

ENVIRONMENTAL ASSESSMENT NOTICE OF AVAILABILITY

RapidRide Roosevelt Project (RapidRide J Line)



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The Seattle Department of Transportation (SDOT) and Federal Transit Administration (FTA) released the RapidRide Roosevelt Environmental Assessment (EA) on January 8, 2020 for public review and comment. The EA has been prepared pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. 4231 et seq.). The public is also invited to provide comments on the Section 4(f) park and historic resource impacts at NE Ravenna Blvd described in the Environmental Assessment.

Comments on the Environmental Assessment and Section 4(f) Analysis must be postmarked or submitted online by **5 PM on Friday, February 14, 2020**.

If no significant issues are identified during the comment period, FTA would make the determination to issue a Finding of No Significant Impact (FONSI). A FONSI allows the project to move forward with final design. During final design, SDOT will continue to work with community members on strategies for mitigating parking impacts, relocating load zones, and other concerns.

Project description

The RapidRide Roosevelt Project (RapidRide J Line) is a partnership between the City of Seattle and King County Metro to implement bus rapid transit serving the neighborhoods from Downtown to Roosevelt.

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

The project would also improve pedestrian and bicycle connections and access to RapidRide stations and would improve safety for both non-motorized and motorized travelers along the corridor.

Project features:

- 26 new RapidRide stations (13 per direction of travel) from 3rd Ave to NE 65th St with service to existing stations along 3rd Ave in Downtown Seattle. Stations would be identifiable as part of the RapidRide system and would include a real-time arrival information system display and all-door boarding. Stations would meet Americans with Disabilities Act (ADA) requirements.
- 33 signalized intersections (including transit signal priority and/or adaptive signals) with 5 transit queue jumps.
- Approximately 0.2 mile of new transit-only lanes and 2.1 miles of new business access and transit (BAT) lanes, for a total of 2.3 miles of transit lane improvements.
- Approximately 360 to 410 new overhead contact system (OCS) poles and 3.4 to 3.8 linear miles of overhead wires north of the University Bridge (to power electric trolleybuses) depending on the northern bus turnaround option selected.
- One new traction power substation (the source of electric power), a potential adjacent utility transformer to control voltage, and an upgraded communications cabinet.
- A new northern bus layover, where buses would park between runs; this layover area would need to accommodate a maximum of 4 bus spaces.
- Approximately 5 miles of protected bicycle lanes along 11th/12th Avenues NE, Eastlake Ave E, and Fairview Ave N.
- New and upgraded sidewalk improvements to meet ADA accessibility requirements including ADA-compliant curb ramps and pedestrian push-buttons.
- Up to approximately 3.4 miles of paving along sections of 11th/12th Avenues NE, Eastlake Ave E, and Fairview Ave N.
- Ten stormwater detention facilities, with a total capacity of approximately 25,400 cubic feet, are required to meet flow control code requirements per the City of Seattle Stormwater Manual.



January 2020



Environmental Assessment and Section 4(f) Analysis:

REVIEW AND COMMENT

Online: www.seattle.gov/Transportation/RapidRideRoosevelt

Drop-in sessions:

January 28, 5-9PM, REI
222 Yale Ave N, Seattle, WA 98109

January 29, 12-4PM, Starbucks
2344 Eastlake Ave E, Seattle, WA 98102

January 30, 9AM-12PM, Starbucks
6417 Roosevelt Way NE, Seattle, WA 98115

February 1, 9AM-12PM, University Family YMCA
5003 12th Ave NE, Seattle, WA 98105

In person or by mail:

Darrell Bulmer, Seattle Department of Transportation
700 Fifth Ave, Suite 3800 (SMT-38-00)
PO Box 34996, Seattle, WA 98124

REVIEW

At the following Seattle public libraries:

- Central Library 1000 Fourth Ave, Seattle, WA 98104
- University Branch 5009 Roosevelt Way NE, Seattle, WA 98105

By requesting a free CD copy or a hard copy of the Environmental Assessment from RapidRide@seattle.gov. Hard copies of the Environmental Assessment are \$25 and each appendix is \$15.

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Comments on the Environmental Assessment and Section 4(f) Analysis must be postmarked or submitted online by **5 PM on Friday, February 14, 2020**.

If you need this information translated, please call (206) 256-5563.

Si necesita traducir esta información al español, llame al (206) 256-5563.

如您需要此信息翻译成中文，请致电 (206) 256-5563。

이 문서를 한국어로 번역해 주시면 감사하겠습니다. (206) 256-5563으로 연락주세요.

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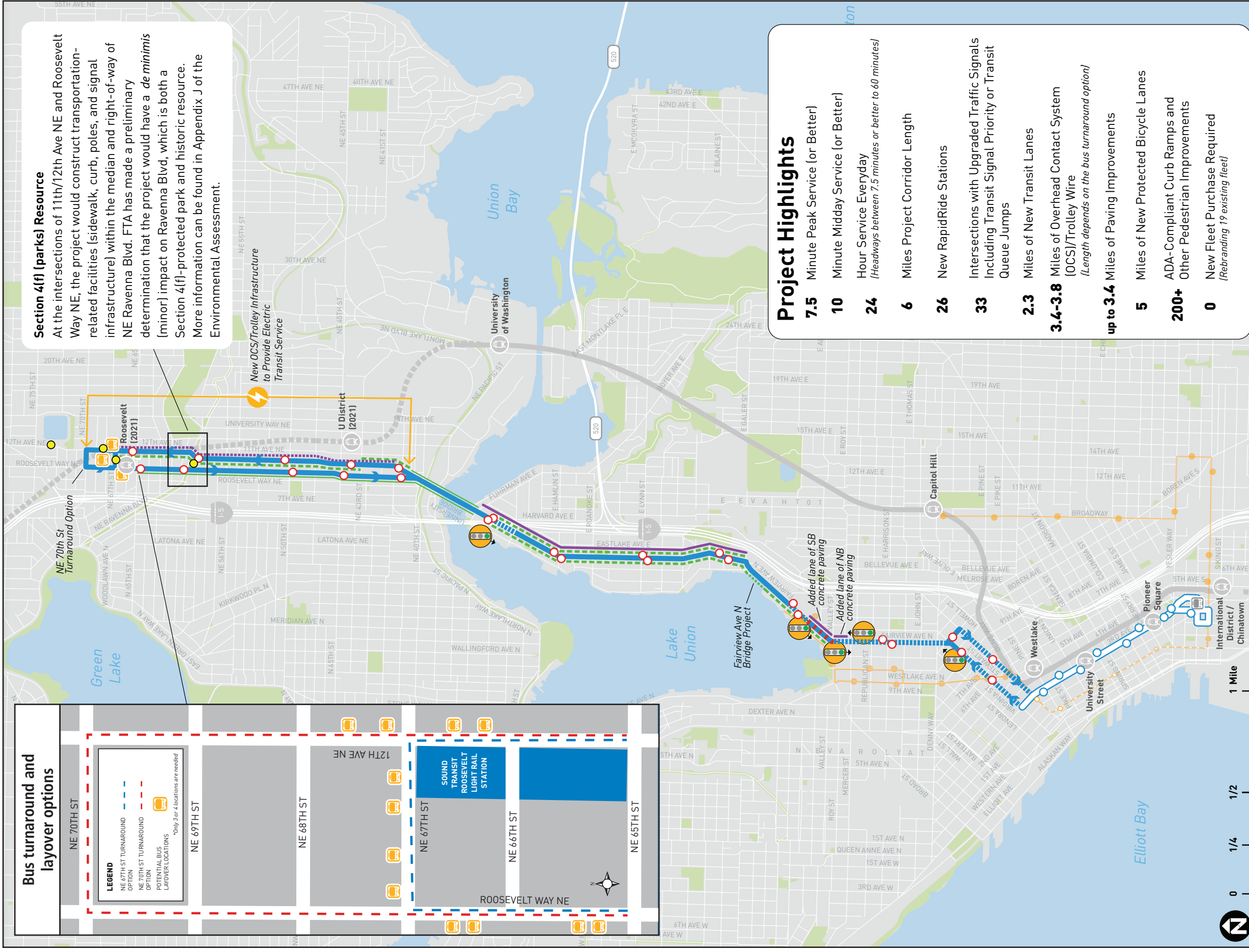
Environmental Assessment

The Environmental Assessment evaluated the project's potential effects and proposed mitigation strategies related to:

- Transportation
- Noise and vibration
- Socioeconomics
- Visual and aesthetic resources
- Stormwater/water quality
- Hazardous materials
- Section 4(f) (park) resources
- Cultural resources
- Indirect and cumulative impacts
- Environmental justice

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RapidRide Roosevelt Project area and highlights



Section 4(f) (parks) Resource
 At the intersections of 11th/12th Ave NE and Roosevelt Way NE, the project would construct transportation-related facilities (sidewalk, curb, poles, and signal infrastructure) within the median and right-of-way of NE Ravenna Blvd. FTA has made a preliminary determination that the project would have a *de minimis* (minor) impact on Ravenna Blvd, which is both a Section 4(f)-protected park and historic resource. More information can be found in Appendix J of the Environmental Assessment.

Bus turnaround and layover options

LEGEND

- NE 67th St Turnaround Option
- NE 70th St Turnaround Option
- Potential Bus Layover Locations

**Only 3 or 4 locations are needed*

- Project Highlights**
- 7.5** Minute Peak Service (or Better)
 - 10** Minute Midday Service (or Better)
 - 24** Hour Service Everyday (Headways between 7.5 minutes or better to 60 minutes)
 - 6** Miles Project Corridor Length
 - 26** New RapidRide Stations
 - 33** Intersections with Upgraded Traffic Signals Including Transit Signal Priority or Transit Queue Jumps
 - 2.3** Miles of New Transit Lanes
 - 3.4-3.8** Miles of Overhead Contact System (OCS)/Trolley Wire (Length depends on the bus turnaround option)
 - up to 3.4** Miles of Paving Improvements
 - 5** Miles of New Protected Bicycle Lanes
 - 200+** ADA-Compliant Curb Ramps and Other Pedestrian Improvements
 - 0** New Fleet Purchase Required (Rebranding 19 existing fleet)

Corridor Treatment

- General Purpose Lane
- Business Access & Transit Lane
- Transit Only Lane
- Service Alignment
- No Project Improvements

Station Treatment

- Existing Station
- New RapidRide Station
- Existing Bus Layover
- Bus Layover Option

Paving Improvements

- Concrete Paving
- Mill and Overlay Asphalt Paving

Other Transit Improvements

- New Overhead Contact System (OCS)/Trolley Infrastructure
- Queue Jump Location

Bicycle Facilities

- Existing Protected Bike Lane (PBL)
- Funded or In-Progress PBL
- New PBL proposed as part of Project

Other Transit Facilities

- Existing Link Light Rail
- Planned Link Light Rail
- Link Light Rail Station
- Existing Streetcar
- Planned Streetcar
- Existing Streetcar Stop
- Planned Streetcar Stop
- Traction Power Substation (TPSS) Option

Want to Stay Informed?
 For more information about the project and to sign up for email updates, please visit the RapidRide Roosevelt Project (RapidRide J Line) website at www.seattle.gov/Transportation/RapidRideRoosevelt.

