



Roosevelt Line



RapidRide J Line (previously RapidRide Roosevelt)

Seattle Bicycle Advisory Board
Nov. 6, 2019



RapidRide J Line partners



Seattle
Department of
Transportation



King County
METRO



Seattle
Neighborhoods



Seattle Office of
Economic Development



Roosevelt Line



Project overview



Why RapidRide J Line?

- **More people and more jobs** are moving to Belltown, South Lake Union, Eastlake, University District, and Roosevelt, while the way people move through the City is changing. **Existing bus service cannot support this growth.** Improving transit travel time, reliability, and capacity increases transit ridership, which allows more people to travel to and within these neighborhoods.
- **Transportation is a leading contributor to greenhouse gas emissions** in Seattle, and reducing those emissions is a key goal as Seattle works to address climate change. Growing transit ridership and reducing driving alone are critical to meeting Seattle's climate change goals.
- We need to address the **safety of all users in the corridor.** Between 2012 and 2017, there were 39 reported collisions involving people riding bicycles along Eastlake Ave E, most of which resulted in injury.

Project Goals



Provide transit service to support housing and employment growth

By 2035 there will be 22,000 new residents and 91,000 new employees in the project neighborhoods



Provide neighborhood connections to future link light rail stations

There's currently no direct connection between the neighborhoods



Improve transit travel time and reliability throughout the corridor

30% of trips are late during peak hours



Reduce overcrowding of existing bus capacity

32% of daily trips and 63% of peak trips are overcrowded



Improve pedestrian and bicycle safety and connections to transit

From 2012-2017 there were 39 bicycle collisions on Eastlake Ave E; From 2010-2018 bicycle and pedestrian volumes have grown approximately 60%



Reduce greenhouse gas emissions

RapidRide J Line will help promote use of alternative modes of transportation to driving alone

RapidRide J Line Project

- Improved transit stations and connections to regional transit service like new Link light rail stations, additional RapidRide Lines, and the Seattle Streetcar
- Improved and faster transit rider experience, with upgraded bus stops that feature improved lighting, real-time arrival information, and all-door boarding
- Enhanced safety and predictability for everyone, with protected bicycle lanes on Fairview Ave E, Eastlake Ave E, and 11th/12th Ave NE
- Provide ADA upgrades for improved pedestrian mobility
- Upgraded pavement on Eastlake Ave E and 11th/12th Ave NE
- Lowered carbon emissions by adding new electric trolley wire and providing better options to driving alone



King County Metro RapidRide key features

Convenient and easy to use

- Service that starts early and runs late, every day
- Buses come at least every 10 minutes during busiest hours
- All-door boarding
- Riders with mobility aids can secure themselves easily

Safe and smart

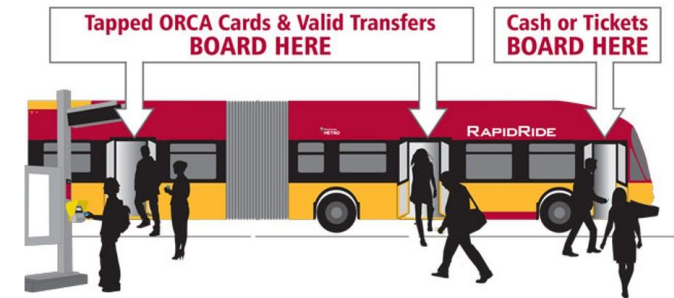
- Stations have real-time arrival signs
- Transit signal priority synchronizes traffic lights with buses
- Shelters are well lit, and all buses have security cameras

Move more, stop less

- Stop optimization helps speed up your ride
- Street and traffic improvements make it easier to get to/from the bus



Buses come so often, you don't need a schedule



Faster, all-door boarding



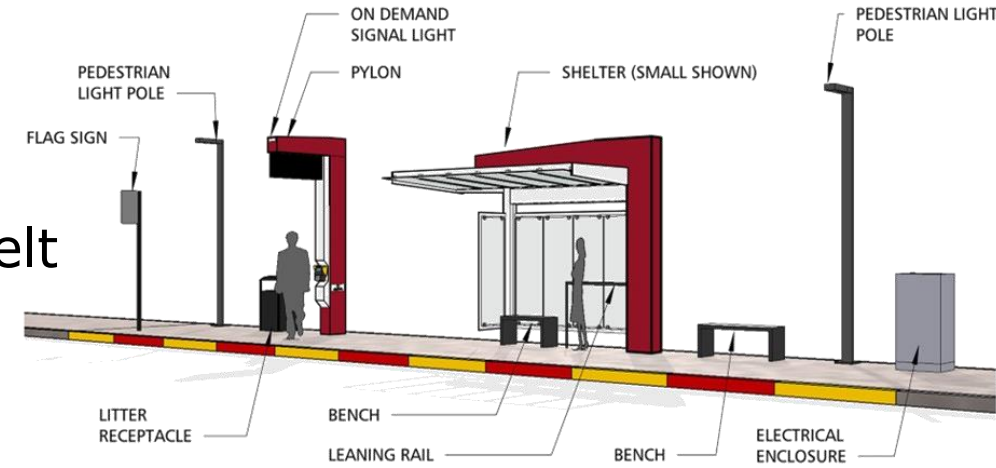
Service that starts early and runs late, every day

RapidRide stations

26 new RapidRide stations: 13 in each direction from 3rd Ave in downtown Seattle to NE 65th St in Roosevelt

- Real-time arrival information
- All-door boarding
- Benches
- Pedestrian-level lighting
- 12-ft shelter canopy
- Signature signposts and route information maps

All stations meet Americans with Disabilities Act requirements



Stop optimization increases transit reliability and connections.

Improves transit travel times, reliability, and capacity

RapidRide J Line service is so frequent you don't need a schedule with:

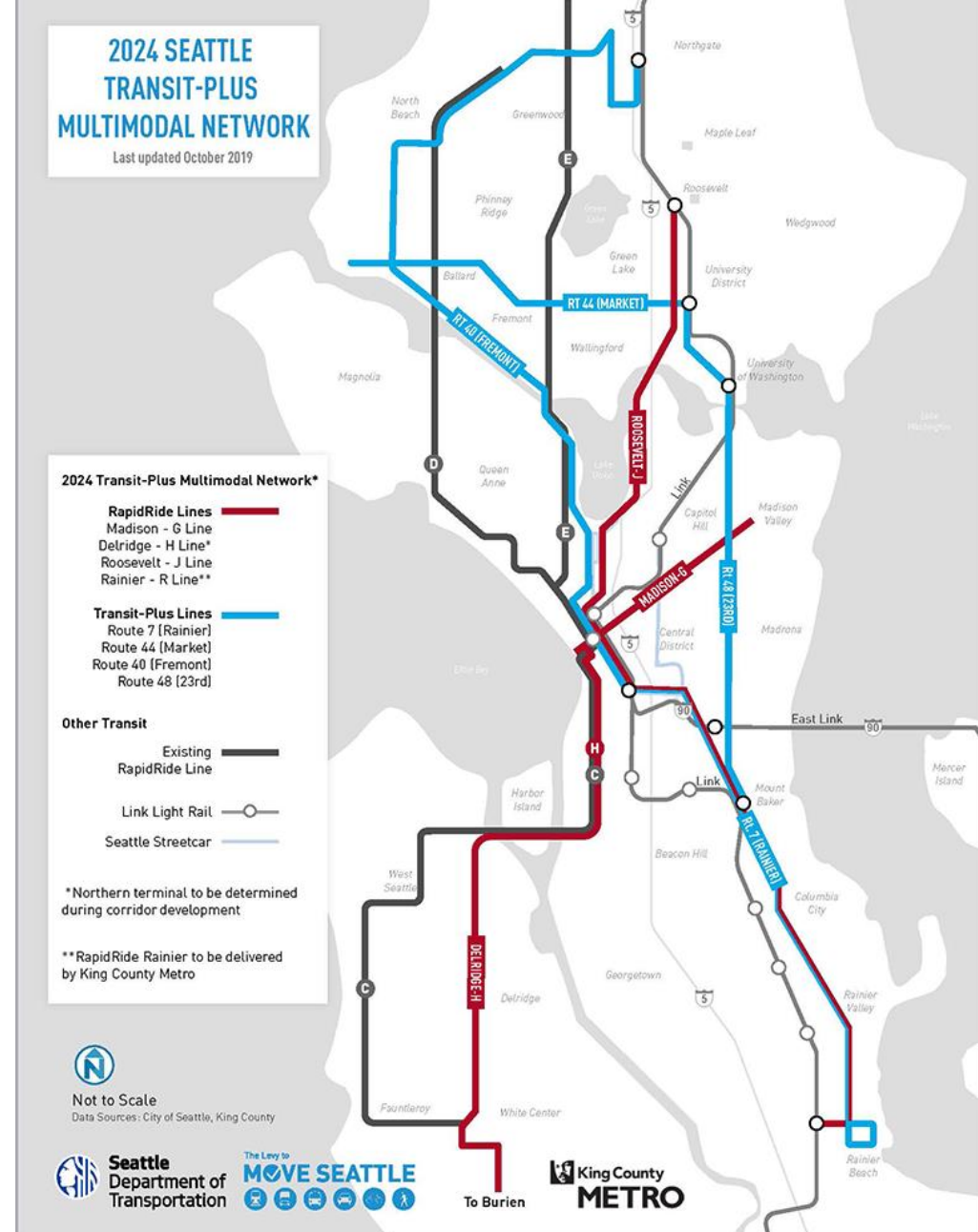
- 24/7 service and more buses at night and on weekends
- Buses every 7.5 minutes during morning (7–9 AM) and afternoon (5–6 PM) peak periods and every 10 minutes midday
- Reduces total transit travel time by 17 minutes in 2024
- Increases capacity by up to 14% by 2040

Daily ridership is expected to more than double by 2024 with 21,600 riders per day.

In 2024, travel time from Roosevelt to Downtown **by car will increase by less than 2 minutes** compared to if the project weren't built, from 31 minutes to 33 minutes. This represents less than a 5% change in travel time.

Connecting neighborhoods, transit, and bicycle facilities

- Quick and direct transfers to **Link light rail** at the U-District and Roosevelt Stations
- Improved connection to the **Seattle Streetcar** on Fairview Ave E
- Connections to key downtown destinations and **transit services** like Link and other RapidRide lines
- Connections to:
 - Multi-use bicycle and pedestrian paths like the **Burke-Gilman Trail** and the **Westlake Cycle Track**
 - Bicycle lanes like on **Roosevelt Way NE, NE 65th St** and **9th Ave**



Project History & Key Decisions

- **2014-2016** Community transportation needs and high capacity transit alternatives evaluated
- **2014** Bicycle Master Plan recommends protected bicycle lanes on Fairview Ave N, Eastlake Ave E and 11th/12th Avenues NE
- **2016** Bus Rapid Transit selected over Rapid Streetcar
- **2016** RapidRide Roosevelt project prioritized in the City of Seattle's 2016 Updated Transit Master Plan and partially funded by the voter-approved, Levy to Move Seattle
- **2017** Locally Preferred Alternative (the current design) is approved by Seattle City Council and updates project scope to end in Roosevelt
- **2017** National Environmental Policy Act (NEPA) Environmental Assessment started
- **2018** Community-requested evaluation of **9 bicycle routes** determined the **protected bike lanes on Eastlake Ave E** are the option that **best meet evaluation criteria**
- **2018** Full paving of Eastlake Ave E confirmed and included in project
- **2019/20** Submit Environmental Assessment (EA) to Federal Transit Administration (FTA)

Community engagement to date

From 2015-2019 the project has engaged the public with:

- 32 community meetings and briefings
- Over 850 community members engaged
- Notifications to more than 40,000 neighborhood residents and businesses



Ongoing Community Input

Decisions Made

- Upgrade service to RapidRide
- **Add protected bike lanes on:**
 - **Eastlake Ave E**
 - **Fairview Ave N**
 - **11th/12th Ave NE**
- Route and cross sections (i.e. street lanes)
- Maintaining the median and two-way left-turn lane on Eastlake Ave E
- Full paving on Eastlake Ave E and paving on 11th/12th Ave NE

Seeking Community Input On...

- Potential location modifications for:
 - RapidRide stations
 - Load zones and accessible parking relocation
 - New shared parking options
 - **New bicycle parking and amenities**
 - Bus layover locations
- Transportation options and access strategies
 - Potential revisions to RPZ 8
 - Additional options for employees, residents, and customers to access J Line communities
- Urban landscaping



Roosevelt Line



Eastlake, South Lake Union, and Downtown Details



Downtown and South Lake Union



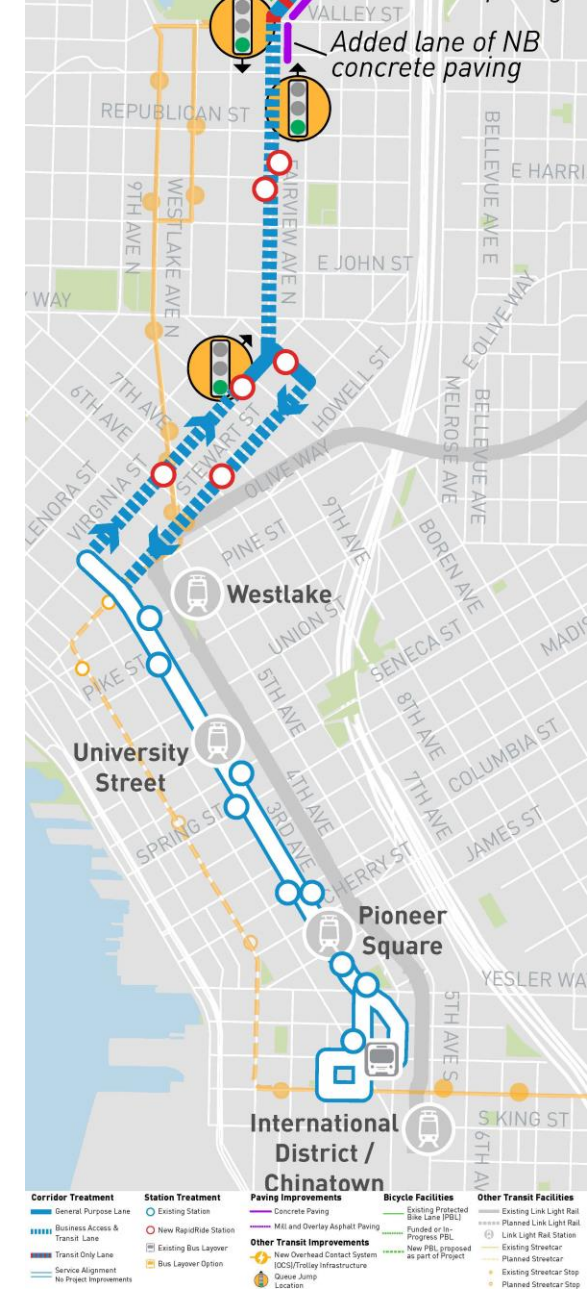
Upgraded RapidRide stations and optimized locations north of Olive Way



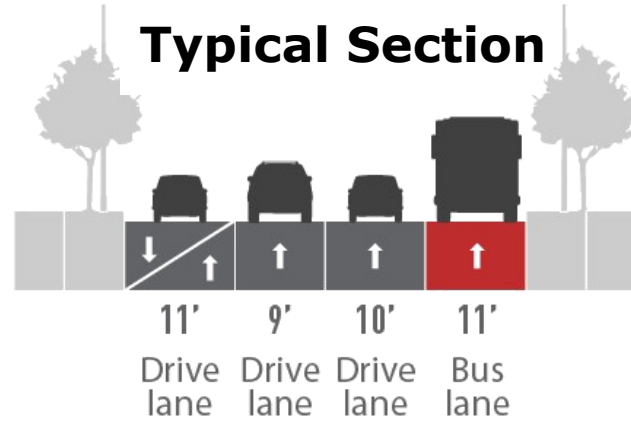
Uses existing 3rd Ave transit corridor and stations



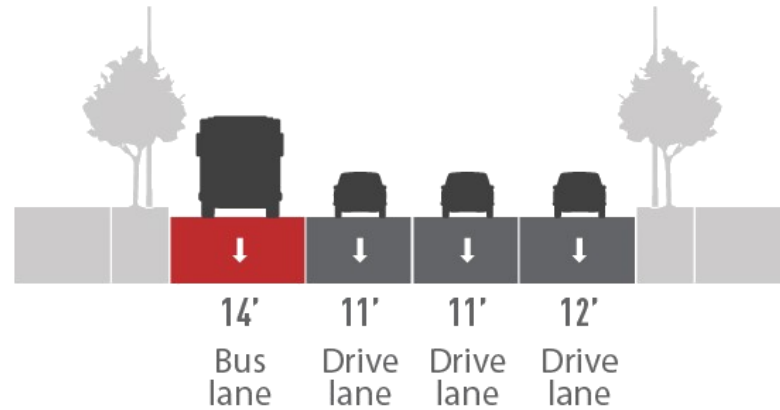
RapidRide stations and pedestrian access coordinated with existing Link light rail stations



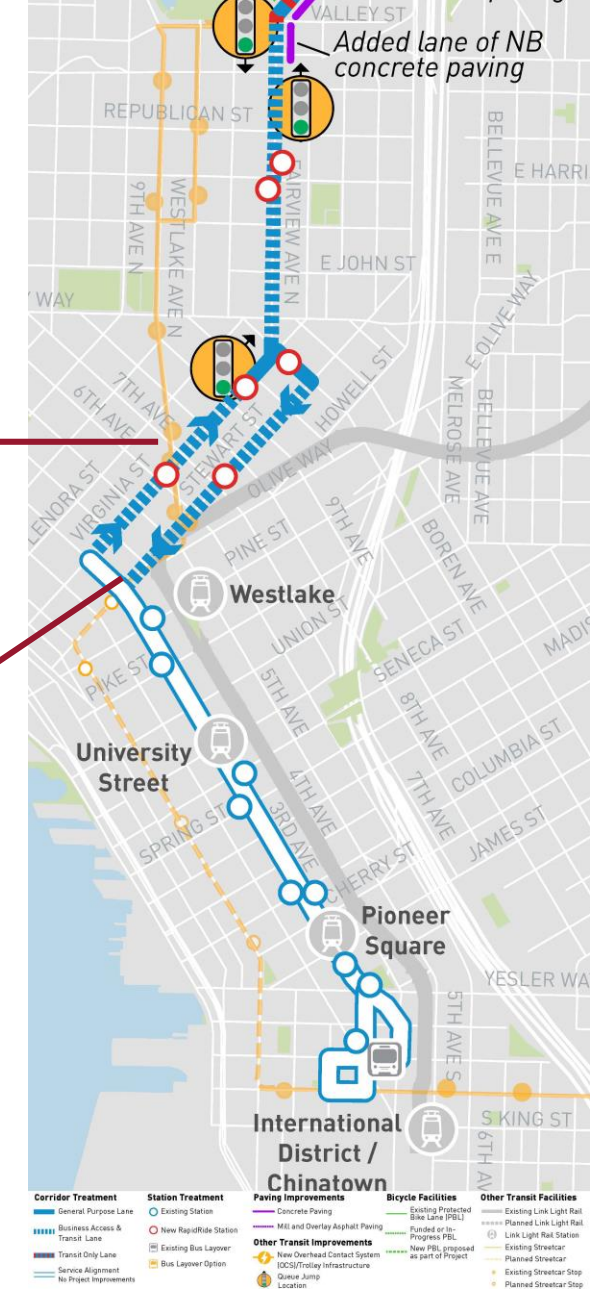
Downtown



Virginia St between Boren Ave and 3rd Ave facing north

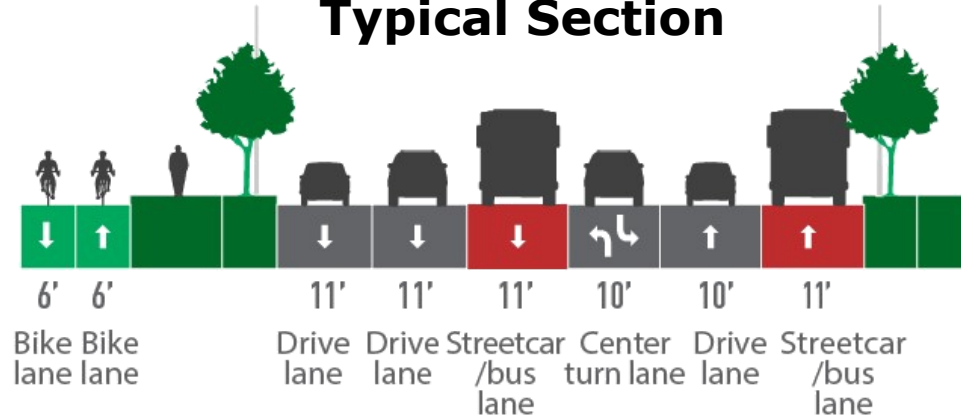


Stewart St between Boren Ave and 3rd Ave facing north

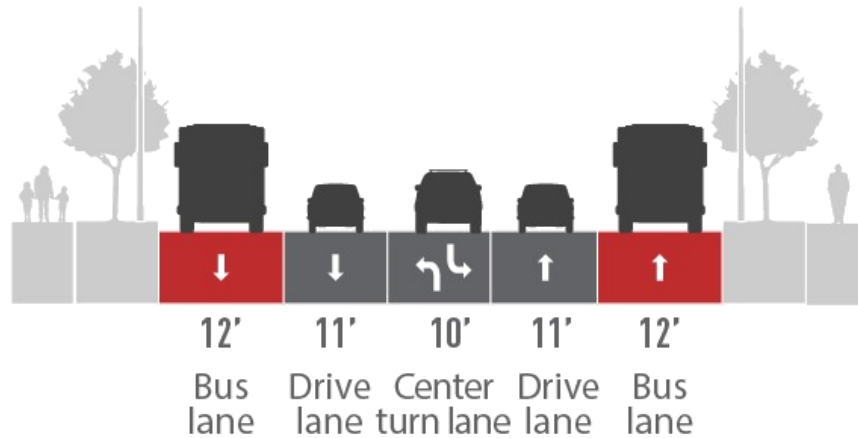


South Lake Union

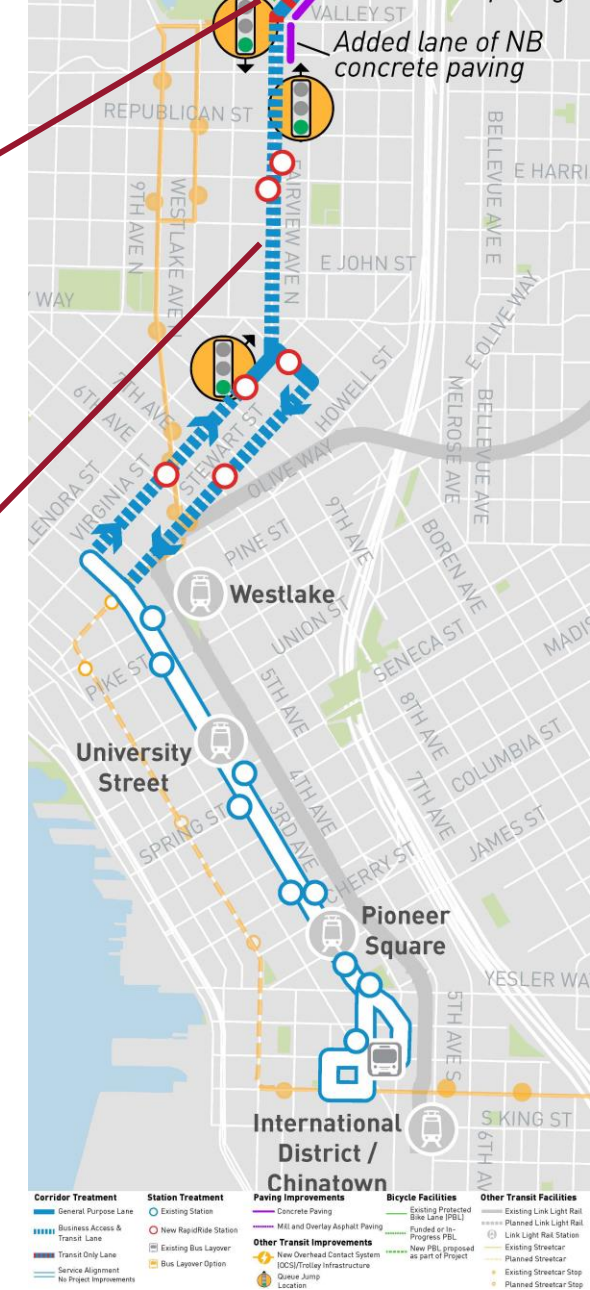
Typical Section



Fairview Ave N between Yale Ave N and Valley St facing northeast



Fairview Ave N between Valley St and Denny Way facing north



Eastlake



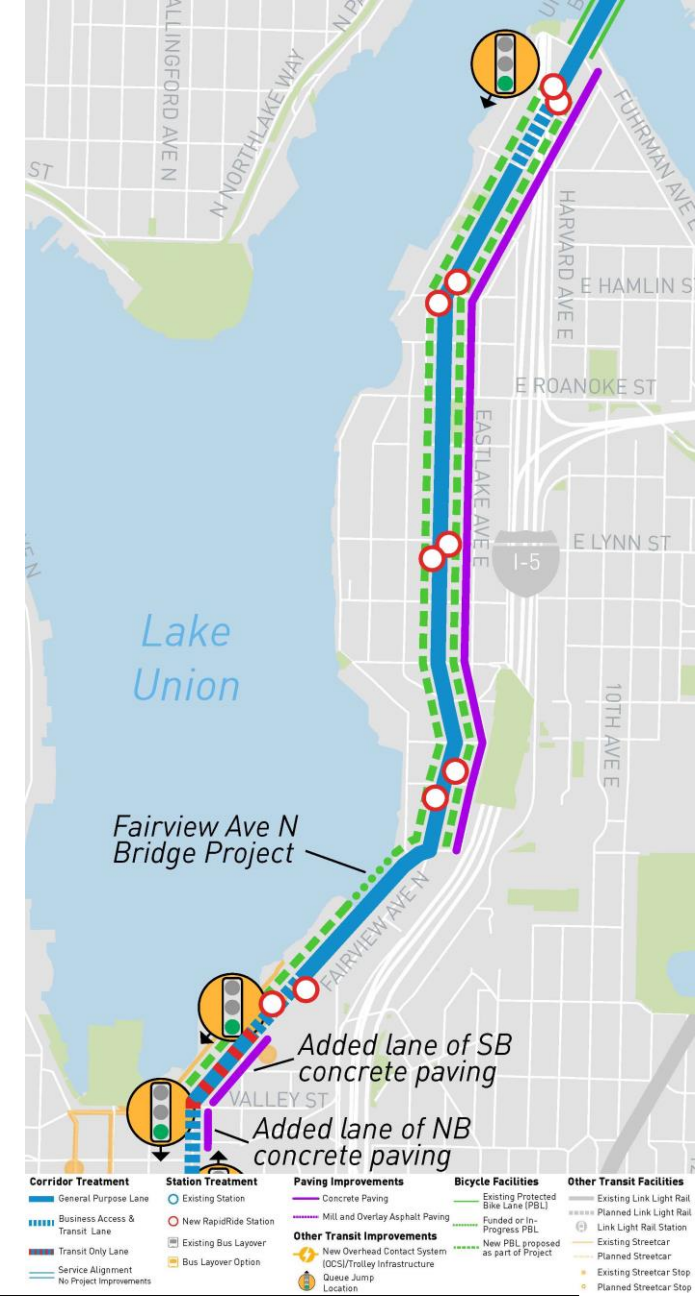
Upgraded RapidRide stations and optimized locations north of Olive Way



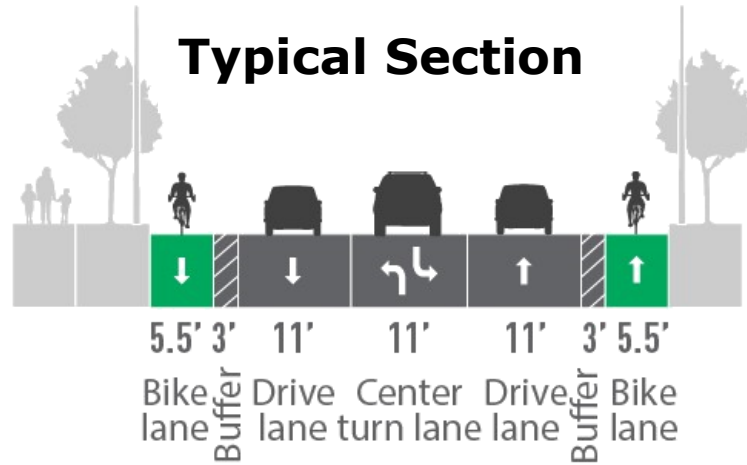
Improved and durable roadway conditions by repaving Eastlake Ave E with concrete



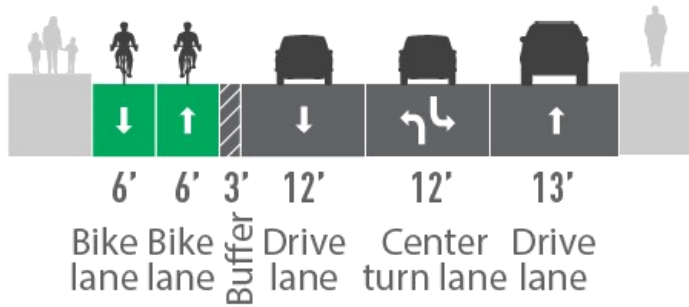
Protected bike lanes from Fairview Ave N through the University Bridge



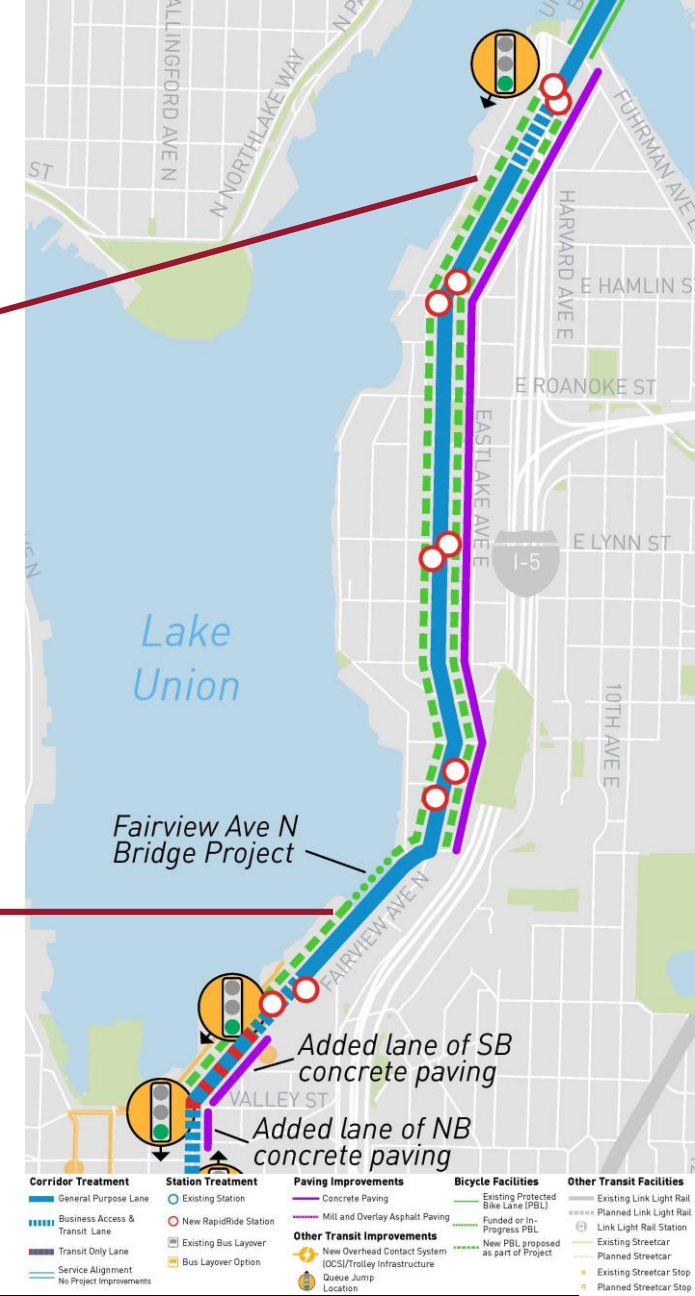
Eastlake



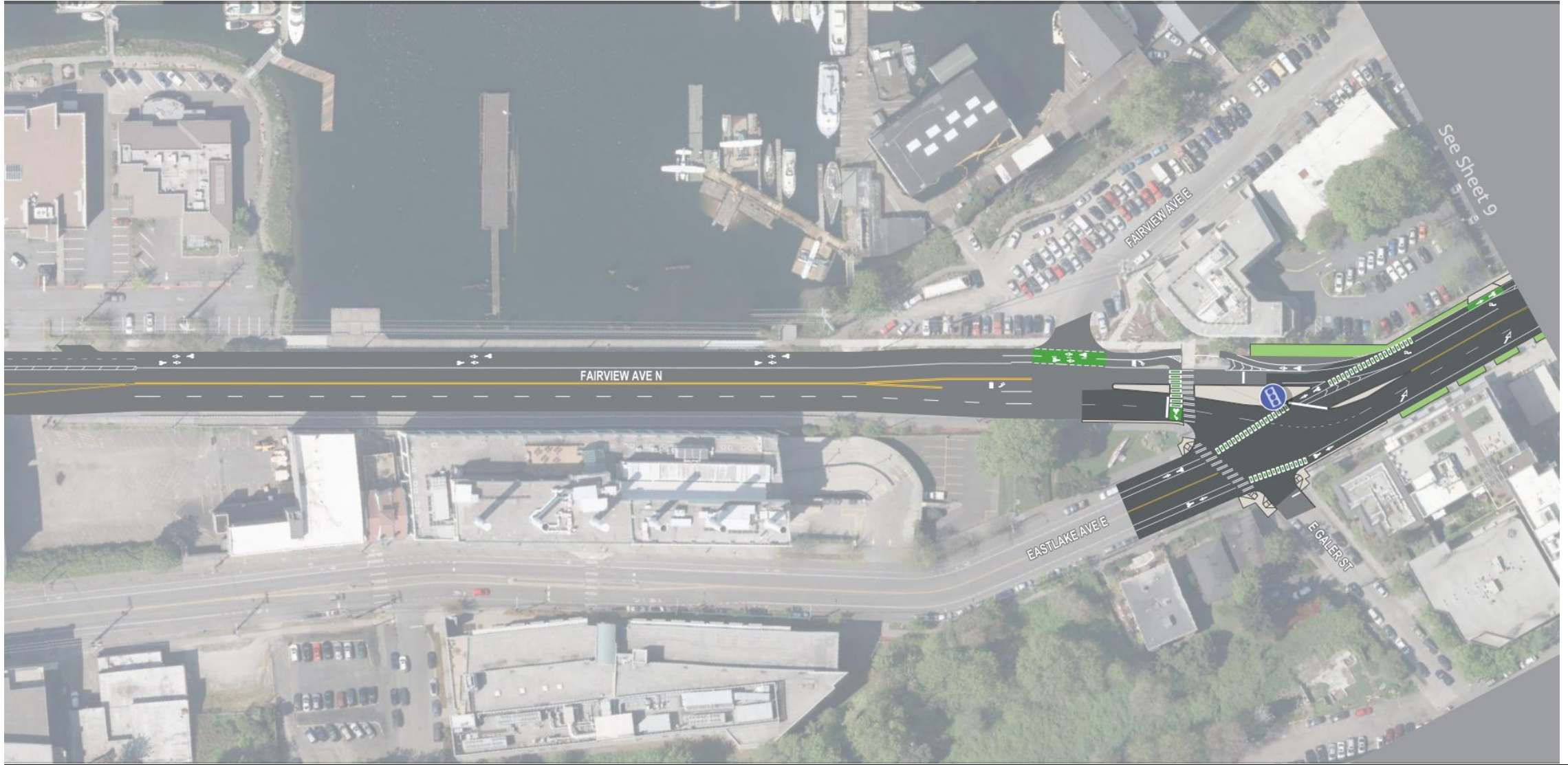
Eastlake Ave E between Fuhrman Ave E and Fairview Ave N facing north



Fairview Ave N between Eastlake Ave E and Yale Ave N facing northeast

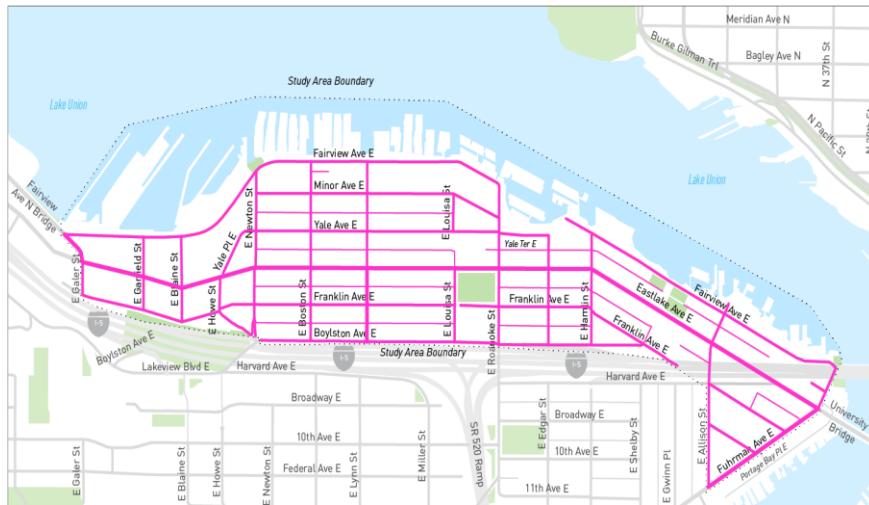


Protected bike lane crossover



Bicycle facilities

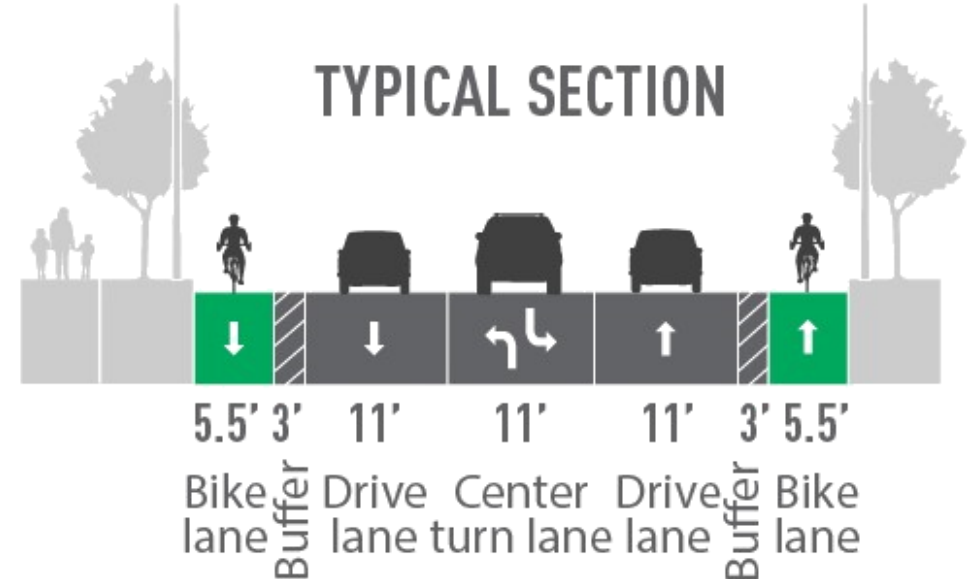
Eastlake Bicycle Facility Evaluation



*Pink indicates a street segment included in the area study

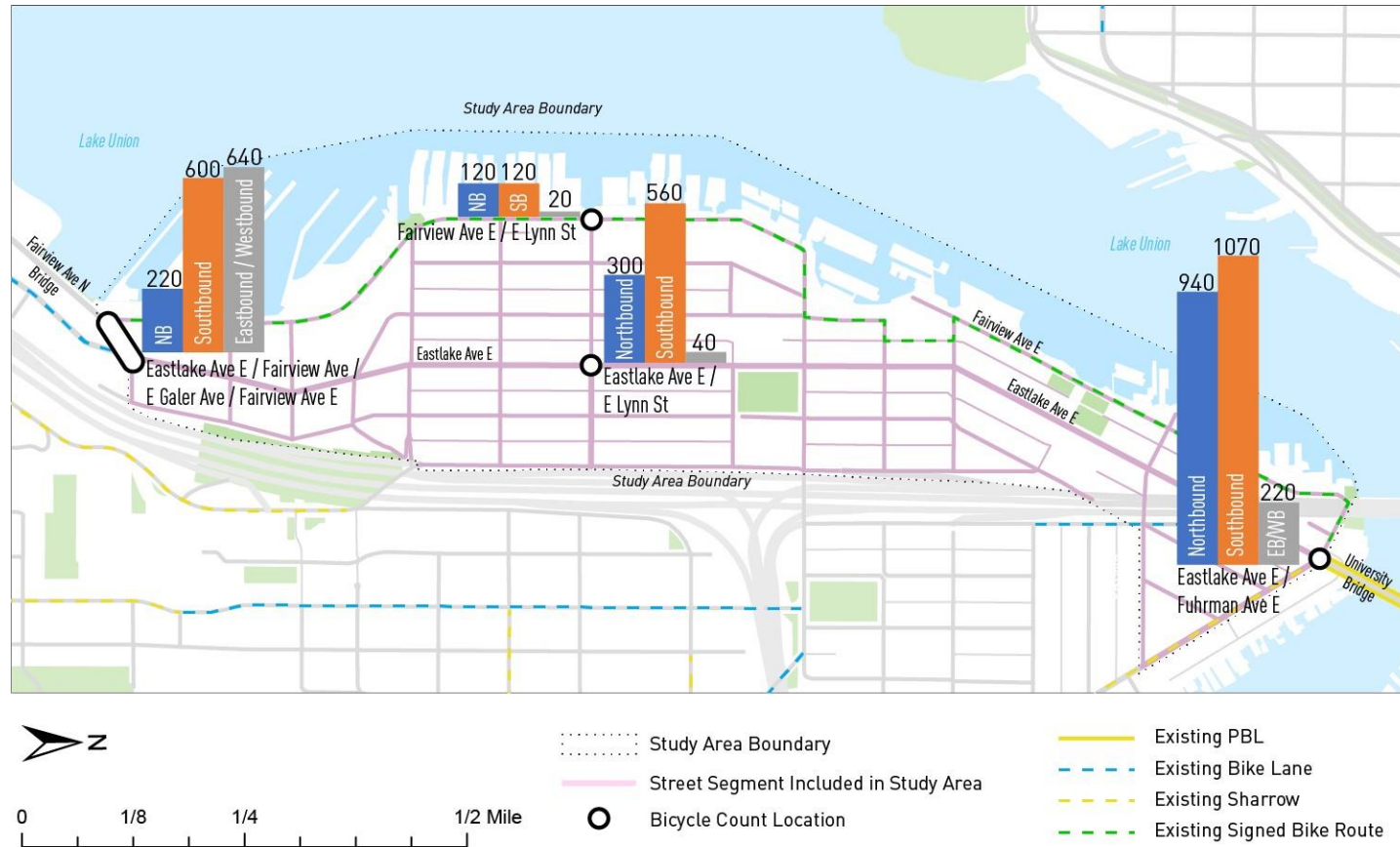
- 39 bicycle collisions on Eastlake Ave E from 2012-2017
- SDOT evaluated 9 routes
- Completed fall 2018

Protected bike lane on Eastlake Ave E



- All options impact parking

Existing conditions in Eastlake



Safety data

- From 2012-2017, 40
- reported bicycle collisions in study area
- 39 of those incidents were on Eastlake Ave E
- Most were front-end angle collisions between cars and bicycles
- Topography is challenging through the community; Eastlake Ave E is generally a flat, direct route

Options considered for the analysis

Option 1: No Build

Option 6: Multi-Use Trail on Fairview Ave E

Option 2: Protected Bicycle Lanes on Eastlake Ave E

Option 7: Greenway on Fairview Ave E (following the Cheshiahud Lake Union Loop)

Option 3: Two-Way Protected Bicycle Lanes on Eastlake Ave E

Option 8: Greenway on Minor Ave E and Fairview Ave E

Option 4: Northbound PBL on Eastlake Ave E and Southbound Greenway on Yale Ave E

Option 9: Greenway on Franklin Ave E

Option 5: Northbound PBL on Eastlake Ave E and Southbound PBL on Yale Ave E

Detailed assessment results

Criterion	Option 2 PBLs on Eastlake Ave E	Option 3 Two-Way PBL on Eastlake Ave E	Option 4 NB PBL on Eastlake; NGW on Yale	Option 5 NB PBL on Eastlake; SB PBL on Yale
TOTAL SCORES				
High 	11	9	5	5
Medium 	2	3	8	8
Low 	1	2	1	1

Key takeaway

Option 2 (Current project design) best meets the evaluation criteria and is consistent with the Locally Preferred Alternative approved by Seattle City Council

Summary of bicycle facility analysis

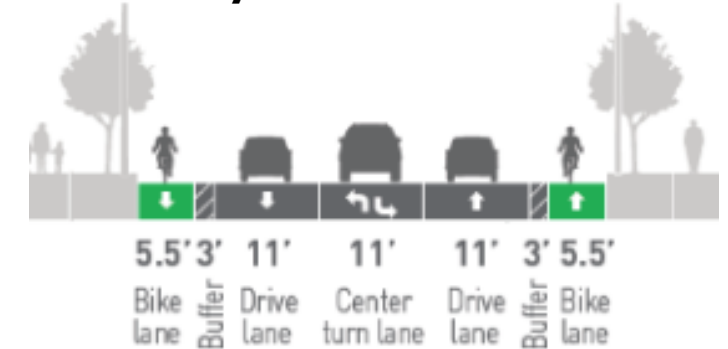
One-way protected bike lane on Eastlake Ave E

best meets the evaluation criteria and provides the highest-quality bicycle facility in Eastlake because:

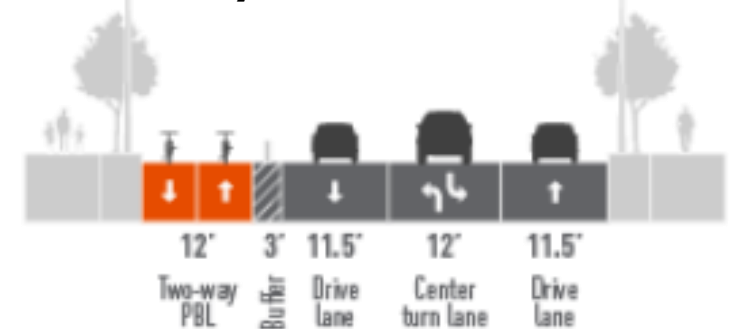
- Fewest potential conflicts at intersections and driveways
- Most straightforward and intuitive route
 - Other routes require several turns off Eastlake Ave E so people riding bikes may be confused or choose to continue on Eastlake, slowing transit
- Access to all eight RapidRide stops and TOPS K-8 school
- Doesn't require removal of the planted median on Eastlake Ave E

Both Options on Eastlake Ave E remove all parking

One-Way Protected Bike Lane



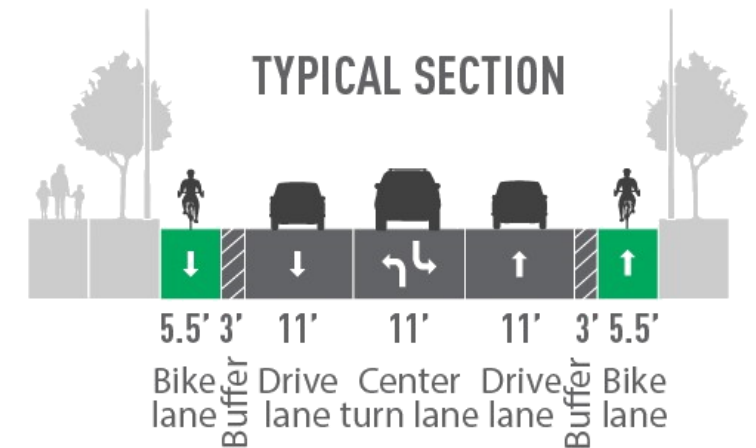
Two-Way Protected Bike Lane



Parking impacts of RapidRide J Line

Curbspace impacts on Eastlake Ave E (up to):

- 324 parking spaces removed
- Relocating:
 - 18 truck and general loading zones
 - 4 passenger loading zones
- Conducted three parking studies at community's request
 - Parking is highly utilized, especially midday
 - Most people (74%) park on Eastlake Ave E for \leq 4 hours



Protected bicycle lane located in former parking area



Roosevelt Line



Roosevelt and University District Details



U District and Roosevelt



Upgraded RapidRide stations and optimized locations



RapidRide stations and pedestrian access coordinated with new Link light rail stations



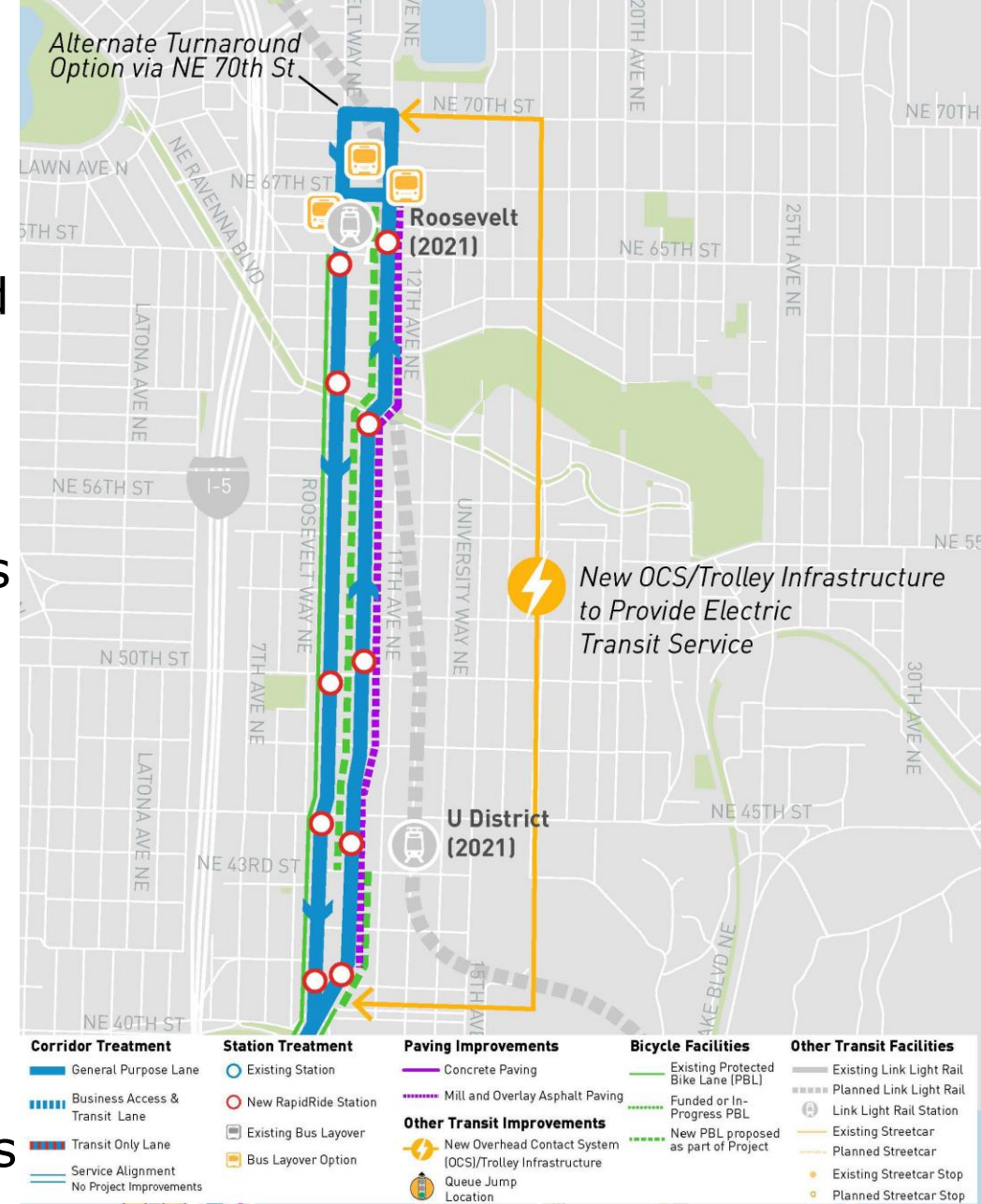
Protected bike lane on 11th/12th Ave NE from University Bridge to NE 67th St



New asphalt paving on 11th/12th Ave NE

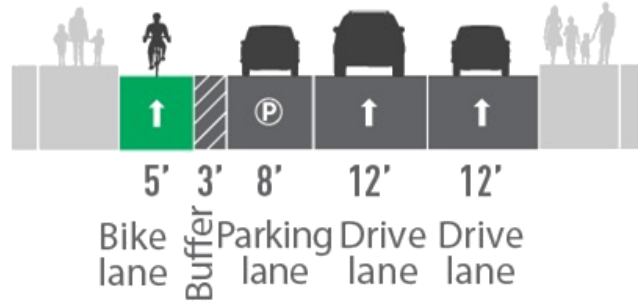


New overhead contact system and traction power substation to lower carbon emissions

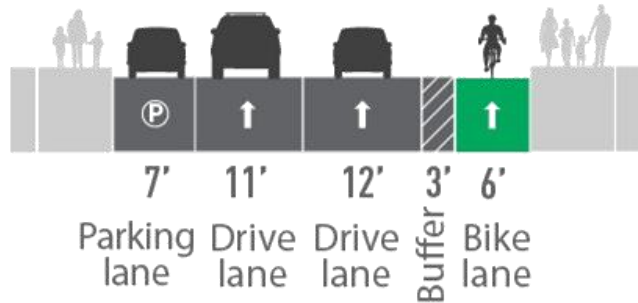


U District and Roosevelt

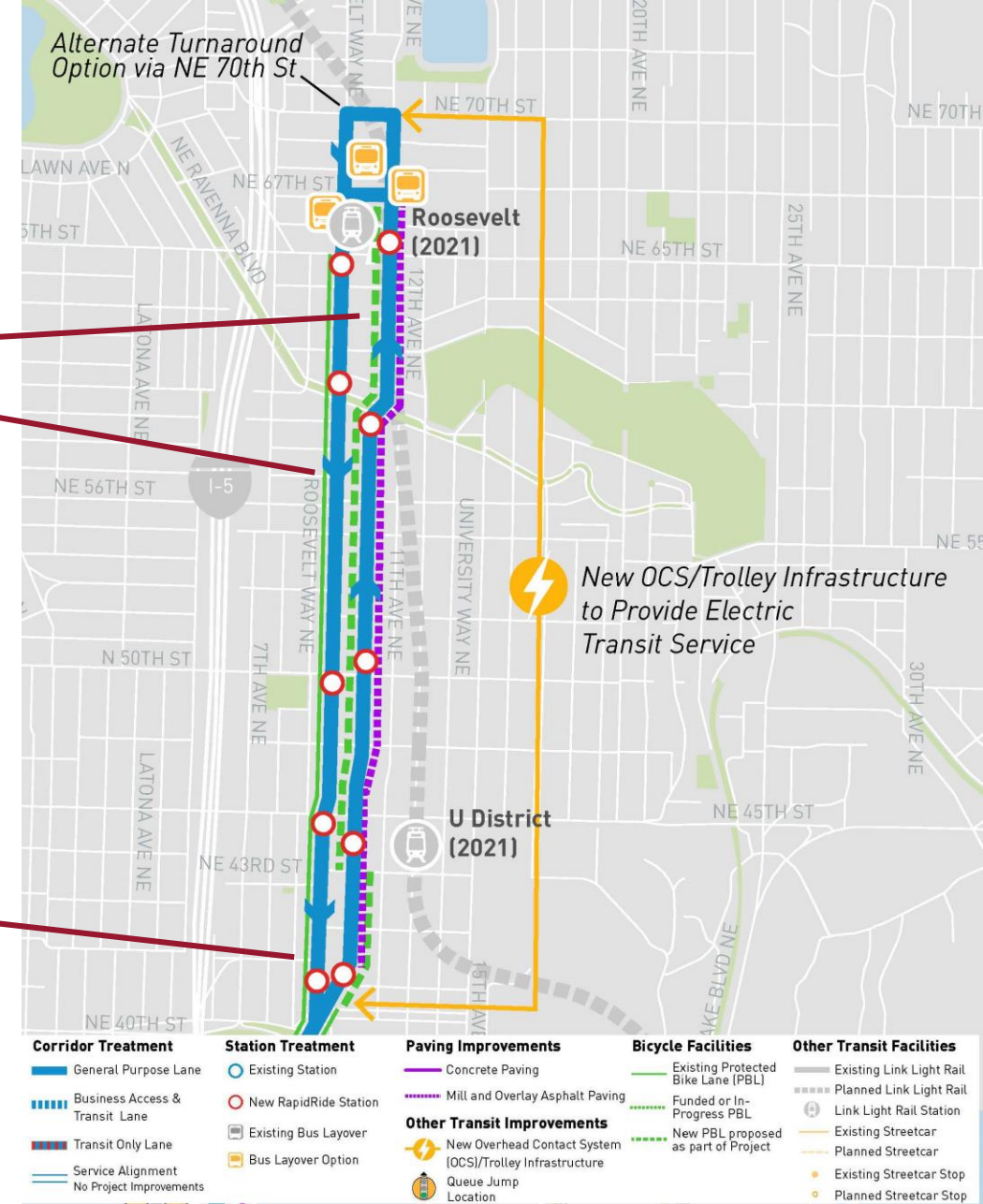
Typical Section



11th Ave NE between NE 43rd St and NE Ravenna Blvd facing north
and
 12th Ave NE between NE Ravenna Blvd and NE 67th St facing north



11th Ave NE between NE 43rd St and NE 41st St facing north



Protected bike lane crossing



Parking impacts of RapidRide J Line

Curbspace impacts on 11th/12th (up to):

- 241 parking spaces removed
- 7 truck and general loading zones relocated
- 5 passenger loading zones relocated





Roosevelt Line



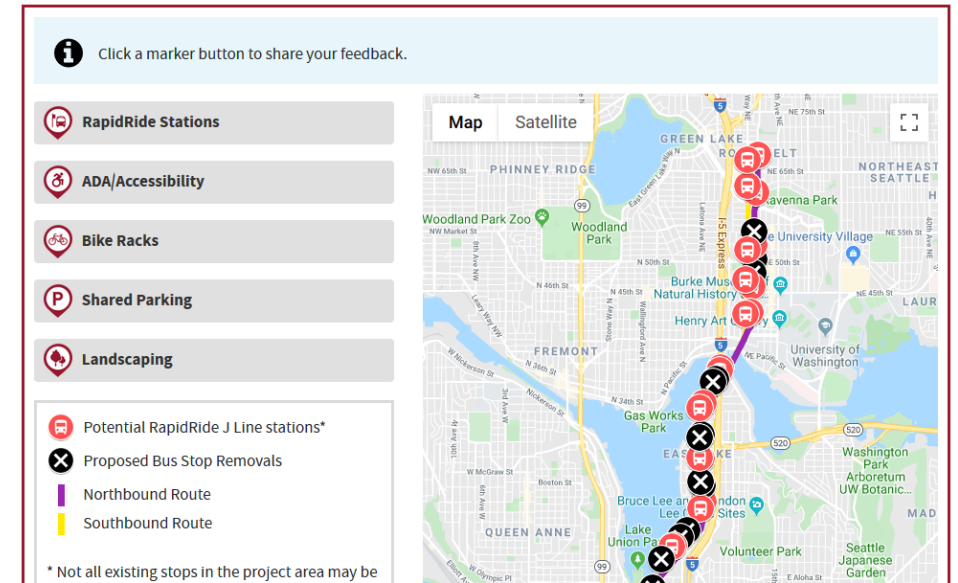
Next steps

Fall 2019 outreach

- Two public meetings (complete)

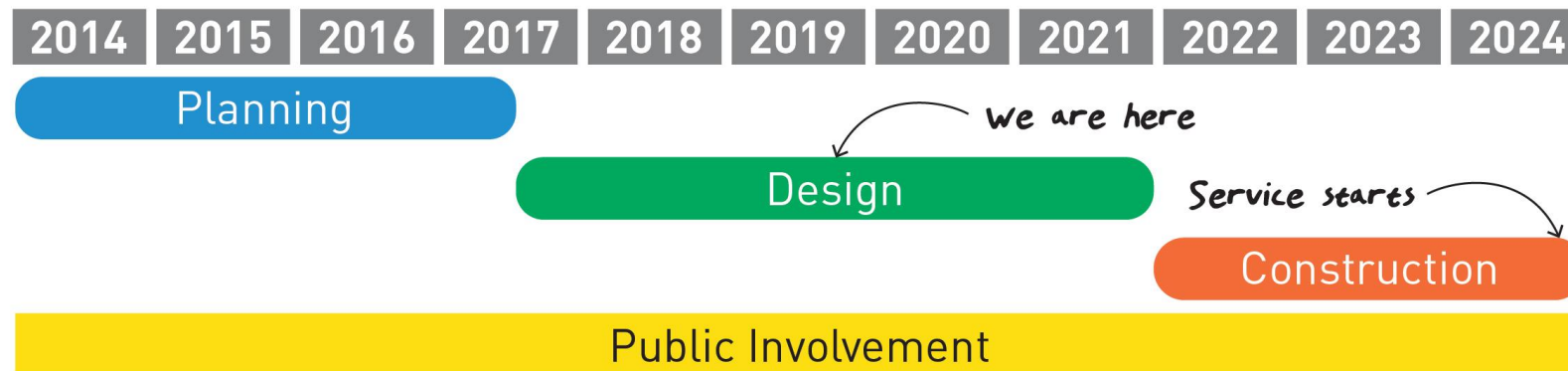
Roosevelt/U-District	Eastlake
Thursday, Oct. 17 5:30-8 PM	Monday, Oct. 23 6-8:30 PM
University Heights Center	TOPS Middle School
Approx. 30 attendees 18 questions asked	Approx. 100 attendees 31 questions asked
Format: Open house with roll plots, presentation, moderated Q&A session	

- Online engagement site (11/8):
<https://rapidridejline.participate.online>



Next steps

- **Collaborate with community members and businesses** to discuss the trade-offs of the project and how to ensure continued access to communities in the project area.
- **Secure funding for the project** in collaboration with the Federal Transit Administration.
- **Publish the Environmental Assessment** for review and public comment in early 2020. Followed by a State Environmental Policy Act (SEPA) environmental update.



Environmental Assessment

An Environmental Assessment will be shared for review and comment in early 2020.

The Environmental Assessment will:

- Explain the transportation effects of building the RapidRide J Line project
- Show effects to other key environmental study areas, including noise, historic and archaeological resources, water resources, and parks and recreation
- Demonstrate how public feedback has been incorporated into the project to-date
- Provide a public comment opportunity to be included as part of the project record



Roosevelt Line



Questions?



Keep in Touch

Have Questions or Ideas?

- Participate online by 11/8 at <https://rapidridejline.participate.online>
- Email RapidRide@seattle.gov
- Request a separate 1-on-1 meeting

Want to Stay Informed?

- Check out the latest project information
- Sign up for email updates

www.seattle.gov/Transportation/RapidRideRoosevelt

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