane of car traffic was taken and designated to bikes.

It will change the neighborhood feel of eastlake and will affect the residents and their guest in this area as well.

Sent from my iPhone

From: Lindsey Richardson

Sent: Friday, January 12, 2018 9:09 AM

To: DOT\_RapidRide

Subject: RapidRide Eastlake

To whomever it may concern,

As a four year resident of the Eastlake neighborhood, I am requesting that you please do not eliminate any parking along Eastlake Avenue. Many residents who live right on Eastlake depend on it.

Those of us who work swing shift hours are often unable to find any zone parking available in the area when arriving home at later hours, Eastlake Avenue is our only option. It would be extremely inconvenient and a huge disservice to residents and businesses along Eastlake. The road is currently wide enough to allow for bikes and traffic with the current street parking. I also believe eliminating current bus stops would greatly inconvenience our current residents and cause our only bus line to become more crowded.

If a RapidRide comes through Eastlake in the future, I strongly encourage all parking and current bus stops to remain intact.

Thank you for your time and consideration,

Lindsey Richardson

Sent from my iPhone

From: TMartino@concur.com

Sent: Friday, January 12, 2018 1:47 PM

To: DOT\_RapidRide

Subject: Roosevelt RapidRide

I am writing to express my concern for removing all parking from Eastlake Ave to put in bike lands and RapidRide. Eastlake Ave does not have the same number of lanes as Roosevelt Ave does in the U District. Removing the parking for bike and RapidRide lanes would be both ugly and remove an important source of residents and visitors, who both park on Eastlake Ave to use local business. Implementing both of these traffic changes would isolate Eastlake as just a pass-through area and not a vibrant city neighborhood. RapidRide can easily be implemented while maintaining the parking along Eastlake.

Thank you.

Tim Martino

Roanoke & Eastlake Ave

email: tmartino@concur.com

From: Margaret Sanders  
Sent: Friday, January 12, 2018 2:46 PM  
To: DOT\_RapidRide  
Subject: Eastlake bus service

In my earlier remarks, I expressed concern about the lack of major services in Eastlake. In addition to those services, the proposed RapidRide plan includes eliminating all but two stops within the Eastlake business district. This will be a clear loss of service for our residents and for people who might want to visit us or any of the businesses between the stops. On my morning walks, I see people standing at several corners awaiting buses and in the afternoon numerous people returning at stops along Eastlake Avenue. Either these passengers and other passengers (including potential passengers) will have to walk significantly farther to/from their residences to reach the new stops or not use the RapidRide at all. Losing stops makes Eastlake not only less of a departure point for people working in the City Center and University but also removes opportunities for potential visitors and customers to easily access both businesses and residences in Eastlake. It appears to turn Eastlake "urban village" into a bypassed village. I understand the argument for efficiency — cars and bikes moving more rapidly — but either the current passengers will get on at another stop, adding to the traffic wait time there anyway or find another way to work or other destinations, and it might not be a bike. I have heard one argument regarding bike users causing increased business activity that doesn't make sense in this context ... and the advocate based it on Manhattan, quite a different profile from Eastlake and Seattle. I understand the bus stops are being moved to post-intersection, in which case an extra couple of stops on Eastlake would have potentially less impact on traffic. It seems the plan is designed to address rush hour rather than all day, and I urge you to at least add in stops during non-rush hour service times. I suspect the bus schedule, which normally would have the potential to bring customers and other visitors to the village during normal business hours, will not be accomplishing that here. And, why would I be convinced to give up my car to ride the bus when you've made it inconvenient to use the transit system. And why would developers want to build here now when transit oriented development is the plan but services have been reduced for potential renters/buyers ?

The removal of parking spaces and the reduction of bus service on Eastlake only complicates life for the businesses there and the residents in the village. And, as the proposed residential density is supposed to increase eventually, the issues I cite will be even more serious.

Please re-think the plan a bit, and look at ways to enhance Eastlake village in a holistic way that includes high quality multi-modal transportation for our residents and businesses.

Thanks again for your consideration.

Margaret Sanders

From: Joseph White  
Sent: Friday, January 12, 2018 3:28 PM  
To: DOT\_RapidRide  
Subject: roosevelt/eastlake rapidride

are you nuts?

completely eliminating parking on eastlake without any other plan for parking will wreak havoc on the eastlake community, up until this point one of the great neighborhoods \*in the world\*.

bicycles great, mass transit great.

killing a neighborhood with this extreme plan not so great (especially on top of the out-of-control development also happening in the neighborhood).

when amazon leaves- which it will- we'll wish we had our neighborhoods.

j

joseph white  
seattle, washington

From: Ryan Peterson  
Sent: Friday, January 12, 2018 3:39 PM  
To: DOT\_RapidRide  
Subject: Eastlake

Hi,

This is in regards to the RapidRide Plan through Eastlake.

Please do not proceed with removal of parking and removal of bus stops, this will kill a desirable neighborhood and is unwanted by all in the area by what I can gather.

If you so badly need a RapidRide bus for more northern neighbors, please put it on I5 which is meant for volume traffic, but leave our neighborhood alone.

I'm a 20 year resident of the neighborhood, a bus rider (70), bike rider (to downtown), walker, runner and vehicle owner. All modes of transportation are supported and desirable in our neighborhood to get around and deal with somewhat ugly weather we face and the reality of our cities hills. We are adequately served with the 70, but fewer stops is not acceptable. Don't take away the street parking that is needed to keep our little neighborhood business operational (which is tough enough for them with the new minimum wages kicking in that have caused a number to shutter). Those businesses are precisely what we need to keep our neighbors in our neighborhood to alleviate unnecessary trips through the city (thereby reducing mobility needs).

So please don't decimate our wonderful neighborhood. Do the right thing and put the bus on I5 or can the project.

Regards,

Ryan Peterson  
2600 Fairview Ave E

From: Robin Ellis  
Sent: Friday, January 12, 2018 4:14 PM  
To: DOT\_RapidRide  
Subject: Comment on the RapidRide Buses Down Eastlake Avenue

Dear City of Seattle,

I have lived in the Eastlake neighborhood since 1994 and am writing to express my concerns about the RapidRide buses down Eastlake. Eliminating the parking of more than 350 parking spaces will be detrimental to our neighborhood for both the businesses and the people that live in our neighborhood. Having no public parking for our historic neighborhood will not work, essentially our neighborhood would be ruined by this. I understand the buses can happen without the bike lanes and eliminating parking. I believe cyclists can still use Eastlake Avenue which has very heavy traffic during rush hour but they can also use Fairview Avenue East, etc. (much safer).

Thank you,

Robin Anne Ellis  
Eastlake Resident of over 27 years

From: Kylie Davies  
Sent: Friday, January 12, 2018 4:33 PM  
To: DOT\_RapidRide  
Subject: Rapid Ride Feedback - Opposed

With the increase in housing and employment growth in the Eastlake and University District areas, to remove all parking along Eastlake Avenue and Eastlake Avenue East would be absurd. Your purpose and need as listed on the seattle.gov website regarding the RapidRide program, calls out the huge growth in these areas in housing yet does not provide any suggestions on where these thousands of new residents should park their cars. Any removal of parking from Eastlake Avenue or Eastlake Avenue East would be a detriment to ownership prices on housing/condos. I am strongly opposed to the removal of parking in this area.

Thanks

Kylie Davies



From: Lexi Szymaszek  
Sent: Friday, January 12, 2018 5:00 PM  
To: DOT\_RapidRide  
Subject: Eastlake

Hi

Busing is my primary mode of transportation and I don't own a car, but getting rid of the 300+ parking spaces on Eastlake is a terrible idea!

We already got screwed over when the light rails opened.

Don't waste money on a rapid ride and iust bring back the 66 and make the 70 a more reliable bus.

(Perhaps this is a separate topic, I can go on forever, but the biggest thing that would help is staggering the buses, not letting three or four leave the layover stop up by Safeway at one time)

Yes, cyclists are important, but they have the cheshahiud loop. Perhaps look into revitalizing the stretch of Fairview from Roanoke to Howe instead.

Please don't kill Eastlake more than you have already thanks!!!

From: Patricia Knott  
Sent: Friday, January 12, 2018 5:01 PM  
To: DOT\_RapidRide  
Subject: Eastlake Ave E Rapid Ride Bike Lanes

Hello,

As an Eastlake resident and patron of local businesses along the Eastlake corridor, I would like to provide my opinion on the proposed changes.

Eliminating not only parking but also 3 of 7 bus stops along Eastlake would be hugely detrimental to public access of local businesses, while also being problematic to residents who have already seen parking availability erode from new construction in the neighborhood.

My primary concern is with regard to the bike lanes. The parking this would eliminate would limit our mobility when mobility is a must—we already do not have a true grocery store, pharmacy, or other primary source of staple items. If this parking is eliminated and nearly half of Eastlake bus stops along with it, our ability to access items we need for daily subsistence will be greatly impeded. We should be expanding bus stops and not reducing! We LIVE and work in our neighborhood, although to everyone else it may just be a thoroughfare to be made more convenient for those passing through.

In Eastlake we've endured a lot of growing pains with the rapid growth Seattle has seen. Personally, I practically lived in a construction zone for two years while a building across the street was built. We can put up with a lot \*but\* I truly don't understand the thought of lessening our public transit and eliminating our parking.

Please consider this input from someone whose life would be directly impacted by these proposed changes.

Regards,

Patricia Knott, resident  
2718 Eastlake Ave E

From: Gray, Jenna  
Sent: Friday, January 12, 2018 5:25 PM  
To: DOT\_RapidRide  
Subject: Eastlake Bus adjustments

Hi,

I live in Eastlake at 2203 Yale Ave E. As a resident and commuter who utilizes the 70 to commute to work daily I am against eliminating bus stops and removing (needed) parking to add bike lanes.

Please reconsider this plan.

Best,

Jenna Gray  
2203 Yale Ave E, unit B1 (Owner)

From: McKenzie Eggers  
Sent: Friday, January 12, 2018 6:03 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Comments

Hi Sandra Gurkewitz,

I'm a resident in Eastland on Franklin and Lynn ave. While I think it's great to add a RapidRide from Roosevelt to Downtown, I am concerned about the proposed bike lane. There are already few places to park without a permit, and the proposed bike lane would remove almost all of the existing parking.

As a resident, I want to have guests visit and support the retailers in my neighborhood. It is already difficult to get people to visit due to lack of parking. There must be a better solution that protects bikers, but doesn't remove all the parking along Eastlake ave.

I look forward to future public meetings to find a solution that will benefit everyone.

Thank you,  
McKenzie

--

McKenzie Eggers  
mckenzie.eggers@gmail.com  
801-425-5258

From: Jonathan Cooper  
Sent: Friday, January 12, 2018 5:17 PM  
To: DOT\_RapidRide  
Subject: Eastlake Ave E Rapid Ride Bike Lanes

Hello,

As an Eastlake resident and patron of local businesses along the Eastlake corridor, I would like to provide my opinion on the proposed changes.

Eliminating not only parking but also 3 of 7 bus stops along Eastlake would be hugely detrimental to public access of local businesses, while also being problematic to residents who have already seen parking availability erode from new construction in the neighborhood.

My primary concern is with regard to the bike lanes. The parking this would eliminate and limit our mobility when mobility is a must—we already do not have a true grocery store, pharmacy, or other primary source of staple items. If this parking is eliminated and nearly half of Eastlake bus stops along with it, our ability to access items we need for daily subsistence will be greatly impeded. We should be expanding bus stops and not reducing! We LIVE and work in our neighborhood, although to everyone else it may just be a thoroughfare to be made more convenient for those passing through.

In Eastlake we've endured a lot of growing pains with the rapid growth Seattle has seen. Personally, I practically lived in a construction zone for two years while a building across the street was built. We can put up with a lot \*but\* I truly don't understand the thought of lessening our public transit and eliminating our parking.

Please consider this input from someone whose life would be directly impacted by these proposed changes.

Regards,  
Jonathan Cooper  
2718 Eastlake Ave E

From: kate dulemba [mailto:kathryndulemba@yahoo.com]  
Sent: Friday, January 05, 2018 10:08 AM  
To: Merrill, Garth  
Cc: Johnson, Rob ; Gore, Amy ; Jules James ; Misha Halvarsson  
Subject: Future RRR meeting

Hi Garth

You had mentioned to me at the Dec 11 scoping meeting that the next public meeting/community input on this project (in regards to Eastlake) would be sometime in mid February. Has a date been confirmed for this future meeting yet?

Kate Dulemba

Response

From: DOT\_RapidRide  
Sent: Friday, January 5, 2018 9:44 PM  
To: kathryndulemba@yahoo.com  
Cc: Johnson, Rob; Gore, Amy; Jules James; Misha Halvarsson; Merrill, Garth  
Subject: RE: Future RRR meeting

Hi Kate,

Thanks for your email and interest in upcoming design outreach on the RapidRide Roosevelt Line. We are still planning to engage the community in February/March around the 30% design of the RapidRide Roosevelt Line. At this time, we have not confirmed an exact date/time for the open house.

We are working on holding both in-person and online opportunities for the community to hear the latest information and provide their feedback. We will be sure to let you know when a date for the open house is confirmed as well as other engagement opportunities. Additionally, to ensure we can provide timely response to any future emails, please copy our RapidRide@seattle.gov inbox.

Please let me know if you have additional questions.

Thanks,

Garth

From: Sitting Pretty Kitty  
Sent: Friday, January 12, 2018 7:09 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide comment

Hello,

As a 22+ year resident of the Eastlake neighborhood, small business owner and advocate for a Seattle that works for everyone, I am concerned when reading the initial description of this proposed RapidRide project under review.

This corridor has always been a major thoroughfare for cyclists. When I first moved into Eastlake, the courier business was still widely used and the bulk of North/South cycling traffic either took Dexter or Eastlake/Fairview. This pattern has continued, even as courier work has faded.

However, what has replaced it is a big push for high density, both by the growth of the booming businesses in SLU and the influx of new residents. I understand the need to transport these folks

— but removing street parking is going to create a huge burden on the already thin availability of parking for:

- current residents
- the daily influx of construction workers
- people like myself entering neighborhood(s) as a service provider to my clients

Already, many service providers like myself have curtailed our work in the downtown center of Seattle, often asking new clients if there is a "service work parking spot available". And if not, we are unable to assist those clients. It seems likely that this proposed Roosevelt RapidRide would push Eastlake in the same direction. Instead, it would serve Seattle better if:

- The process by which high density buildings are required to provide resident parking on-site is reviewed. Currently the city is too lax and does not require an appropriate number of parking spots to be included in new-builds of multi-family and mixed-use properties.

- The option of retaining all existing curbside parking be reviewed and identify if the existing bus options can be redesigned to serve the night/weekends schedule better.

- Review if zoned parking permits are working appropriately for our neighborhoods. Review how the collected money is being used and why business-licensed vehicles are able to avoid ticketing for all-day parking while visitors to the neighborhoods are not.

Thank you for your time and consideration of my concerns and suggestions.

JC

From: Jean Kent  
Sent: Friday, January 12, 2018 8:17 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide Comment

As currently proposed, the Roosevelt RapidRide will be a destructive force in our Eastlake community. I believe that eliminating all Eastlake Ave East street parking will hurt and probably destroy all the small businesses on Eastlake. If they go out of business, members of the community will be more dependent on cars for mailing packages, getting a haircut, eating out, visiting a yoga or fitness facility, etc.

Including dedicated bike lanes will drive traffic to other neighborhood streets that are not set up for the increased traffic. Reducing the number of bus stops will make it harder for many community members to get to a bus stop.

Please DO NOT move forward with the project as currently proposed.

Thank you,  
Jean Kent  
2226 Fairview Ave East  
Seattle, WA 98102

From: Carlton, Adam  
Sent: Friday, January 12, 2018 8:48 PM  
To: DOT\_RapidRide  
Subject: Roosevelt RapidRide

Please extend the Roosevelt RapidRide as shown on the potential future Northgate extension as soon as possible

From: Aria K Kidder  
Sent: Friday, January 12, 2018 8:50 PM  
To: DOT\_RapidRide  
Subject: Comment for Roosevelt Rapid Ride Project

Hello,

I have reviewed the Roosevelt Rapid Ride Project and I would like to provide two comments:

\* Bicycle Lanes along Eastlake Ave E should be protected bike lanes, otherwise I find it safer to take a lane and ride in the street.

\* Bicycle Lanes along Eastlake Ave E (protected or non-protected) should have actual legitimate enforcement of cars so there is a real disincentive not to park in the bike lane or Uber drivers dropping/picking people off or delivery trucks not to use it as a temporary parking zone. When bike lanes are used as permanent or temporary parking by cars and trucks they become more unsafe than no bike lane at all.

Thank you,  
Aria K Kidder  
C. David Williams  
2203 Minor Ave E  
Seattle, WA 98102

From: Jules James  
Sent: Friday, January 12, 2018 9:26 PM  
To: DOT\_RapidRide  
Cc: Johnson, Rob  
Subject: RRR EIS Comment: Eastlake Alternative

Folks:

Based on the so very few commuter bicycle riders in Seattle in general and along Eastlake Avenue specifically;  
Based upon the harm to the Eastlake businesses for losing over 250 arterial parking spaces to the RRR Preferred Alternative;  
Based upon the heightened sense of danger to pedestrians with small children and dogs caused by the RRR Preferred Alternative removing the buffer of parked cars between traffic lanes and the sidewalks;

Based on the loss of transit access caused by the removal of three of Eastlake's 7 existing bus stops by the RRR Preferred Alternative; I request that the RRR EIS study an alternative where exclusive use bicycle lanes are not inflicted upon Eastlake Avenue East between Allison Street and Garfield Street.

Thank You.  
Jules James  
2616 Franklin Avenue East  
Seattle, WA 98102

Hi

I am a current resident in eastlake community and concerned for our neighborhood and business community . if 350 parking spaces are removed from the main eastlake ave.

Small businesses will suffer and may go out of business resulting in destruction of our community as a place to walk to needed services like retail stores, restaurants, and hopefully some day a drug store if there is parking.

I understand the need for better transportation but this is not a good plan and does not consider the destruction of urban hub for building community.

The main theme of this plan seems to be providing a freeway for commuters with no regard for the people that choose to live close to or in the city urban environment.

Actually this would Force more cars on the road because there are no community based services in the neighborhood. Seems like taking a step backward.

The restriction of only one lane on a main street will force traffic into the neighborhood streets unless there are changes to the fairview traffic flow.

One needed addition if this plans is approved is to make the fairview street one way going north to reduce the short cut mentality of drivers impatient with waiting in the back ups this proposed plan will cause. Also speed bumps at all intersections so cars stop at stop signs.

I have lived and worked in Seattle for my entire life. My Grand father helped build the pike street market and I love the city and want it to continue to be a great place to work and live.

The plan proposed is not a good plan and does not address the system of transportation which people are wanting to support if it were actually going to be a good solution and the best use available space.

I ride a bicycle and have shared the street with cars and busses and this is not a safe or good route.

If bicycle riders were required to have a drivers license and follow the same rules of the road that cars do there would be better understanding and cooperation with the existing shared road.

I grew up in west Seattle and was able to take a bus downtown to Rodes Department Store on a electric bus.

Elevated transportation I supported and ,as historical reference, part of the worlds fair future world, we were promised a vision of elevated transportation being expanded across the city.

I support light rail now but disagree on not having drop off parking areas for taxi etc. (university Husky station).

If there can be agreement that Putting more congestion on streets is not a good outcome. There was lots of traffic before I-5 was built and the main way through town was surface streets.

This freeway provided a way for congestion of port of seattle traffic to exit and provide a road through Seattle for travelers with other destinations.

A pretty good solution to conflicting interests of shipping and trucking business and urban residents who live here.

I worked as switchman for Northern Pacific as summer job and saw the railroad transport truck trailers which reduced traffic on the roads.

I worked for seaboard lumber and saw the Rail and barge system work in harmony with the city transportation.

Transportation that gets product supply chains and people commuting to places effectively needs to be in harmony with the livability of a City to have it sustainable.

Merci

Raymond Glandon

From: Ann DeMaris Davids [mailto:ademarisd@yahoo.com]

Sent: Friday, January 12, 2018 11:50 AM

To: Gurkewitz, Sandra ; Johnson, Rob ; Merrill, Garth ; Gore, Amy ; kathryndulemba@yahoo.com

Subject: Eastlake Project

My business would be negatively impacted by the plan to remove parking on both sides of Eastlake. One side would be bad enough but both sides will be intolerable. I have a private psychotherapy practice. My building has a small parking lot but all the spaces are reserved for the tenants of the building. If the parking on Eastlake is removed, my clients will have no place to park within reasonable walking distance. The side streets nearby are already clogged with parked cars and the buses for TOPS children make daytime parking even more difficult. Already, several people have chosen to work with other therapists in places where parking is easier. If this plan goes into effect, my business will be irreparably harmed.

This project makes absolutely no sense for this neighborhood. If you wanted to implement a plan to turn this area into a shadow of its present self, you could not come up with a better plan. It seems totally unnecessary and designed specifically to eliminate businesses. You cannot magically make the need for business parking disappear, no matter how much you may desire people to always use mass transportation and ride bicycles. This plan is unworkable and will result in the deterioration of the economic health of the individual businesses, the neighborhood, and the city of Seattle.

Ann DeMaris Davids, LICSW

2366 Eastlake Ave E Suite 314B

206-521-33734

## COMMENTS FROM PUBLIC SCOPING MEETING

2616 Franklin Ave. E Seattle, WA 98102  
Sandra Gurkewitz, Senior Environmental Planner  
Seattle Department of Transportation  
P.O. Box 34996  
Seattle, WA 98124

(206) 329-1885  
December 11, 2017

RE: Roosevelt Rapid Ride EIS Scoping Questions

I believe the Roosevelt Rapid Ride (RRR) is a municipal fantasy inappropriately coveting federal transit dollars, an exclusive-use bike lane project pretending to be a bus plan. I believe the City of Seattle's RRR Preferred Alternative will be significantly harmful to air and noise quality in the Eastlake neighborhood and significantly damaging to the economic urban quality in the Eastlake neighborhood. I believe a No Action Alternative, a No Bike Lane Alternative and a Boylston Avenue Bike Lane Alternative should be fully studied.

I am skeptical that the RRR's Preferred Alternative can legitimately increase transit capacity by 10% (as required by its federal grant funding source). Accordingly, the EIS should define Affected Environment to include transit from the Northgate Transit Center, specifically the METRO Routes 26, 41 and 67 that are currently operating, and the Sound Transit light Rail station that is scheduled to open in 2021.

I believe RRR will significantly degrade the urban quality of the Eastlake Urban Village in the planned removal of approximately 250 arterial non-peak parking spaces along Eastlake Avenue. I believe proper environmental mitigation for the RRR project is a removal timetable for the exclusive-use bike lane if-determined levels of transit and bike usage are not reached.

Specific EIS scoping requests:

The EIS should study the estimated value of an average unrestricted, time-restricted and use restricted Neighborhood-Commercial parking space. How many customers, employees, vendors, school volunteers, clients and diners use one spot in one 24-hour day? By these numbers, we can determine the economic impacts of the RRR alternatives upon Eastlake's urban quality.

The EIS should include a survey of bus riders on Routes 26, 41, 67 asking: 1) whether they will prefer to ride the light Rail, the RRR Preferred Alternative or the existing routes 26, 41 or 67; 2) if they would prefer the RRR over the existing routes 26, 41 and 67. If the survey shows existing ridership expects to move to the Light Rail, or if the existing ridership

overwhelmingly prefers the existing bus service to the RRR, the RRR is a bike path project, not a bus project. If the expected bike ridership and the expected RRR ridership does not exceed the existing capacity of the 26, 41 and 67, the RRR cannot be expected to achieve the 10% of increased capacity.

The EIS should state the expected bike ridership rates at Eastlake and Allison, Eastlake and Lynn, Fairview and Lynn, and Eastlake and Garfield with: 1) the No Action alternative, 2) the Preferred Alternative within one year of opening, 3) the Preferred Alternative within five years of opening.

The EIS should state the expected bike ridership rates at Eastlake and Allison, Boylston and Lynn, and Eastlake and Garfield with the Boylston Bike Route alternative before and after the completion of the SR-520 Bike/Pedestrian path over the I-5 Roanoke lid.

The EIS should include 1) a traffic study of Roosevelt corridor, between 65th to the Burke Gilman Trail, before and after the bike lane installation. Have traffic times for busses sped up or slowed down? Have intersection levels of service improved or degraded? 2) a retail study of the Roosevelt corridor. How many vacancies and retail stores, by number and percentage, before the Roosevelt bike lane and currently? I believe these studies will provide reasonably comparable predictions of the RRR as proposed through the Eastlake neighborhood.

The RRR Preferred Alternative through Eastlake differs from conditions north of the Burke Gilman Trail by blocking traffic while loading and unloading at Hamlin and Lynn. The EIS should calculate how many minutes per peak hour will government busses off-loading/loading passengers halt traffic in front of private shuttles, jitneys, delivery vans and general traffic? (RRR per hour x stops blocking traffic x minutes per stop). This will measure the increased air and noise pollution from idling cars and neighborhood-commercial economic harm from the traffic-blocking traffic planning of the RRR.

I believe the City of Seattle has not sufficiently established the transit value of the RRR as fact based policy. Accordingly, the EIS should require the following transit capacity and usage existing conditions be answered:

How many riders per 24-hour day board 1) a southbound Route 70 bus north of the University Drawbridge? 2) a southbound Route 70 bus between the University Drawbridge and the Fairview Trestle? 3) a northbound 70 bus south of the Fairview Trestle? 4) a northbound 70 bus between the Fairview Trestle and the University Drawbridge?

How many Peak Hour seats are available on Routes 26, 41 and 67? How many Peak Hour seats will be available on the Light Rail when the Northgate Station opens?

Which of the following Metro Bus lines will be eliminated or reduced because of the RRR? Specifically: Route 70, 26, 41, 67, 43 and 49?

RRR will environmentally impact Eastlake Avenue far more than the remainder of the route by combining the Roosevelt exclusive-use Bike Lane northbound and southbound through the neighborhood. The Roosevelt bike lane is split between 11th Avenue NE northbound and Roosevelt WayNE southbound, each roadway is 40 feet in width. Eastlake Avenue is 50 feet in width. So the RRR Preferred Alternative plans to reduce vehicle travel lanes on Eastlake Avenue by 34%, eliminate Eastlake's arterial parking by 100% and sidewalks bordering Eastlake Avenue by 17% to create exclusive use bike lanes for the less than 3% who commute by bicycle. The EIS should study the Eastlake Avenue portion of the RRR as a separate environment of this overall project

Thank You.

Jules James

Becki Chandler - email: becki8@yahoo.com

Positives: MOre access for more people moving at a faster pace. Issues we are dealing with now - SLU + UDUB, no able to get on a bus.

Concerns: Totally eliminating the # 70 + distance in between will affect those w/ disabilities (ADA). leading zones for trucks making deliveries.

Why aren't you asking private or corp. \$? Vulcan/Amazon/ UW etc. This is a perfect opp to get them engaged as it directly effects them + us/

Joshua Gui - email: goodguyjosh@outlook.com

\*all the new tech, esp. off-board fare collection- amazing. Please implement as long as it doesn't compromise project schedule+function.

? Usefulness of projected bike routes: any research done to verofy projected routes will be used? by either commuters/tourists? I love bike routes, but only if they take me where I wanna go. Otherwise, they'll only take up space w/o providing any benefit. Maybe take the bike share/food delivery companies data to see where people bike most?



Bradley Smith - email: bradleycsmith@live.com

1. IMO, buses are 1000 times more impactful than bike lanes. I would focus there. Much larger volumes.
2. Buses +public transit should not suffer for smaller volumes bike lanes.
3. Has the summer intern volume issue been addressed? Hundres of interns making the buses full by the time they reach Eastlake.
4. How does biking work in a city with hills like Seattle?

Kathryn Dulemba - email: kathryndulemba@yahoo.com

I will be requesting:

- small starts grant application
- copy of 2016 small business survey done in Eastlake
- What will be done to the 50 listed historical locations along Eastlake

Everett Spring - email: uwnrotc77@comcast.net

Parking: when the Roosevelt bike lane was completed, parking on the street was moved from Roosevelt Way to side streets. Some of that is flowing into single-family residential neighborhoods. Many of those houses were built without off-street parking. What happens in those neighborhoods when parking is displaced from 12th Ave NE?

Traffic: See parking comment above. The streets between Roosevelt & 12th now have parking n both curbs & are mostly 25 feet wide. These streets are two way yet have room for a single drive lane. the effects of traffic on adjacent streets need to be assessed. it will no be insignificant.

Link Light Rail Alignment: It's not clear why the RapidrRide route runs atop the rail alignment north of the Brooklyn station. The "last mile" could be served by route 67 as it currently is, without giving up parking. What is the justification?

Turnaround: The streets proposed for turning around/layover are residential (67th & 70th). 70th is already an artireial without parking on the north curb. If this project proceeds, 70th has fewer effects on parking and residents.

Amanda Qu - email: amandaqu@gmail.com

I appreciate this project and want to see it implemented. I think layover 2 is likely best for minimizing impacts to traffic flow.

Harmon Rogers - email: harmonr@msn.com

Loss of parking will seriously impeded residents and businesses along Eastlake Avenue. RP3 in that area is

Charles Wheeler - email: cbw@charleswheeler.net

Safety- will there be enough room for average passage width (20 ft) with this pla.?

Environment- there are trees int he median will these be destroyed?

Safety- there is a hill around Howel st. bicycle doesn't stop at next street down that street. this plan will not help or will it?

Environment- There is trees next to the curb will these be impacted by the change?

Steven Vandor - email: vandorscull@gmail.com

1. Plan for next 6 years still has no useful E-W transit. New stadium @ Seattle Center will be a disaster.

2. Value not yet clear. Need to model transit times (presumably improved?) with this BRT in a congested corridor.

Janelle Jacobs - email: janellej2727@comcast.net

I'm concerned about neighborhood disruption with this project. I understand the concept of moving people to downtown. However, this project treats the Eastlake neighborhood as merely a corridor to move people through. This would be ok if the bus/transit corridor were underground or above the existing right-of-way. But taking away all parking on Eastlake will severely impact both residents and businesses. Due to city current lack of parking requirements for new construction, this will make parking even scarcer than it is. Businesses rely on the center lane for leading + unloading, and the RP2 is currently oversubscribed. Businesses rely in street parking for their customers.

Kelley Kieser - email: kelley@serafinaseattle.com

Serafina and Cicchetti restaurants are located along Eastlake Ave. As a business that has been in the Eastlake neighborhood for over 25 years, we have seen a tremendous increase in residents in the neighborhood, especially in efficiency units and multi-unit buildings. These are not required to provide parking and has had an impact on paring for residents and our guests. On a daily basis, we have 5-10 complaints from guest about lack of parking, zone restriction. We are concerned

that eliminating parking along Eastlake Ave will have a major impact on not only our businesses but all businesses in this neighborhood.

Steve Faust - email: psfaust@juno.com

-I believe routes should go north to Northgate TC

-I object to loss of bus stops on Eastlake. I walk with difficulty and already suffer from the removal of stops on 49 along Harvard.

-I am very keen to learn how much en-route time will be saved by replacing the portion that overlaps with rt 70.

Margaret Sanders - email: margaretsanders@mac.com

Please add me to the mailing list

2301 Fairview Ave E #316

Seattle WA 98102-6535

Thanks for holding this session. I'm looking for/encouraging a recognition of the vibrancy of our business district.

Concerns: parking +delivery spaces for businesses

Sandra Wheeler - email: sandracwheeler@gmail.com

Pollution projections-

What will be the impact on AIR & WATER with this transit change? will the RRR proejct reduce pollution? Will RRR project increase pollution as the cars back up behind the loading busses?

NOISE? are the RRR buses less noisy?

Josh Burton - email: jnburton@uw.edu

Please minimize the amount of daytime and espeially rush hour closures on Eastlake Ave E.

Also - Please do reprogram the signals on Eastlake Ave E!

Brock Howell - email: brockhowell@gmail.com/brock@bikehappycascadia.com

From: Brock Howell [mailto:brock@bikehappycascadia.com]

Sent: Tuesday, December 12, 2017 10:49 AM

To: Parast, Adam <Adam.Parast@seattle.gov>

Subject: Roosevelt RapidRide+

Hi Adam,

Two follow-up issues/questions from the open house.

Left-side PBL up 11th/12th Avenue. How will the PBL transition from the right-side to the left-side? What concerns do you have about the PBL being on the left vs. right, and what are the justifications that overcome those concerns?

The Bicycle Master Plan calls for a protected bike lane on Fairview Ave through South Lake Union. The plan doesn't include a PBL on Fairview Ave through SLU. The 2014 BMP adoption ordinance requires any planned route to consider alternative, equivalent routes. What alternative routes to Fairview Avenue will be implemented that are not already in the BMP?

-Brock

206-856-4788

Ronald Rebello - email:rbrello@yahoo.com

I would like more information on the process of the EA for parking. Does that process include looking at parking during the day & evening, week days & week ends, etc. Does it include the effect that building developers, projects would have that are currently in the permitting process?

Tim Fliss - email: t.fliss@gmail.com

70th Street layover location may interfere w/ people using bikes to access light rail from Greenlake. (looks like buses don't park there though)

Eastlake is the best bridge between UW and downtown population centers for bicycle riders, highly used.

Need even more transit frequency on buses they get very full at rush hour.

Eastlake should share bike volume w/ Westlake, allow route around lake.

Mary Lamarche - email: marylamarche@gmail.com

Taking away the parking will hurt all the businesses on Eastlake Ave. Please don't do this to them.

The neighborhood is already stressed with limited parking and apartment buildings being built without any parking. people now fight over parking. the Drivers on Eastlake already share the road with bicycles. It is not a problem. We cannot afford to lose our parking lane.

Why doesn't the city tunnel under Eastlake so we can keep our sweet neighborhood instead of turning into a pass through street.

Anonymous

- How much increased driving by cars will be needed to find a parking space off the main corridor b/c of the loss of parking? Especially in zoned neighborhoods near business districts

- How do east/west connection get changed to promote ridership? (and move people)

- Can Roosevelt north of Univ. Bridge be evaluated to minimize parking + turning + bike lane conflict? We see driving in bike lanes daily when Roosevelt backs up above 50th

- If bus service times are not met/realized what other traffic changes will be planned/taken to achieve posted levels?

- How many parking spots will be removed? How many w/in 1/4 mile of business district?

- Will there be increased bike storage near bus stops?

- How much car traffic is estimated to be removed by these changes? How much more bus capacity is being added?

- Will UW folks need to talk to Roosevelt to get bus to Eastlake/ SLU?

- Will pedestrian access be improved to access stops nearest the Univ? Bridge?

- Will the U Bridge be improved to handle greater bus travel across? buses today often opt two \*\* when they can.

11' wide lanes are too narrow. Buses with mirrors are 1-.5'. Trucks are at least that wide with sideview mirrors.

Loading will take place in the center turning lane. The drivers will cross moving lanes of traffic. This is dangerous.

Buses will stop in the moving traffic lane as will garbage trucks. This forces cars to go into the traffic lane of oncoming traffic. On turning traffic, it's a bad idea.

Bikes should go on the quiet street west of Eastlake Avenue.

The layover leaves no space for handicapped parking. Nearby parking is very important to seniors who rely on walkers.

Sandra Pisatello - email: sandrapisatell@gmail.com

1. plan as presented with N/S bike lanes gives up too much neighborhood parking for Eastlake businesses. How about making parking spots available under the freeway? As parking disappears maybe those of us who \*\* RPZ \*\* to park could use the under freeway parking. Those who park in Eastlake during the day (4 hours \*\* block + \*\* to 4 in the next block) could pay to park under the freeway.

I like the bus stop designs-well lighted, benches (!) with plans for well marked crossings (which we have too few of now). I have lived in Eastlake since 1973. It feels to me like every city plan takes away livability on actual neighborhoods. We go to meetings, see plans, will move ahead - makes me cynical which I do not want to be.

I ride the bus more than I drive and do appreciate how often the 70 runs. I believe we will eventually be less dependant on cars when the buses + trains link up to effectively - but people's habits will lay behind for quite a while.

Thanks for listening + reading.

PS. thank you for the larger print map with easy to see colors - the one I got @ home required a lighted magnifier to decipher. Please remember that everyone does not have young eyes.

## COMMENTS RECEIVED AFTER SCOPING PERIOD

From: Chris Leman

Sent: Friday, January 12, 2018 11:25 PM

To: DOT\_RapidRide

Subject: Scoping comment

Ms. Gurkewitz—

I fully support the comment letter you have received from the Eastlake Community Council. I also have this additional comment on construction impacts:

All construction contractors should be prohibited from using diesel generators and should be required to get their electricity from power lines, such as by on-site power drops. Generators are noisy, polluting, and they contribute to global climate change.

Such a requirement was successfully applied in Seattle Public Utilities' Combined Sewer Overflow project in the 1990s. Like the Roosevelt RapidRide will, that project involved many different work sites in which a generator would be tempting but a power drop was and is entirely feasible and completely preferable in environmental impacts.

Thanks for your consideration.

Chris Leman

2370 Yale Avenue E.

Seattle, WA. 98102

(206) 322-5463

From: Jason Dougherty

Sent: Saturday, January 13, 2018 12:00 AM

To: DOT\_RapidRide

Subject: Roosevelt RapidRide scoping comments

Hi,

A couple general comments on the Roosevelt RapidRide project scope:

1. It seems silly to build a RapidRide bus route that runs between Link light rail stations. No matter what you do, the bus will always be significantly slower than the train, so what's the point? Buses should serve areas not served by light rail.
2. Putting bikes and buses on the same busy arterials, along with cars and streetcars, is quite simply, insane. It's bad for everyone using the street. The recently-completed Roosevelt protected bike lane has got to be the most dangerous bike lane anywhere. I am one of many cyclists who simply will not use it. Don't make more bike lanes like it. Instead put bike lanes a block or two off of arterials, on streets with lower speeds and traffic volumes. Neighborhood greenways are (mostly) a good example of a better solution.

Thank you,

Jason

From: Brian Ferris

Sent: Saturday, January 13, 2018 12:23 AM

To: DOT\_RapidRide

Subject: Roosevelt Rapid Ride Scoping

I appreciate the efforts to improve bus speed and reliability on the corridor, including BAT lanes on Fairview and dedicated bus lanes on Virginia and Fairview north of Valley. I would SDOT to push harder for more bus prioritization, even if it comes at the expense of general-purpose lanes and parking (or perhaps even biking facilities in the extreme).

From: Brian Torgerson

Sent: Saturday, January 13, 2018 12:28 AM

To: Johnson, Rob; DOT\_RapidRide; editorial@nytimes.com; bizday@nytimes.com;

WSJplus@wsj.com; Durkan, Jenny

Cc: Townsend, Alison; roosevelttodowntown@seattle.gov; theseattletimes@seattletimes.com;

letters@seattletimes.com; Brian Torgerson

Subject: Make Seattle GREAT!

Hello:

Figured the headline would get a Seattleites attention. I grew up in the PNW, living and working in Seattle my entire career. I can safely declare we have certain values and a progressive way of thinking, which at times I argue can be little short-sighted and unapologetically deaf.

The number one concern of Seattle small businesses, according to the Puget Sound Business Journal is traffic. I too have this concern. Often, my clients will only schedule appointments when absolutely necessary (such as round low-traffic times) or make the decision to not travel at all. Approximately twenty five percent of our clients are Doctors. Currently, it takes a Physician 45 minutes to commute after work from First Hill to our Eastlake office in after-work traffic. A commute that has no direct public transportation and is less than 2.5 miles.

Yes, at times I cycle (WEATHER permitting). Yes, I enjoy walking to work. Yes, at times I car pool. However, often times I have multiple stops: transporting items, people or my pets. Transporting my nephew to summer camp roundtrip (less than 5 miles) can take 1 to 1.5hrs during peak traffic. How do working single parents handle after school programs plus work? By chance, how many of our city planners / leaders have children in school and after-school programs? Do they or their spouses drive or park in the city? The consequences of choking traffic and limiting parking has more than just financial implications.

Speaking with an economist background, are the people making these decisions tracking the broad financial impacts such as how this affects:

- Livable wages?

- Affordable housing?

The impact of clients not wanting to come into their appointments?

- Does this limit our revenue and ability to hire / pay higher wages?

- Are people forced to choose between exhausting commutes and saving for retirement based on location costs?

- How does sky rocketing rents affect those low to moderate income earners?

- Has the increased pupolation alone caused an increase in traffic?

- Have businesses stopped expanding in Seattle?

- Are businesses looking outside of Seattle?

- Why bring your non-big box business or non-restaurant to Seattle?

I argue that increasing traffic has a direct impact on increasing housing costs.

Are our planners and leaders trying to make us the “greatest” bicycle-commuting city? Why are just a few having such a large impact? According to “Traffic Lap” the number of cyclist commuters has not increased over the last 5yrs. Still just over 12k commuters. What is the percentage of City employees that do not drive to work and why does the City need an employee parking garage? Maybe the employee garage should be used to house the homeless?

Reducing parking and lanes for cyclists has not always worked. One example is Dexter, which wasn’t good enough because cyclists didn’t want to climb the hill from Westlake. Another is 23rd, formerly a fast North/South route. Not anymore. How many streets downtown have been taken away? How many parking spots have been eliminated on Capitol Hill? And now Eastlake? Has anyone analyzed the impact to public safety after Broadway was rezoned? Once a wide North/South street and according to a local firemen, WAS the fast route for large fire trucks. But after being rezoned with barely used bike lanes, a short street car and half the parking it is now clogged with stalled cars.

Making our City “GREAT” for cyclists has had a reduction of people going across town for all purposes. It has negatively impacted small businesses and caused greater demand for inner-city prices. So, I ask, what can ordinary people do so that a small minority don’t ruin our city?

Personally, if you want me to consider bicycling more I suggest improving cycle safety by simply filling the cracks and craters in the road. After vehicles, the scariest danger are the deteriorating roads. I’ve seen better logging roads.

Please consider that many businesses are starting to look outside of Seattle. Our business has been growing at above-average rates, and we pay above-livable wages, including insurance and paid time-off. The traffic and reduction in parking is already difficult. Please help us continue to grow in Seattle. Keep increasing buses, keep lanes open, keep parking spaces.

Culturally, we will find alternative methods for commuting. Bicycle ridership will go up if the cracks in the roads were filled.

Stop overspending on tearing things up and maintain what we have.

Warm Regards,

Brian Torgerson, CFP ®

Financial Advisor

Cetera Advisor Networks LLC, Member FINRA/SIPC

2928 Eastlake Ave E

Seattle, WA 98102

Direct: 206.735.3905

Branch: 425.453.2343 ext. 1

Fax: 888.529.8942

[torgersonb@ceteranetworks.com](mailto:torgersonb@ceteranetworks.com)

From: Darold Andersen

Sent: Saturday, January 13, 2018 12:50 AM

To: DOT\_RapidRide

Subject: Eliminating parking on Eastlake

I have a small business on Eastlake called Mort’s Cabin. 90% of my customer base comes to my shop in a car from outside the Eastlake Community. I sell home furnishings and decor. This requires pick ups & deliveries of large items of merchandise on a daily bases.

My business of 16 years would be devastated with not having parking. Eliminating parking would greatly impact a Communities charm and a small business like Mort’s Cabin.

Thank you for your consideration.

Sincerely,

Darold Andersen, Owner

2241 Eastlake Ave East

Seattle, WA 98102

Instagram: mortscabin

Yelp: morts cabin Seattle

(206) 323-6678

Sent from my iPhone

Hi there,

I'm writing to plead with and beg you to not get rid of parking and bus stops along Eastlake Ave. E. People use Eastlake to park, leave their cars, and go to work Downtown. If parking on Eastlake

Ave. E. is eliminated, then these people will cram EVEN MORE into the streets off Eastlake. We who live here are already struggling to find parking, even with our RPZ stickers. Bicyclists are doing just fine how it is arranged now, with the rush hour limits for parking allowing them to take up the lane nearest the sidewalk. No need to punish the majority of us even more and reward the very few bicyclists more.

Bicyclists can and do use the separate walking/biking lane on Fairview Ave. E. just fine. I feel that by adding Rapid Ride you are actively engaging in age discrimination. I moved to Eastlake when I was 5 years old, 46 years ago. We had plenty of bus stops and mailboxes. Slowly but surely, those in power not only got rid of bus lines (we used to have the 70, 71, 72, 73, and 66. Now we only have the 70) but also increased the number of apartments. My 87 year old mother, who lived here for 45 years, had to walk farther and farther to get to a single bus stop. Two days ago, my fiancé's parents came to park in our neighborhood, could barely find a spot, and had to painfully walk blocks to the bus stop.

Please just leave things the way they are. City officials have already admitted in person in our neighborhood meetings that they made a mistake in their last grand City Plan by not placing all these new apartments around transportation hubs. Now in addition to removing MORE bus stops, you are going to make living here even harder by eliminating parking. You will hurt businesses,

homeowners, people who run a businesses out of their homes, and all for a MINORITY of our city's population, i.e., BICYCLES. Who holds this city hostage? It seems to me it is the bicyclists. Again, age discrimination at work. What 87 year old is going to get on a bicycle??

PLEASE USE YOUR COMMON SENSE AND DECENCY AND DO NOT LET THE MINORITY (BICYCLISTS) DICTATE OUR LIVES.

ENOUGH IS ENOUGH!!!

Thank you,

Gillian Heather

Living in Eastlake since 1971

From: Gwen

Sent: Saturday, January 13, 2018 3:54 AM

To: DOT\_RapidRide

Subject: Rapid Ride on Eastlake

To whom it may concern,

I believe that removing all parking along Eastlake will have a very deleterious effect on Eastlake businesses. Parking is already tight, housing density is increasing and available parking has not increased. The side streets and neighborhood parking will be adversely effected as well.

Please do not put in bike lanes and remove all parking without first planning for and providing adequate parking.

Thank you,

Gwen Crowell

Gwen Crowell, LMT, CTP

The Areis Building, Suite 236

2366 Eastlake Ave. E.

Seattle, WA 98102

206-362-4839

From: Robin Ellis

Sent: Saturday, January 13, 2018 4:49 AM

To: DOT\_RapidRide

Subject: Letter Against Eliminating Parking on Eastlake and Adding Bicycle Lanes

Dear City of Seattle,

Please do not take away our parking at Eastlake and add bicycle lanes. Anyone who lives, commutes, shops and frequents our neighborhood knows how important keeping the parking on Eastlake Avenue E is. Taking away the parking will impact residents and businesses severely.

Anyone that commutes on Eastlake Ave E knows how important keeping the lanes as they are is - it will be a parking lot during peak hours if you take away the lanes and add bicycle lanes. Also, keep in mind that Eastlake Ave. E. is a main route for physicians, and patients plus medical students at UW Medicine (UWMC, UW Medicine at SLU, Fred Hutch, SCCA, and Harborview Medical Center) - there are shuttles that UW Medicine, Fred Hutch and HMC operate that stop on Eastlake Ave. E. So, creating more traffic is going to impact lives!

In 1999, the city council approved the Eastlake Neighborhood Plan, I hope you will reconsider and honor what our neighborhood believes is best for our future.

Thank you for your consideration.

Kind Regards,  
Robin Ellis



Hello:

I learned that the city is planning to eliminate parking on Eastlake Ave. I am a mental health counselor in the Areis Building and my clients use street parking, including one who is quadriplegic and who needs easy access at street level. Losing street parking will be a great inconvenience and burden on them. I think some of my clients, particularly the one in the wheel chair, will find that they are no longer able to work with me if they cannot park on the level street (the surrounding streets are on hills).

The city currently enforces no parking on alternate sides during rush hours, and this seems to provide a good solution for commuters while preserving space for the businesses and residents to park on the street as needed.

There simply isn't enough parking capacity on the surrounding streets or in nearby garages, and not everyone is able to give up private motor vehicles.

I sincerely hope that your final plan does NOT involve eliminating this vital means of access for my clients.

Fred Ingham, MA, LMHCA

**Congruence Health**

2366 Eastlake Avenue East, Suite 225

Seattle, WA 98102

(206) 403-5062

[www.congruencehealth.com](http://www.congruencehealth.com)

Jan. 12, 2018

To: Sandra Gurkewitz, Senior Environmental Planner, Seattle Department of Transportation  
From: Cascade Bicycle Club, Feet First, and Seattle Neighborhood Greenways

**Re: Roosevelt RapidRide Project Environmental Scoping Comments**

Dear Ms. Gurkewitz,

Thank you for the opportunity to comment on the Environmental Assessment (EA) scoping for the Roosevelt RapidRide project. In addition to providing faster, more reliable transit service, this project has the potential to implement much-needed safety improvements for people walking and biking along this busy corridor.

Upon review of the scoping packet, we are thrilled to see major commitments to improving not only transit service, but to the multimodal transportation system as a whole. The addition of protected bike lanes 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.

In regards to the walking environment, intersection updates as well as sidewalk improvements that bring this corridor up to Americans with Disabilities Act standards will increase the comfort and usability for all people, regardless of ability. We would also recommend the addition of curb extensions at key crossing points along the corridor, as well as the consideration of additional safety features consistent with Universal Design guidelines in the pedestrian environment design. We cannot overstate our support for these critical safety and connectivity improvements.

Finally, as organizations that focus on the safety and dignity of people who get around on foot and by bicycle, we believe the EA must fully examine and disclose a range of issues related to implementing these meaningful improvements. As such we strongly recommend expanding the scope to include:

**Safety impacts for people walking and biking**

In addition to examining pedestrian and bicycle movements, the EA should evaluate crash data, as well as serious injury and fatality data along the corridor, as an element of its assessment. Additionally, SDOT's Bicycle Pedestrian Safety Analysis should be reviewed for potential Vision Zero spot improvements along the corridor.

**Parking**

The EA should document and consider the parking capacity solutions on streets beyond the project alignment. As the loss of on-alignment parking would be necessary to include a protected bike facility, it is imperative that potential parking management options are understood

### **Safe Routes to School**

Currently students attending Tops K-8 are bused across Eastlake Ave. How will this project address this lack of basic connectivity for students?

### **Equity**

How will the project improve or exacerbate racial and socio-economic inequality?

This project has the potential to transform a very busy and relatively dangerous corridor, and it is imperative that all elements related to safety for people walking, biking and taking the new RapidRide transit service are analyzed and disclosed.

Sincerely,

Gordon Padelford, Seattle Neighborhood Greenways  
Kelsey Mesher, Cascade Bicycle Club  
Maggie Darlow, Feet First



Hello Councilmembers,

I realize that I am writing 90 minutes past the deadline for comments, but I do hope you will consider my comments as I live in the Eastlake area and also have a business on Eastlake Ave. E.

I am aware that the city is considering removing street parking on Eastlake to provide dedicated bike lanes.

I would like to let the council know that I am very much against this proposal as it will pose a great hardship to my business and other businesses along Eastlake. I have had a psychotherapy private practice office in the Areis Building for the past 6.5 years. As you may know, there are easily several hundred practitioners in the Areis building who make their living by providing services such as mine to the community. Because we are all small business owners, it is essential that we keep our practices full. **Every practitioner in the building will be negatively impacted by this proposal.**

There simply isn't enough parking as it is in the area. I can't imagine what difficulty will be created parking is non-existent on Eastlake.

As it is, at certain times of the day (afternoon) my clients struggle to find parking. If the parking spaces are removed from Eastlake, it will make finding a parking place nearly impossible for my clients. Many of my clients schedule sessions during the work day, lunch hour, etc. and it is imperative that they find available parking without using up precious time away from work. I am certain that if parking is difficult to find, my clients will need to find other options for therapy.

**I am not willing to tolerate a decrease in my schedule that this proposal will create (not to mention the commotion and inconvenience of construction) and I fully intend to move my business from Eastlake if this proposal goes through.**

Sincerely,

Janice M. Palm, MA, LMHC

Daylight will pass through a very small hole  
Japanese Proverb

Janice Palm  
[palmjanice@gmail.com](mailto:palmjanice@gmail.com)

Dear Planners,

It has come to my attention that there is a proposal being considered to remove all on-street parking on Eastlake Ave., E. from the University Bridge to Fairview. I must say that I do not understand what has motivated this proposal, or why it might be thought a good idea.

I've worked in the AREIS building (2366 Eastlake Ave., E.) for seven years now. Along with most of the other service providers in my building, I see 7 - 10 clients per day. Almost all my clients come from other neighborhoods, and almost all of them require parking. In my particular case, I work almost exclusively with pregnant women or new mothers with infants, neither of whom are able (or likely to) to arrive here on bicycles or public transportation. Parking has already become a problem due to the new apartment buildings that do not afford adequate parking for their residents, and I have already lost clientele due to this fact. I know that many other providers in my building work with families in need or people who are injured, and I'm quite sure that they have had many client complaints about parking already.

I wonder why this dissolution of parking is thought to be a good idea? As I drive to and from work, I do see bike riders on Eastlake, though they are not numerous. Nor do I believe they would become more numerous if all of a sudden their bike lane widened to include what is now parking area/extra traffic lane. I just don't understand the reason for getting rid of parking for the numerous clients of nearby businesses (probably 1000 a day or more just in the nearby several blocks) in order to provide a wider bike lane for probably 50- 100 people a day, especially when those people already have a bike lane they are using. This does not make good sense to me, and it would certainly lead to a reduction in businesses in this area. Perhaps that is what you are hoping to achieve?

Near my home in NE Seattle, a similar proposal has been carried out. A traffic/parking lane was made available only for biking. The remaining two lanes of road are now over-trafficked, always crowded, and extremely annoying. There has not been a notable increase in bicycle traffic at all, and none of the residents can understand why our thoroughfare was so negatively altered to offer a wider bike path to perhaps five additional bike riders per day.

I certainly cannot support this plan at all, and would welcome some very concrete facts about exactly what you are thinking this will accomplish - as well as information about how you expect our businesses to survive if our clientele cannot travel here and find a place to park.

Thank you for your consideration - and information.

Leslie Butterfield, Ph.D.

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? RUSTY DUBOSE STATE FARM

PHYSICAL ADDRESS OF BUSINESS 2033 EASTLAKE AVE E #206A SEATTLE, WA 98102

# OF YEARS IN BUSINESS ON EASTLAKE 2

OWNER CONTACT NAME/PHONE/EMAIL  
RUSTY DUBOSE 206.384.4440 RUSTY@SEATTLEINSURED.COM

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  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

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

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?**

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:

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](mailto:SANDRA.GURKEWITZ@SEATTLE.GOV) 206.684.8574

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

GARTH MERRILL- RRR PROJECT MANAGER [GARTH.MERRILL@SEATTLE.GOV](mailto:GARTH.MERRILL@SEATTLE.GOV) 206.684.5184

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON [AMY.GORE@SEATTLE.GOV](mailto: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](mailto: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? Eastlake Bar and Grill

PHYSICAL ADDRESS OF BUSINESS 2947 Eastlake Ave East

# OF YEARS IN BUSINESS ON EASTLAKE 16

OWNER CONTACT NAME/PHONE/EMAIL  
John Schmidt John@Neighborhoodgrills.com

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

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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 very important to remain successful

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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, Branda@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.**

SANDRA GURKEWITZ- SDOT SENIOR ENVIRONMENTAL PLANNER [SANDRA.GURKEWITZ@SEATTLE.GOV](mailto:SANDRA.GURKEWITZ@SEATTLE.GOV) 206.684.8574

ROB JOHNSON DISTRICT 4 COUNCILMEMBER (AND THIS PROJECT IS HIS BABY) [ROB.JOHNSON@SEATTLE.GOV](mailto:ROB.JOHNSON@SEATTLE.GOV) 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER [GARTH.MERRILL@SEATTLE.GOV](mailto:GARTH.MERRILL@SEATTLE.GOV) 206.684.5184

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON [AMY.GORE@SEATTLE.GOV](mailto: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](mailto: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? THE FOUNDATION GROUP

PHYSICAL ADDRESS OF BUSINESS 2621 EASTLAKE AVE E

# OF YEARS IN BUSINESS ON EASTLAKE 11 YEARS

OWNER CONTACT NAME/PHONE/EMAIL ROBERT WRIGHT 206-224-1213

BUSINESS HOURS AM/PM M-F M-F+WEEKEND OTHER 9<sup>00</sup> AM 4<sup>00</sup> 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

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

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?

RAPID TRANSIT IS OK, BUT NOT  
AT THE EXPENSE OF THOSE BUSINESSES  
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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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](mailto:SANDRA.GURKEWITZ@SEATTLE.GOV) 206.684.8574

ROB JOHNSON DISTRICT 4 COUNCILMEMBER (AND THIS PROJECT IS HIS BABY) [ROB.JOHNSON@SEATTLE.GOV](mailto:ROB.JOHNSON@SEATTLE.GOV)  
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KATE DULEMBA / 2023 BOYLSTON AVENUE EAST / [KATHRYNDULEMBA@YAHOO.COM](mailto:KATHRYNDULEMBA@YAHOO.COM) / 360.213.3498

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

# Re: Roosevelt Rapid Ride Proposal/Eastlake Business District

## Problem:

**REMOVES ALL PARKING ON EASTLAKE TO PROVIDE DEDICATED BIKE LANES.**

For more detail:

General Project Information:

<http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride/roosevelt-rapidride>

Scoping Meeting Package with Eastlake Detail:

[http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/RapidRide/Roosevelt/RooseveltRapidRide\\_ScopingPacket.pdf](http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/RapidRide/Roosevelt/RooseveltRapidRide_ScopingPacket.pdf)

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Concerned neighbors are collecting information to incentivize the City to find alternate solutions that support the Eastlake Community and provide safe, efficient, transit.

## To help:

Fill out the attached form.

Return by January 17<sup>th</sup> to Margaret Thomas/Areis Bldg/Suite208 or Kate Dulemba 360.213.3498

Email the city. **Note: The comment period closes Friday January 12<sup>th</sup> at 5:00PM.** Addresses are included on the attached form.

Jan. 10, 2018

SMALL BUSINESS QUESTIONS- ROOSEVELT RAPID RIDE PROJECT

BUSINESS NAME/WEBSITE? ECOMMERCE? Psychiatry Northwest & TMS Washington

PHYSICAL ADDRESS OF BUSINESS 2366 Eastlake Ave E, Site 439, Seattle WA 98102

# OF YEARS IN BUSINESS ON EASTLAKE 2

OWNER CONTACT NAME/PHONE/EMAIL Dr. Jesse McClelland (owner) Gordon Erickson (contact) 206.582.2100

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 coming 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.

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?**

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 seem 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.

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](mailto:SANDRA.GURKEWITZ@SEATTLE.GOV) 206.684.8574

ROB JOHNSON DISTRICT 4 COUNCILMEMBER (AND THIS PROJECT IS HIS BABY) [ROB.JOHNSON@SEATTLE.GOV](mailto:ROB.JOHNSON@SEATTLE.GOV) 206.684.8808

GARTH MERRILL- RRR PROJECT MANAGER [GARTH.MERRILL@SEATTLE.GOV](mailto:GARTH.MERRILL@SEATTLE.GOV) 206.684.5184

AMY GORE- CHIEF OF STAFF FOR COUNCILMEMBER ROB JOHNSON [AMY.GORE@SEATTLE.GOV](mailto: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](mailto: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? VANDEVENTER + CARLANDER ARCHITECTS

PHYSICAL ADDRESS OF BUSINESS 2956 EASTLAKE AVE E

# OF YEARS IN BUSINESS ON EASTLAKE 3

OWNER CONTACT NAME/PHONE/EMAIL BILL VANDEVENTER 206.323.8770 bill.v@vcarch.com

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

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?) YES

PARKING- FOR EMPLOYEES

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 WHERE 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

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 - 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:

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**





117 E. Louisa St. #1  
Seattle, WA 98102

January 12, 2018

Sandra Gurkewitz, Environmental Planner  
Seattle Department of Transportation  
P.O. Box 34996  
Seattle, WA 98124-4996  
[sent via RapidRide@seattle.gov]

Administrator, Region 10  
Federal Transit Administration  
915 Second Avenue, Suite 3142  
Seattle, Washington 98174-1002

## SCOPING COMMENTS ABOUT THE PROPOSED ROOSEVELT RAPID RIDE PROJECT

To the Seattle Department of Transportation and the Federal Transit Administration:

More than any other organization, the Eastlake Community Council has been engaged with the City of Seattle regarding the Roosevelt RapidRide proposals. We worked with the City Council on the 2013 legislation that originally funded this study, we have held many public meetings on the subject, and we have engaged in extensive correspondence with SDOT (found on the ECC web site at <http://eastlakeseattle.org/?page=corridor>).

ECC supports a format for Eastlake Avenue that makes buses more frequent, reliable, and swift; makes bicycling safer with protected lanes; does not widen the roadway (preserves or expands sidewalks); and continues and expands the current planted medians and center turn lanes, allowing left turns to all side streets.

We recognize that the combination of these steps is likely to sacrifice most or all of the on-street parking on Eastlake Avenue. But we cannot support the removal of this parking unless SDOT fully and fairly analyzes the impacts of the loss of this parking upon neighborhood residents and businesses, and unless the Mayor and City Council take steps to restore on-street and on-site parking elsewhere in Eastlake, thus helping to mitigate the expected loss of this parking on Eastlake Avenue that would result from the Roosevelt RapidRide proposals.

Impacts of this project are clearly significant; an EIS should be initiated now. The official documents offered in this scoping process offer a “preliminary schedule” with a “milestone” in January 2019 stated as the “Finding of No Significant Impacts Issued”. We believe this statement is conclusory and should be retracted. The purpose of the Environmental Assessment is to ascertain whether or not impacts will be significant and hence whether an environmental impact statement (EIS) will be required.

The Federal Transit Administration’s regulations on Environmental Impact and Related Procedures (23 CFR part 771) under the National Environmental Policy Act (NEPA) state that “An EA shall be prepared by the applicant in consultation with the Administration for each action that is not a CE [categorical exclusion] and does not clearly require the preparation of an EIS, or where the Administration believes an EA would assist in determining the need for an EIS.”

We believe it is very likely that the environmental assessment will find significant impacts and that an EIS will be required. Delaying the EIS in this way will delay the project. To move this project along, we urge the City to reissue the scoping notice and process as being for an Environmental Impact Statement, not for an Environmental Assessment.

Wider range of alternatives needed in the EA or EIS. We object to the scoping report’s statement that the only two alternatives to be examined in the environmental assessment will be the Locally Preferred Alternative and the No Build Alternative. Under the FTA/FHWA NEPA regulations, an environmental assessment can include more than two alternatives. We believe SDOT should accept scoping comments such as ours that suggest additional alternatives. An environmental impact statement is required to have a wide range of alternatives, a good reason for an EIS to be done for the Roosevelt RapidRide.

An alternative we particularly urge be included in the environmental assessment or EIS is to use the entire length of Eastlake Avenue to get downtown. The Locally Preferred Alternative’s route uses Fairview Avenue North, creating redundancy with the existing South Lake Union Streetcar, while also mirroring the buses in the “Mercer Mess”—reportedly the most congested area in the state, and getting worse every year. For most of the history of transit service between downtown and the Roosevelt area, streetcars and buses (including route 70) stayed on Eastlake Avenue to get downtown. It was only in the early 1990s that the route 70 was shifted to Fairview Avenue North, causing major reductions in its speed and reliability that continue to this day.

Mitigation of parking consequences needed in EA or EIS. The environmental analysis should identify possible mitigations of the project’s impacts. We particularly recommend the development and analysis of a mitigation package to increase public on-street and private on-site parking supply as a way to compensate for the severe reduction in on-street parking from the proposed elimination of all parking spaces on Eastlake Avenue. As currently proposed, the Roosevelt RapidRide project would eliminate just over one-third of the Eastlake neighborhood’s on-street parking spaces. The resulting excess of parking demand over supply will hamper safety, livability and commerce throughout Eastlake.

On-street parking is no frill or luxury. It’s central to neighborhood safety and livability; to business success; and to mobility for children, seniors, the disabled, everyone. Eastlake’s 5000 residents and 5000 employees are among Seattle’s highest users of transit and bicycles. But many own, rent, or share a car, and need to park on the street at times, or even regularly. All have visitors or customers who arrive by vehicle, and all receive deliveries and services by vehicle. Without on-street parking, our residents cannot go about their lives as they should, and our restaurants and other small businesses may suffer or fail.

The Mayor, City Council, and departments should exempt Eastlake as a special case from the drive to repeal on-site parking requirements in new buildings. Already as a result of these efforts, none of the townhouse, apartment or condo buildings now going up in Eastlake have enough on-site parking. The problem will become far worse if all parking on Eastlake Avenue is eliminated.

Do study the impacts throughout Eastlake of eliminating all on-street parking on Eastlake Avenue.

Eastlake residents and businesses already experience extreme demand for on-street parking spaces, and this imbalance of demand over supply will skyrocket with elimination of all or even most of the spaces on Eastlake Avenue. The City sells far more restricted parking zone (RPZ) permits than the available on-street spaces.

Unlike other neighborhoods in which on-street parking opportunities extend limitlessly into other neighborhoods, the Eastlake neighborhood's parking supply is inescapably bounded by Lake Union on the west, Interstate 5 on the East, the Ship Canal on the north, and the Fairview Avenue North bridge on the south. Unlike any other neighborhood, ours does not have frontiers beyond which parking demand can be satisfied.

The Eastlake neighborhood is a long, narrow corridor. East of Eastlake Avenue, the farthest part of the neighborhood is just two blocks away. West of Eastlake Avenue, the farthest part of the neighborhood is just three blocks away, and just one block away in the north, half. Eastlake Avenue is currently an important source of parking for many who live or work on the other streets; and those who park there now, and would lose their spaces to the project, will easily be within reach to compete for the parking spaces that remain elsewhere in the neighborhood.

Do parking studies of the entire Eastlake neighborhood. From the beginning of the Roosevelt RapidRide planning, the Eastlake Community Council has requested that SDOT analyze all of the Eastlake neighborhood's on-street parking supply and demand and thus the full consequences of removing parking from Eastlake Avenue. Unfortunately, SDOT has consistently failed to do so. The on-site parking utilization studies that SDOT has conducted in Eastlake have been limited to just a fraction of the available block faces—as if those seeking parking that is no longer on Eastlake Avenue will not go to the other block faces in search of a parking space.

ECC discovered just last week that SDOT has a contractor doing an on-street parking utilization study that is continuing to repeat this mistake of looking at only a fraction of the block faces in the neighborhood. This study should not have been done during the scoping period, but rather should have been shaped by the scoping comments. The parking study will need to be redone to respond to these scoping comments that reasonably request parking studies of the Eastlake neighborhood as a whole. Otherwise the environmental assessment will fail to accurately assess the negative consequences of the Roosevelt RapidRide project and will fail to show the need for mitigation of these consequences.

To avoid road damage, keep bus weights within state and federal standards, and adopt a higher standard of pavement. For decades, many Metro buses, including increasing numbers of the electric buses, have been so heavy (some of them even while empty of passengers) that they exceed normal vehicle weight limits and would not be allowed on the road without invoking federal and state waivers

that allow buses to be on the road, whatever their weight. The weight limits are there for a reason, because vehicles over that weight do unreasonably high damage to the pavement.

The Roosevelt RapidRide proposal presents as a cost saving that it would be using existing Metro buses. But to the extent that these buses are overweight, they will do expensive damage to City streets, as SDOT's own studies have documented that they already are doing. The result of the proposal to use existing buses to save Metro money will impose new costs on Seattle taxpayers. The environmental assessment should estimate the cost of the resulting road damage, and how much savings could be had if Metro were to purchase buses that are light enough in weight that they do not need to invoke the waiver that allows them to be at road-damaging weights.

The project proposal to replace just two inches of roadway asphalt with new asphalt would be a very short-sighted and cost-ineffective step. Road damage from these buses is already obvious. The environmental assessment should fully explore the engineering standard of roadway reconstruction that is needed to protect Seattle roadways from the ongoing damage from Metro's overweight buses.

Do not prohibit left turns onto Fuhrman Avenue E. from northbound Eastlake Avenue. The environmental assessment must fully analyze negative consequences and alleged benefits of SDOT's intention to prohibit left turns onto Fuhrman Avenue E. from northbound Eastlake Avenue. We are not convinced that this step would have much benefit to bus travel, but we know it would be of extreme inconvenience and economic harm to the businesses, non-profits, and residents on Fuhrman and Fairview avenues. Compared to Allison and Hamlin streets, Fuhrman has the least slope of these other ways to get between Fairview and Eastlake avenues, and in icy weather there is no alternative. Fuhrman is an important gateway to the Pocock rowing Center and the businesses on Fairview Avenue E. SDOT has been too quick to propose the prohibited left turn, and a full analysis is needed to see the true consequences.

As mitigation, protect and where possible expand the planted medians. The planted medians in the center of Eastlake Avenue stemmed from the Eastlake Neighborhood Plan (available on the City of Seattle website). An important mitigation for the negative consequences of the Roosevelt RapidRide project would be to install new planted medians where there is now bare pavement. Also, SDOT should rethink its current proposal to destroy most of the planted median that is between E. Allison St. and Harvard Avenue E. The EA should analyze this issue and explore the alternatives. A planning charrette should be held to explore ways to preserve most of this median and its large trees, while still accommodating the needs of the buses.

Do not place the E. Lynn Street northbound transit station south of Lynn Street. Although the current bus stop is just north of Lynn Street, SDOT's current plan is for the Lynn Street northbound transit station to be south of Lynn Street, a location that would cause unacceptable conflicts between the stopped buses and the northbound traffic that is turning right to go eastbound on Lynn Street. SDOT apparently made this choice because of the failure to address a commercial driveway that is just north of Lynn Street. However, a design solution would make it possible to move the driveway and thus allow the bus stop to remain where it now is. The EA should analyze this issue and explore the alternatives.

No night construction. Construction is slated to take from 12 to 18 months. In order to protect the health and comfort of residents in Eastlake and throughout the corridor, it is important that the project construction only be done in the daylight hours. SDOT and its contractors should commit beforehand not to apply for or use the Major Public Project Construction (MPPC) Variance that is allowed to some transportation projects under the Seattle Noise Ordinance.

Public comment deadline in scoping process should not be closed until the public access has been provided the *Corridor Concept Final Report*. So far, the scoping process is fatally flawed by the City's failure to provide public access to SDOT's September 2016 Roosevelt Downtown High Capacity Transit Study *Corridor Concept Final Report*. Although this central report is frequently referenced in the scoping materials, the City has failed to post it generally on its web site and it is not included in the scoping materials provided at the two physical sites (Central Public Library and University Branch Public Library), nor as a link on the scoping website at: <http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride/roosevelt-rapidride>. Nor is the Corridor Concept Final Report available to the public anywhere else, whether in print or by website.

Thank you for your consideration of the above scoping comments.

Sincerely,



Ann E. Prezyna, President  
Eastlake Community Council  
[houseboata@gmail.com](mailto:houseboata@gmail.com) and [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)

The Roosevelt corridor has been severely harmed  
by the removal of traffic lanes + parky.  
The horrible design + ridiculous bicycle lane  
do NOTHING to help traffic move.  
I know you all hate cars but obstructing a  
major N/S route does not help  
move the stupid bike lane or  
the bus lane to another street +  
give us back the through street +  
parky we need.

Kary Baer  
1648-10th Ave E

Monday, December 4 2017

PO Box 85014

Seattle WA

98107

Sandra Curkewitz  
Senior Environmental planner  
Seattle Department of Transportation  
PO Box 34996  
Seattle WA 98124-4996

Dear Ms Curkewitz,

I am delighted to hear there will be a new BRT — indeed, possibly even several routes — serving me here in the U District.

To specifically address environmental impact: I welcome any mode of transit that can help people get around without needing a car. In Seattle more than most US cities, we have heavy constraints on where roads, and especially major roads, can be. We can either wait and feel the pain of too many cars in not enough space, or we can build other ways around.

I'm a transit user possibly considered mythological in some quarters. I have been a car owner in this city, and presently I get around by bicycle, by LINK, by BRT (to Ballard!), by motorcycle, and by car-share. I choose which depending on so many factors — weather, energy intoxication (present or planned), how I feel about driving, parking, costs, whether it's daytime. I'm often multi-modal — I'll ride to LINK and take the train to get downtown, for example, or bus to a friend and use car2go to get home.

I therefore feel qualified to say that more and better bus links will absolutely see me using the bus more and driving less — as well as keeping my own vehicle off the road, I imagine the environmental impact of better traffic flow could be significant. As a Seattle driver, I welcome exclusive bus lanes which make bus travel fast and reliable at rush hour, because I will often choose those same bus routes myself when it is practical to do so.

I especially appreciate the way that BRT and light rail allow me to get to more remote areas with my bicycle, so that I can save my energy for getting around once I'm there. A fast bus and a bicycle are - for me - an ideal way around the city, less stressful and expensive than driving (I have a pass), more flexible, healthier and more environmentally friendly.

more of this, please! If we can treat bicycle and public transit infrastructure as first-class concerns, I believe we can get a lot more people a lot more miles on a lot less fuel. That can only be a good thing.

Sincerely,



Zoe Leiper - U district



Seattle 12-4-2017

Dear Ms. Gurbelwitz,  
Unfortunately, I can't  
attend one of the public  
meetings about the Roosevelt  
Rapidride Project; but I  
would like to encourage you  
to o.k. this project.

Thank you,

Ursula Retzel  
I live on 4555 15th Ave NE.

From: Dave Dearing dpdearing@gmail.com

Sent: Monday, December 4, 2017 5:18 PM

To: DOT\_RapidRide

Subject: Comments on Roosevelt RapidRide

Hello,

I recently saw the leaflet with details about the scoping for the Roosevelt RapidRide project and my first thought is that this is confusing.

What areas does this serve that the Northgate Light Rail isn't already meant to serve? From the map it looks as though the hubs are the same locations.

Does this have additional unmarked stops along Eastlake? Is it replacing existing bus service there? Otherwise it looks like a waste. I'm usually for these RapidRide improvements but this one looks poorly planned from the map and information provided.

Thanks for reading,

David Dearing

From: Briana Gerdeman blgerdeman@gmail.com

Sent: Wednesday, December 6, 2017 1:39 AM

To: DOT\_RapidRide

Subject: Roosevelt RapidRide Project

Hello,

I'm writing to voice my support for the Roosevelt RapidRide Project. I live in Eastlake, which is woefully underserved by transit. The only bus route that goes through Eastlake is the 70, which only goes to the U-District and downtown. To get to other parts of the city, you have to take multiple buses and it often takes over an hour. This is especially bad because Eastlake lacks many basic amenities like a full-sized grocery store or a pharmacy, so being able to get to other neighborhoods quickly is important. The proposed RapidRide project would help make things better by shortening the trip time to downtown and the U-District and extending further north to the Roosevelt transit center. Even if it's still necessary to connect to another bus to get to some parts of the city, at least the first leg of the trip will be quicker.

Thank you,

Briana Gerdeman

2349 Yale Avenue E, Apt. 4

Seattle, WA 98102

From: Dave Dearing dpdearing@gmail.com

Sent: Monday, December 4, 2017 5:18 PM

To: DOT\_RapidRide

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Does this have additional unmarked stops along Eastlake? Is it replacing existing bus service there? Otherwise it looks like a waste. I'm usually for these RapidRide improvements but this one looks poorly planned from the map and information provided.

Thanks for reading,

David Dearing

I just received a call from Shelly Gomaditz who is the owner of Lake Union Café, 3119 Eastlake Ave E, Seattle, WA 98102. She heard about the project from another citizen going door-to-door regarding the impacts. Her primary concern was related to the loss of parking and was concerned about a rumor that we would be taking the WSDOT lot under I-5 that she currently leases. I let her know that the project would be taking most of the on-street parking. I let her know that our objective was to maintain the number of spaces within the adjacent WSDOT lot (that she leases a portion of) but we are too early in the design to know if any would be taken. She seemed less concerned on the impacts for her business with the loss of on-street parking but did identify there are several small businesses that rely on the on-street parking. She wants to ensure she is notified if the lot would be taken as she books out up to one year in advance.

The other item discussed was that she had not heard about the project previously. We need to ensure her address is included in the mailing distributions. I requested she email and request to be added to the project notification list.

mailing distributions. I requested she email and request to be added to the project notification list.

Garth Merrill, P.E.

Project Manager, Capital Projects and Roadway Structures

City of Seattle Department of Transportation

O: 206.684.5184 | F: 206.615.1237 | [garth.merrill@seattle.gov](mailto:garth.merrill@seattle.gov)