



RapidRide Roosevelt Project (RapidRide J Line)

Seattle Bicycle Advisory Board Presentation

October 6, 2021



Why RapidRide J Line?



Provide transit service to support housing and employment growth



Improve transit travel time and reliability throughout the corridor



Reduce overcrowding of existing bus capacity



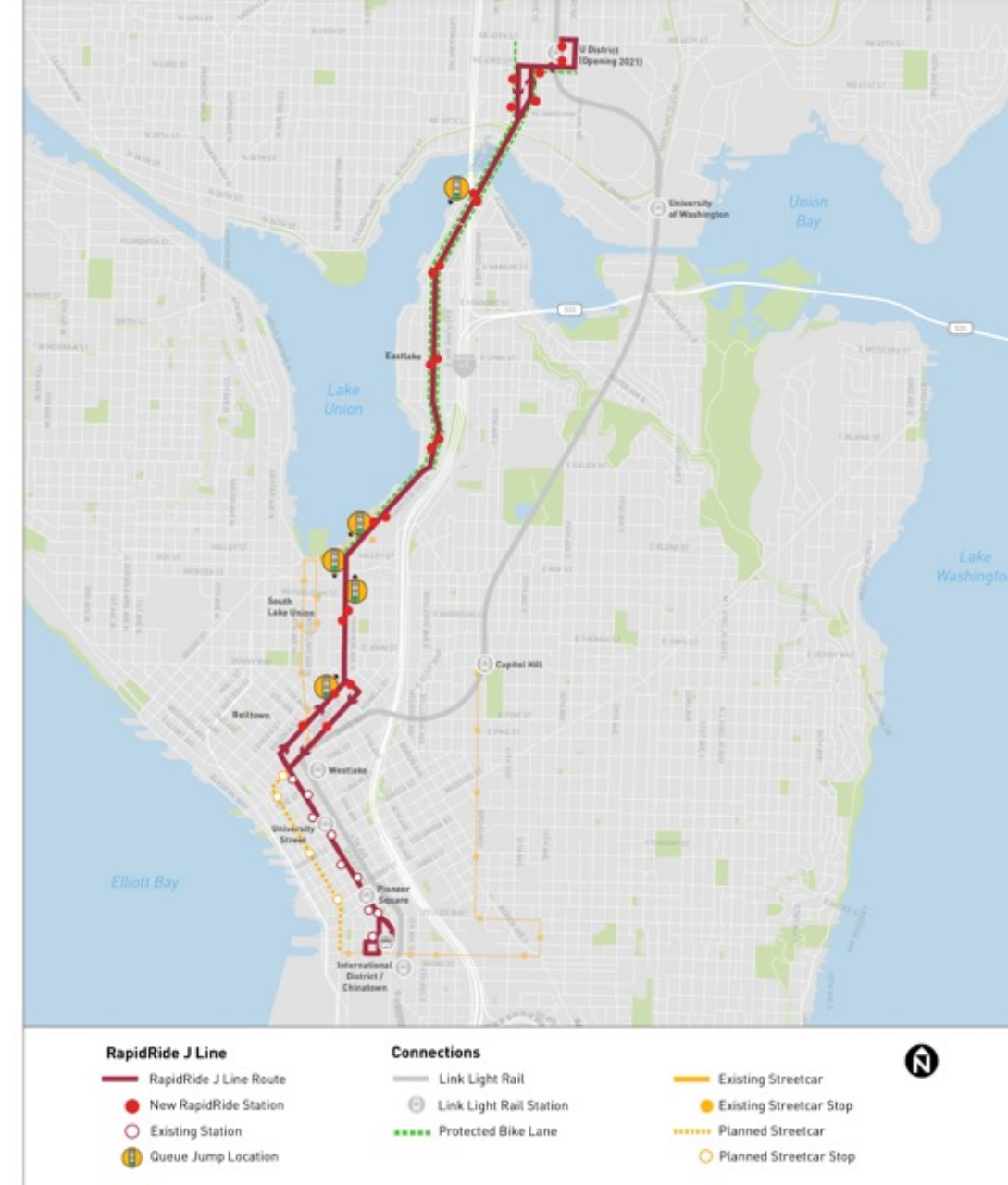
Provide neighborhood connections to future Link light rail, RapidRide Lines, and Seattle Streetcar



Improve pedestrian and bicycle safety and connections to transit with protected bike lanes

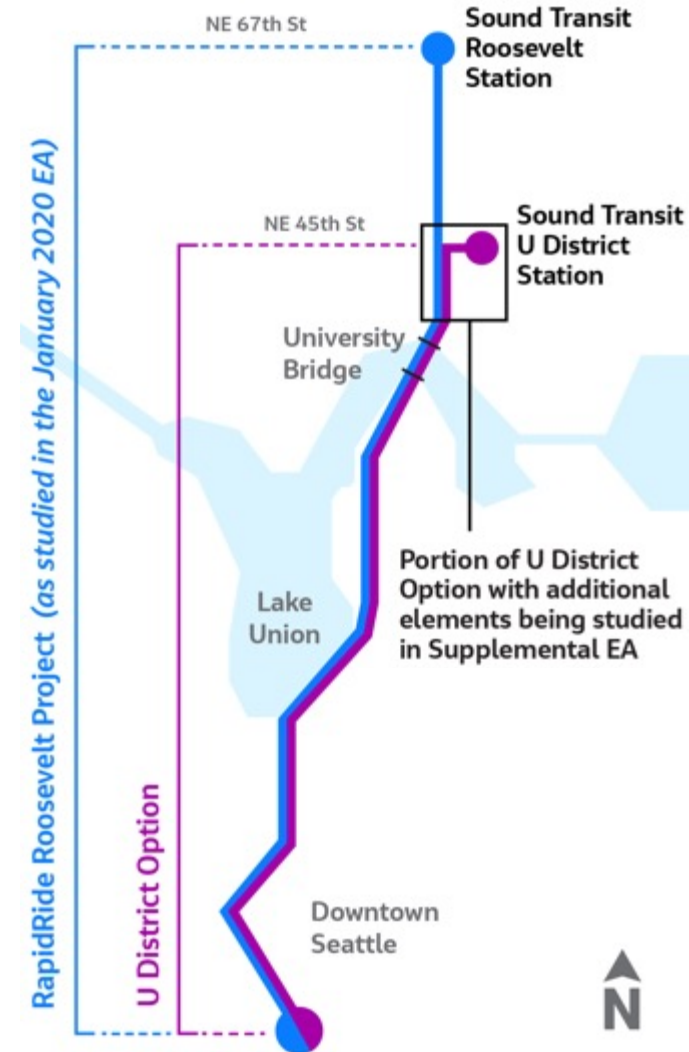


Reduce greenhouse gas emissions



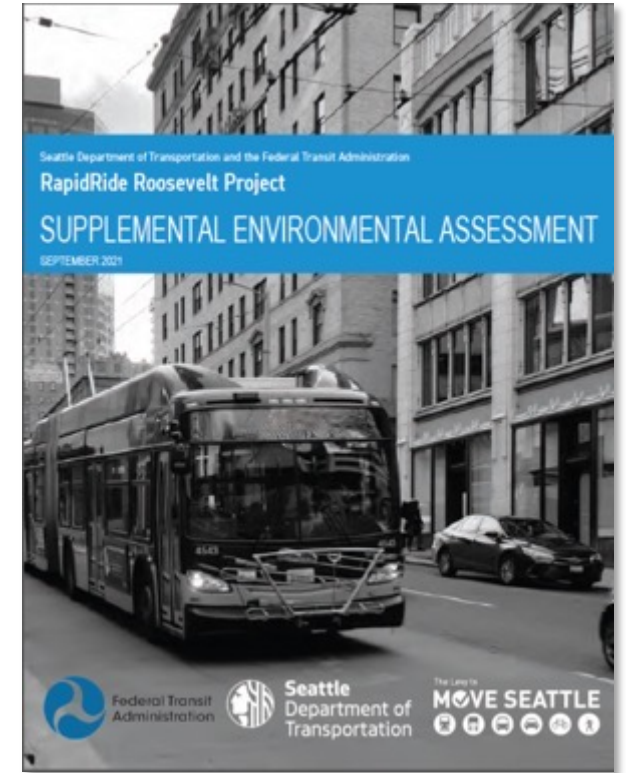
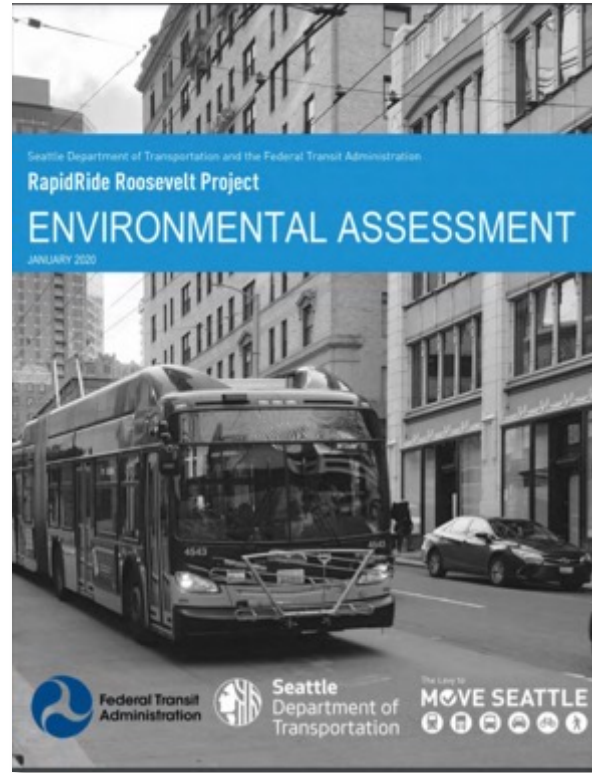
Why a Supplemental Environmental Assessment?

- January 2020 Environmental Assessment provides a comprehensive analysis of the project from Downtown to Roosevelt
- Shortened the route to the U District Link light rail station to accommodate economic impacts from the COVID-19 pandemic. This shortened alignment:
 - Meets project's purpose and need
 - Consistent with community expectations and input
 - Maintains eligibility for grant funding for project
 - Forward compatible to extending to Roosevelt
- October 2021 Supplemental Environmental Assessment evaluates potential impacts north of the University Bridge up to NE 43rd St



No additional impacts beyond January 2020 EA

- Noise and vibration
 - Socioeconomics
 - Visual and aesthetic resources
 - Stormwater/water quality
 - Hazardous materials
 - Section 4(f) Resources
 - Environmental justice
 - Cultural resources
- ***See January 2020 Environmental Assessment for strategies to mitigate construction impacts, which will be refined further during final design.***

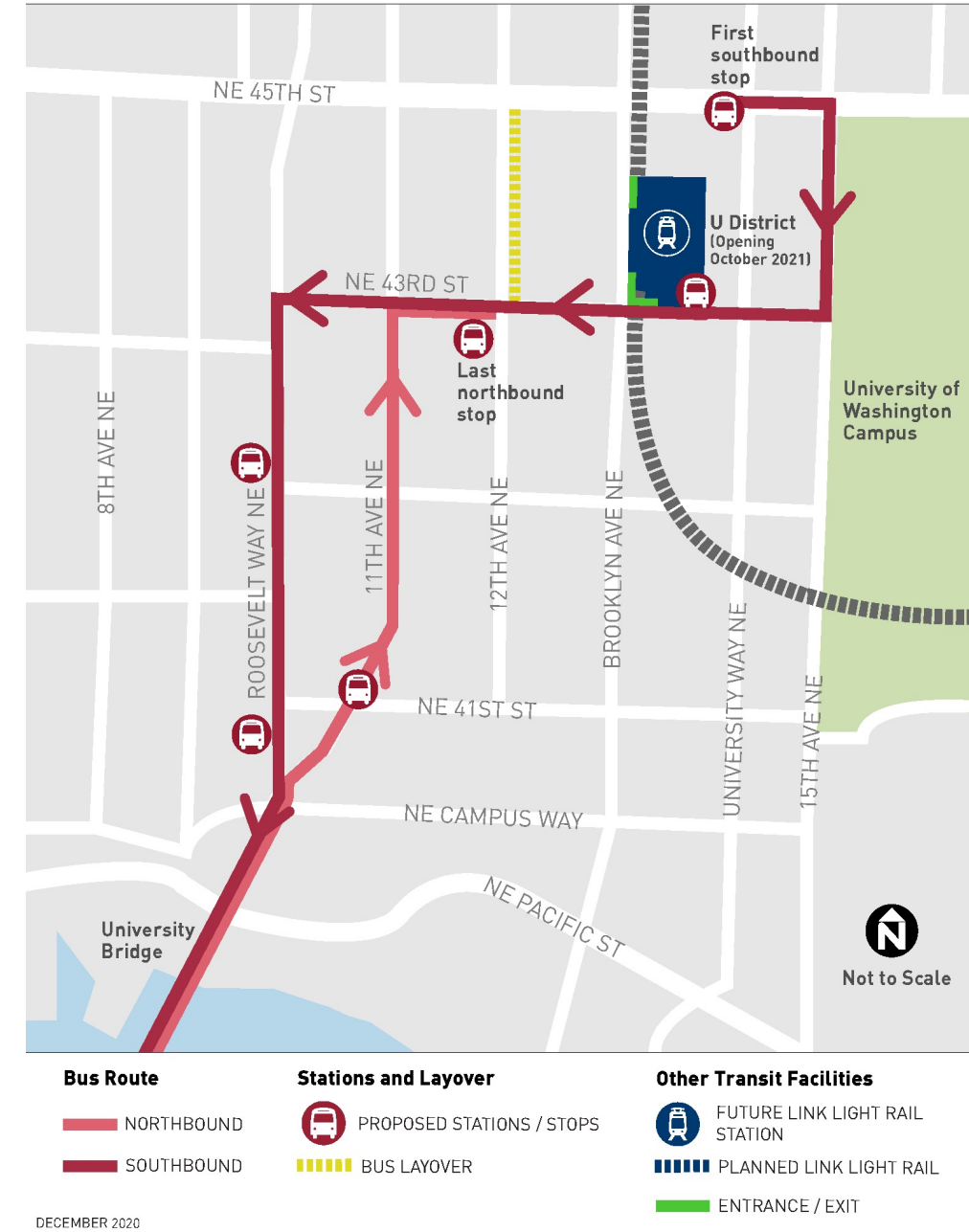


Shortened Route in U District

- Accommodates the loss of anticipated capital and operating funds due to the economic impacts from the COVID-19 pandemic
- Only changes the route north of the University Bridge
 - *The route south of the bridge was studied in the January 2020 Environmental Assessment*
- Leverages existing transit connections between Roosevelt and U District implemented with the North Link restructure

This shortened alignment:

- Meets the project's purpose and need
- Consistent with community expectations and input
- Maintains eligibility for grant funding for the project
- Forward compatible to extending to Roosevelt



Project improvements primarily on NE 43rd St

Upgrade NE 43rd St between Roosevelt Way NE and 12th Ave NE, including:

- Replace existing concrete pavement
- Extend the protected bike lanes to Roosevelt Way NE
- Extend trolley bus wire
- Propose a new signal at Roosevelt Way NE and NE 43rd St
- Modify the existing signal at 11th Ave NE and NE 43rd St
- Add ADA ramps and lighting
- Achieve complete streets



Visual simulation NE 43rd St looking east

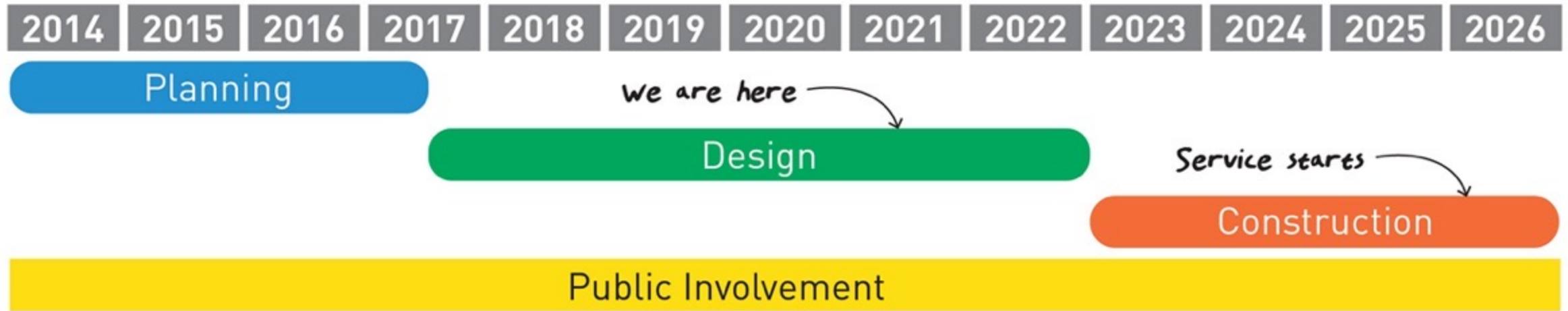
Comment on the Supplemental Environmental Assessment

- **Online:** www.seattle.gov/Transportation/RapidRideJLine
- **By mail:**
Darrell Bulmer, Seattle Department of Transportation
700 Fifth Ave, Suite 3800 (SMT-38-00)
PO Box 34996, Seattle, WA 98124
- Review the Supplemental Environmental Assessment at the following **Seattle public libraries:**
 - University Branch 5009 Roosevelt Way NE, Seattle, WA 98105
 - Central Library 1000 Fourth Ave, Seattle, WA 98104
- Request an electronic copy or a hard copy of the Supplemental Environmental Assessment from RapidRide@seattle.gov. *Hard copies are \$25 + \$15 for each appendix*

Next Steps

- **Receive an environmental determination** from the Federal Transit Administration based on the project's original January 2020 and Supplemental Environmental Assessment
 - Respond to public comments from both Environmental Assessments
 - If no significant issues are identified, the Federal Transit Administration would make the determination to issue a Finding of No Significant Impact
- **Secure grant funding** for the project in collaboration with the Federal Transit Administration
- **Start final design.** We'll continue to involve the community and stakeholders in design. We will advance the engineering, including:
 - Access strategies
 - 1% for the arts and landscape amenities
 - Detailed station locations and refining station amenities (e.g., bike racks)
 - Construction staging, phasing, and how to minimize impacts

Project timeline



- **Supplemental Environmental Assessment:** September-October 2021
- **Design:** 2017 – 2023
- **Construction:** as soon as 2023
- **Service starts:** as soon as 2026

Bike lanes in Eastlake



Bike lanes in Eastlake - [Link](#)



Keep in Touch

Have Questions or Ideas?

- 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/RapidRideJLine

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