



RapidRide J Line Project

RapidRide J Line Fall Outreach

Summary

In fall 2019, the Seattle Department of Transportation shared a preliminary project design for review and comment in advance of publishing the project's Environmental Assessment.

Outreach opportunities included:

- **Oct. 17** | U-District and Roosevelt Open House and Question & Answer Session
- **Oct. 28** | Eastlake, South Lake Union and Downtown Open House and Question & Answer
- **Oct. 8 – Nov. 11** | Online participation site: RapidRideJLine.participate.online

Notifications

- Mailer to approximately 40,000 residents along the corridor from Belltown to Roosevelt
- Four project email updates (Oct. 8, 16, 22 and Nov. 1)

Briefings

The team has also offered and is responding to briefing requests from community stakeholder.

The following briefings are complete:

- Patrick's Fly Shop
- Eastlake Coffee & Café
- Seattle Children's Hospital
- Eastlake Fitness and associated businesses

The team has also offered briefings to:

- UW Transportation/Medical Center/Public Affairs
- SAFE (Safe Access for Eastlake)
- South Lake Union Chamber of Commerce
- Eastlake Community Council



- Friends of Seattle’s Olmstead Parks
- Downtown Seattle Associate
- Seattle Public Library
- Fred Hutch/Cancer Care Alliance
- Adaptive Biotech
- MASS Coalition

What we’ve heard

Emails

We heard questions, concerns and recommendations about the following:

- Provide safe and inclusive opportunities for community members who bike and/or support the project to share their feedback without feeling unwelcomed by some neighbors who vocally oppose the project
- Create an environment and/or opportunity for people of color to engage in the project who have expressed concerns that behavior from their neighbors restrict them from participating fully in community meetings, and that SDOT’s protocols reinforce those behaviors
- Address conflicts between people walking and biking on sidewalks and at existing bus stations
- Explore additional opportunities to improve safety and speed for people walking
- Research opportunities to install some of the project improvements sooner
- Address concerns about people biking following traffic signals
- Address concerns that existing transit options are insufficient, slow, unreliable, and overcrowded
- Consider shrinking the planted median on Eastlake Ave E at specific locations
- Support for the project and protected bike lanes
- Consider alternative configurations for the right of way to improve transit service, overall traffic flow, and/or maintain parking

Open Houses

We heard questions and recommendations about the following:

- Project impacts on parking and how we are working with affected businesses and community members



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- Where future RapidRide stations will be placed, the decision-making process, and ensuring accessibility to those stations for all
- How technology will be deployed along the route to keep people moving, whether they're riding a bus, walking, driving, or biking.
- How bicycles will move through the corridor, alternative routes considered, and where it might make sense for bicycle parking
- Opportunities to install some of the project improvements sooner
- Queue jump and signalization improvements, including where they are located and how they're prioritized
- What the overhead contact system entails
- The bicycle crossover after the Fairview Bridge and University Bridge
- The northern terminus, including decision-making on layover spaces and turnaround locations, as well as why the project doesn't go to Northgate
- Funding
- ADA accessibility, both on the buses themselves and access to the buses
- Impacts to current bus routes and historical changes to bus routes
- Managing pick-up and drop-off for TNCs (e.g., Lyft, Uber)
- Consider alternative configurations for the right of way to improve transit service, overall traffic flow, and/or maintain parking



Eastlake, South Lake Union and Downtown Open House and Question & Answer Session

Meeting Purpose: The Seattle Department of Transportation hosted an open house for the south half of the RapidRide J Line Project to share the project’s history, current plans, and see how community feedback has been incorporated into those plans.

Attendance: Approximately 90 members from the public attended the open house event.

Meeting details:

Monday, October 28, 2019
6:00-8:00PM

TOPS K-8 School
2500 Franklin Ave E
Seattle, WA 98102



Meeting Format

- 6:00 – 6:30 PM Self-guided project overview
 Craig Grandstrom, Design Consultant, Jacobs
 Stephanie Forman, Design Consultant, Forman Consulting Services

- 6:30-6:35 PM Welcome, introductions, and agenda overview
 Penny Mabie, Facilitator, EnviroIssues



6:35-7:00 PM	Project overview <i>Garth Merrill, Project Manager, SDOT</i>
7:00-8:00 PM	Moderated question and answer session <i>Garth Merrill, Project Manager, SDOT</i> <i>Penny Mabie, Facilitator, EnviroIssues</i>
8:05 PM	Adjourn <i>All</i>

Clarifying Questions

Questions asked by community members during Question and Answer:

1. Is there a way to implement parts of the project sooner, like the business access transit lanes?
 - A. Delivering portions of the project earlier is complicated because of how it's packaged for federal funding. There may be opportunities through collaboration with other routes and projects. We'll have a better idea of what could potentially be delivered early, once the project team publishes the Environmental Assessment process in January.
2. I am glad to see paving incorporated into the project. Will any other utility work be completed in combination with the project?
 - A. We're currently discussing whether one of Seattle Public Utility's water mains needs to be replaced. Sometimes this type of work is done separately from the project and sometimes it's done concurrently, based on the impacts and coordination with Seattle City Light and Seattle Public Utilities.
3. How are you going to accommodate the needs of those with disabilities given the decrease in parking? We already lost parking to WSDOT under the bridge, but the lot is often empty.
 - A. Part of this project includes sidewalk and curb ramp improvements. We're also seeking your input on specific locations where accessibility needs are not being met. We are aware that WSDOT is no longer leasing out the parking space they own. We can't speak for WSDOT, but we are coordinating with them.
4. Many of our small businesses are for sale because they can't survive the loss of parking. How are you modifying the design to accommodate businesses along Eastlake Ave?
 - A. Back in July 2019, SDOT held a business workshop to discuss strategies around the loss of parking and to better understand businesses' needs. We are also meeting with businesses individually to explore minor changes in the design to meet their needs.



5. Only 4% of the population in Eastlake rides bikes. What about the other 96% of people traveling on Eastlake Ave? We don't see where you're looking into options to make this easier. How are you talking with businesses? There's feedback we've provided before that I don't see addressed here.
 - A. We've summarized the comments we heard and documented what we were able to move forward with, consider, or cannot incorporate in the design. That summary is available on the boards and will also be posted online. We realized we didn't get a high-level of participation from businesses at our original workshop in January, so we went door-to-door along Eastlake Ave and hosted a separate workshop just for businesses in July.
6. Where are you relocating the 324 parking spots that will be removed?
 - A. It is not in the City's authority to build new parking. Our goal is to mitigate impacts from the parking loss. This includes improving transit, improving bicycle facilities, and the four strategies we previously mentioned. The materials from July's business parking workshop discuss the four strategies in detail and are available online. We're also happy to discuss these strategies individually.
7. How can we engage with SDOT on load zone changes? I previously volunteered to look at load zones for Mary Catherine Snyder [SDOT Community Access and Parking Program] and never heard back. How can we follow up with you, so we get answers?
 - A. Mary Catherine's team is responsible for making sure there are appropriate load zones along the corridor for truck and passenger pick-up and drop-off too. Mary Catherine is the best point of contact. SDOT has inventoried all the load zones and identified potential re-locations that are nearby. We collected community feedback on these proposed locations and got a lot of great feedback but would certainly like more.
8. Why did SDOT eliminate Routes 66, 25, 71, 72, and 73? These routes worked well for the community and didn't take any parking. Now you want to spend millions of state and federal dollars to take those away and want to make Eastlake a trunk for north and south like I-5. Why are other routes discontinued? Why is RapidRide coming in and removing parking?
 - A. Unfortunately, no one here can address the history of why those routes were removed, but we'll look into that and get back to you. They may have been replaced by Light Rail or because of funding. With RapidRide J Line, we are trying to provide more frequent and rapid transit. When we advance a project, we need to advance all of SDOT's priorities and needs. For example, we're adding Business Access & Transit Lanes (BAT lanes) that will allow the bus to operate faster. The proposed station at Harrison also allows for good connectivity for other routes.

Follow-up:



- *Routes 71/72/73 were modified to remain north of the Montlake cut because Link light rail has a travel time advantage between the U-District and Downtown Seattle compared to travelling via Eastlake.*
 - *Route 70 was expanded to operate at night and on Sundays to make up for Routes 71/72/73 no longer providing local service along Eastlake.*
 - *Since Route 66 was a poor performing and underutilized route between North Seattle and Downtown Seattle, it was replaced with more frequent Route 67 and 70 service for local trips and new Express Route 63 that connected Maple Leaf and Roosevelt with South Lake Union. Route 66 operated in express mode along Eastlake and did not provide adequate service compared to the replacements. You can review a more detailed explanation for why Route 66 was replaced in Appendix A.*
 - *Route 25 was an underperforming route with poor service levels. Ridership was very low and did not meet the service guidelines to keep the route. Route 25 only served a sliver of the Eastlake community with a couple stops right along I-5.*
9. As a new resident and someone who is often terrified biking along Eastlake, I wanted to talk about Fairview Ave N. The current bus stop is very congested, especially in the afternoons, are there plans to expand the station near Harrison? Secondly it doesn't look like there's a second station in South Lake Union. Could a station be added near Denny to connect with Route 8?
- A. There are not plans for a second station in South Lake Union. I can't speak to the connections with Metro Route 8 on the spot, but will follow up with you. As far as congestion goes near the Harrison cross street, this stop was selected for connectivity to other routes.
Follow-up: While stations are not planned at Denny Way, RapidRide J Line's southbound station near Virginia St and Boren Ave and northbound station near Virginia St and Terry Ave will be nearby to provide transfer opportunities to Route 8. Riders will walk about 0.1 mile or 3 minutes to transfer between RapidRide J Line and Metro Route 8.
10. When traveling north on the cycle track from downtown, how would you cross over to the east side of Eastlake Ave to continue north as a biker?
- A. The Fairview Bridge project currently under construction is installing a two-way bike lane on the West side of the bridge. Because we're in early design, we don't have detailed plans for that crossover, however we'll likely install a bike signal so there's protected movement. This is an area we would like feedback on though.
11. From the Eastlake Bridge to Fairview Bridge is 1.5 miles, there are many lights, stops, and a bridge so the project's changes are not going to speed up buses. By



removing parking to accommodate bicycles, we have businesses that depend on that parking and will all go out of business. You are proposing to destroy Eastlake as a neighborhood.

- A. The new design will have in-lane bus stops and all-door-boarding to help buses operate faster on Eastlake Ave. These features are also why the project doesn't have a significant impact on general-purpose traffic.
12. I noticed that many cyclists traveling south of the University Bridge veer off and take Fuhrman southbound and Fairview on the north side. Was that corridor considered as an alternate bike route?
- A. We conducted a bike study to determine the best routes for those biking. On Eastlake Ave, there has been a reported 39 crashes. Part of this project is to reduce bike and motor vehicle incidents. At the previous meeting in July we talked about how the Fuhrman route has a steep hill and did not meet the requirements for the designated bike facility. There are also studies that look at other locations where parking was removed to install protected bike lanes and the impact on businesses have been neutral or positive.
13. Would you go back to the community and ask if we would rather have a center turn lane or remove parking? I ask because the Eastlake Community Council has advocated leaving the center turn lane, but we were never told that meant losing our parking. The alignment you did on Dexter preserved parking and provided bike lanes.
- A. The community feedback from 2016 identified if we removed the center turn lane there would still be parking removed. As far as the center turn lanes, each area is going to have specific impacts. Eastlake's access needs are different. For example, it's important to maintain access to the surrounding neighborhoods and if a truck tries turning without the center turn lane, it will hold up traffic. Another reason this area is different than Dexter is it's utilizing 53 ft across, not 50 ft like Eastlake. This area has completely different traffic volumes and impacts than Dexter.
14. Why is this project called the Roosevelt Line if it is primarily benefiting Eastlake?
- A. I can't specifically speak to the history of the naming since I wasn't part of the project at that time. The project name has changed several times. The reference to Roosevelt may have been because it connects to the Roosevelt Link light rail station. I'm sorry for the confusion. It is now the RapidRide J Line, which is consistent with Metro's RapidRide naming. We'll continue to reference RapidRide Roosevelt though to maintain continuity for the public and the Environmental Assessment.
15. The parking studies have always refused to include Franklin, Fairview, Minor, Yale, and side streets. Have additional parking studies included these roads? If not, why not?
- A. The current study included one block each side from Eastlake Ave and more detailed analysis at an hourly level on Eastlake itself. This revealed that parking in the area is already well utilized. We got feedback to expand



the study area and to make sure we captured residential needs, so we did an overnight study, which included those side streets. Once we finalize the overnight study it will be posted on the project website. When we update RPZ8, we'll also do large-scale community engagement and parking studies.

16. The northbound Lynn St station is going to get mired in traffic. Are you considering relocating it north of Lynn St?
 - A. We design RapidRide lines to have bus stops in pair, and there will be opportunities to adjust. This is something we want your feedback on. Currently with traffic analysis, speed, reliability, we have been working with that stop location in mind.
17. The Fairview Bridge is proposing two-way bike lanes on one side and your project is going to have them on separate sides. It sounds like there is not any coordination.
 - A. Fairview's design has always had a two-way cycle track, it is only when you get to Eastlake that they split. When you get to the University Bridge, it has a protected bike lane on both sides so the bike lanes have to split at some point on Eastlake Ave. the number of driveways and business access on Eastlake Ave also make it beneficial to have a protected bike lane on each side. We've coordinated closely with the Fairview project; in fact their project manager sits across from me in the office.
18. At the bottom cross section with Fairview N and Denny, are you aware that your bus lane is actually the on ramp for I-5?
 - A. I'm assuming you're talking about the northbound direction. This area will have a bus only lane to the right of the I-5 on ramp turn lanes. So, they will be separate and adjacent lanes.
19. Can you tell us how many people and business owners you collaborated with before deciding to remove the 324 parking spaces?
 - A. Unfortunately, I do not have a specific number, because a lot of that outreach occurred in 2014 before I joined the project. However, all the historical documents are available online.
20. As a cyclist and transit rider, I support the project. As a pedestrian you have to push a button and then wait a long time to cross Eastlake Ave. Will you be improving the pedestrian signals as part of this project?
 - A. Signal upgrades are part of the project, so will hopefully help address this issue. However, the project won't start construction until 2022, so I'd also recommend submitting a request through the find-it-fix-it app. We'll also share this feedback within SDOT to see if there's opportunities to improve this faster.
21. With in-line loading and all-door boarding, buses will already be moving faster, so why are you also taking away stops?
 - A. The time that buses are at stops will be shorter. Reducing the number of stops will additionally help buses operate faster and more reliably.



22. I live here, work here, ride a bike, and drive a car. At any point, have you considered variable use lanes based on the time of day. For example, with 3 southbound, 3 northbound, and the rest with 1 lane/parking/etc.
- A. In a sense, Eastlake has variable lanes now because there's the peak-hour lane. We are wanting to provide bicycle facilities to all ages and abilities. The question is therefore, can we make use of the center turn lane to alternate with traffic? That has been done in places like Phoenix, AZ; I'm frankly scared of driving on it. We have not conducted any studies for this project because it hasn't aligned with the community feedback and business access needs.
23. The northbound bus stop proposed just south of Lynn St. is directly in front of our business. What are we going to do? Do you have any response to losing parking, putting in new RapidRide stations right in front of their block?
- A. As I mentioned earlier, we set bus stops in pairs and space them evenly throughout the corridor. We are in preliminary design and are working to meet project needs but are taking feedback on station locations so will explore whether there's an opportunity to move it north. We recognize that stations have different impacts depending on your type of business. The Office of Economic Development might be able to weigh in on how to capture additional business from nearby bus stations
24. Parking is very limited, where are these underutilized parking lots? What would businesses along Eastlake response be to this collaboration you've referenced?
- A. The focus has been what are your businesses particular needs as it relates to parking and we are still meeting with businesses individually to better understand this. When we meet one-on-one, there are businesses that support the project and want to see it implemented sooner. We've certainly heard a lot of concern. However, there are businesses that are actively thinking through how to thrive within this new context. We have heard a lot of concerns and are working to come up with alternative strategies to ensure residents, customers, and employees have access to Eastlake through various modes of transportation.
25. I think it is important we have safe bike lanes for bikers, I think it's important we take care of our planet and reduce emissions, but it's not fair to treat Eastlake as a corridor to get downtown. I keep hearing questions about parking, but answers keep getting pushed off. The City has no plan to replace parking. You said you would facilitate shared parking lots that don't exist. Eastlake has mega buildings going up, and the developers don't know about this project, how long is this going to take? Who is going to facilitate mega projects and this?
- A. As part of the permitting process, we regularly coordinate with new developers. We work to send our notifications and involve everyone along the corridor. If you can share which additional developers we should be connecting with though, we'd be happy to reach out to them. The city's policy is not to create additional parking. We're working within a limited



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right of way to manage all the city's needs. To go back to an earlier comment, the percentage of bicyclists on Eastlake is higher than 4%, I think it is about 10%. The purpose and need of this project is to address the safety of people biking and driving address safer routes for those bikers.

26. Reducing the number of stops, is trading convenience for speed. It will be harder for the elderly to get to bus stops. Additionally, the reduction means it will take longer to load at stations because more people will be loading per station. My question is the decision to reduce the number of stops finalized? If not, are you going to consider these other factors?
- A. We have considered the trade-off, which is why we want to implement stations that have the highest ridership and best meet the community's needs. Stop locations are not finalized, but this is what we are proposing. Within the Environmental Assessment there's a set number of stations, we're are open to hearing the feedback that we need to move or add stations.



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U-District and Roosevelt Open House and Question & Answer Session

Meeting Purpose: The Seattle Department of Transportation hosted an open house for the north half of the RapidRide J Line Project to share the project’s history, current plans, and see how community feedback has been incorporated into those plans.

Attendance: Approximately 30 members from the public attended the open house event.

Meeting details:

Thursday, October 17, 2019
5:30-8:00PM

University Heights Center
5031 University Way
Seattle, WA
98105



Meeting Format

- 5:30-6:00 PM Self-guided project overview
Craig Grandstrom, Design Consultant, Jacobs
Stephanie Forman, Design Consultant, Forman Consulting Services
- 6:00-6:05 PM Welcome, introductions, and agenda overview
Penny Mabie, Facilitator, EnviroIssues
- 6:05-6:30 PM Project overview
Garth Merrill, Project Manager, SDOT
- 6:30-7:30 PM Moderated question and answer session
Garth Merrill, Project Manager, SDOT



Penny Mabie, Facilitator, EnviroIssues

7:30 PM

Adjourn
All

Clarifying Questions

Questions asked by community members during Question and Answer

1. What are the ideas for southbound queue jumps approaching the University Bridge?
 - A. A queue jump is part of a signal system that allows buses to get a jump ahead of general-purpose traffic. While there are currently plans for a northbound queue jump near the University Bridge, there is not one for southbound. This is due to right of way availability. The nearest southbound station at the University Bridge is at NE 41st St, which cannot accommodate a queue jump due to people boarding, an existing bus and needing to maintain the protected bicycle lane.
2. What will electrification look like for the RapidRide J Line buses?
 - A. RapidRide J Line buses will be electrified with trolley wire, so they will look like other electrified trolley-wire buses in King County Metro's fleet. Poles will be placed approximately every 50 to 100ft along with a wire that crosses the street. It takes a minimum of two wires for trolley to connect, though some locations will have more than two wires.
3. Can you elaborate on the bike crossover at NE 43rd St? Are there other locations in Seattle with a similar bicycle lane crossing?
 - A. The signal will be phased to allow people riding bicycles to safely cross the street. The bicycle path is located on the right side of 11th Ave NE until NE 43rd St because it follows the path on the University Bridge. We proposed the crossover at NE 43rd St to allow for direct connections to the U-District Link light rail station.
4. Can you talk about the discussion and criteria for layovers and turnarounds at the north end of the project?
 - A. Because we are in a preliminary design stage, there are a few elements at the north end that have not yet been decided. We are coordinating with Sound Transit because of their station location, and further, we will not be going into construction until 2021/2022. Our current draft layover locations are based on initial options we shared during environmental scoping in late 2017, and we have made a few adjustments while reviewing options for ideal layover locations. Ultimately, we'll need about three or four layover locations. We've identified NE 67th Street as the likely turnaround option, but also have an option to go up to NE 70th Street.



5. Are there other RapidRide routes in Seattle requesting federal funding for infrastructure and not just for vehicles? What is the federal funding request for RapidRide J Line?
 - A. There are many different funding mechanisms to obtain the RapidRide fleet, including federal and state grant opportunities. For the RapidRide J Line project, King County Metro will be using existing fleet vehicles to provide service, which is part of the reason the project is planned to use the existing trolley wire system and why we have not requested funds from federal government for a fleet. We've submitted an FTA Small Starts grant application, and a summary of that application is available on the FTA website. The RapidRide J Line project itself is \$90.2 million, and our FTA funding request is just under 50%, so we are asking for approximately \$45 million. While some project elements are funded locally with Levy to Move Seattle funds, our plan is to deliver the project together to have the least amount of impact during construction. Based on preliminary design, paving will be approximately \$30-35 million in addition to the current project budget.
6. Will the RapidRide J Line project affect current bus routes along the route?
 - A. Route 70 is intended to be upgraded into the RapidRide J Line service. Sound Transit and SDOT are coordinating with the North Link Mobility project to determine what the bus routes in the area will look like after the North Link light rail opens in 2021, and also to determine what the service network will look like around RapidRide J Line when it opens in 2024.
7. How will the turnaround on NE 67th St work?
 - A. The turnaround option on NE 67 St is still under review, including how we would signalize that area and coordinate with the Roosevelt Link light rail station.
8. Why is a stop not planned for the space in front of the University of Washington Medical Center?
 - A. We identified the stop location in that area for NE 41st St to facilitate crossings to other nearby facilities. However, we can meet with you to address your comment in more detail.
9. How will wheelchairs be accommodated on the buses?
 - A. Wheelchair loading and unloading will be done similarly as it is today. The RapidRide J Line coaches will be like the existing 60-foot trolley buses on Route 70, with wheelchair loading with a ramp. A person using a wheelchair will sit where they do today on a standard King County Metro bus. There will be clear markings for wheelchair access to stations across the protected bicycle lane where that is applicable.
10. How close is the protected bicycle lane to the University of Washington campus?
 - A. The bicycle lane near the campus is on 11th Ave NE, about five blocks from University Way NE and eight blocks from the campus.



11. If a total of 241 parking spaces are being taken in Roosevelt and about 325 in Eastlake, that's roughly 600. How many spaces were taking for the Roosevelt Way NE protected bicycle lane? What's the total impact to parking?
 - A. We'll need to research the total Roosevelt Way NE quantity.
Follow-up: The protected bike lane previously installed on Roosevelt way NE replaced approximately 120 parking spaces.
12. Are there any plans to make payment systems more coherent and consistent between Sound Transit, King County Metro, and RapidRide?
 - A. RapidRide will continue to use the system it does today with additional off-board payment as you enter. There are no plans to implement all-door boarding across the King County Metro system, as it would require making changes to bus stops throughout the county. There will still be a functionally different way of paying on RapidRide in order to decrease the time it takes to board.
13. How are you planning bike rack locations along the corridor? How will the bicycle facilities for this project connect with other facilities in the city?
 - A. Bicycle racks are one of the elements we are asking for community input on. Regarding connections, we are reviewing the various modal plans to determine some of those connection locations, which may include other protected bicycle lanes or neighborhood greenways.
14. Was there standard criteria for stop consolidation?
 - A. There are several criteria, including typical stop spacing at every half mile. However, we are serving the neighborhoods along the route, so we need to be sure that our initial plans are providing connections within communities, while also providing connections to other transportation options and services. Then we look for community input to see if we did it right.
15. How is ADA compliance being figured into the crossings at Ravenna Park?
 - A. We are coordinating with the Department of Neighborhoods and Friends of Seattle's Olmstead Parks to review our current plans at Ravenna Park. We will be sure to incorporate ADA crossings into our project plans, which we will be further reviewing and analyzing in the Environmental Assessment, planned for publication in late 2019/early 2020.
16. What kind of opportunities are there for input on landscaping plans?
 - A. We're currently focusing our design on managing impacts to trees. If you have a comment on specific landscaping items, please do share that feedback. We will also coordinate in the future with the city's 1% for the Arts program.
17. Why does RapidRide J Line terminate at NE 67th St instead of continuing to Northgate?
 - A. When we started initial project planning in 2014, we were deciding if the mode would be a streetcar or bus rapid transit. A key reason the route terminates at 67th is cost, as trolley wires costs add up quickly.
18. Will there be any parking spots for rideshares like Uber and Lyft?



- A. We are aware of the impact of rideshares on traffic flow, and we do not want them to stop and hold up lanes, so we are working on places they can load/unload, like designated spaces for rideshare. We are reviewing a pilot program currently underway in South Lake Union.

Additional Information

Additional project details can be found on the [RapidRide J Line website](#) including:

- The [project FAQs](#)
- The [display boards](#) and [PowerPoint](#) shared at the U-District and Roosevelt Open House and Question & Answer Session
- The [display boards](#) and [PowerPoint](#) shared at the Eastlake, South Lake Union and Downtown Open House and Question & Answer Session
- Project Overview drawings
- Project Factsheet
- [Simulation Route: Southbound](#)
- [Simulation Route: Northbound](#)



Online site

Total visits: 1,085

We heard questions and recommendations about the following:

- General support for the project, including a desire to implement bus improvements as soon as possible
- General support for protected bike lanes to ensure safety and create connections; interest in providing bicycle parking at business centers along the corridor
- Ensure easy-to-use and direct connections between bus and light rail
- Request to ensure the delineators between bikes and vehicles are safe for all users
- Request to better understand the switch from right to left on 11th Ave NE at the U-District Link Station
- Add additional crosswalks; ensure safe crossings and tools to calm intersections near medical centers
- Consider other potential bicycle path locations
- Where future RapidRide stations will be placed and ensuring accessibility to those stations for all
- Community-offered tools or programs that would incentivize alternatives to driving alone include:
 - Improved transit service
 - Protected bike lanes
 - Wider sidewalks
 - Free/subsidized transit service or ORCA cards
 - Remove parking



Appendix A: Route 66 Deletion

Implemented March 26, 2016

As Metro planned changes to bus service around the extension of Sound Transit's Link light rail to Capitol Hill and the University of Washington, we conducted a nine-month outreach process that involved the public in many ways. We used what we heard from thousands of people to plan changes that we believe meet the needs of most riders. The decision to discontinue Route 66 came at the end of this process.

Our goal in redesigning bus service in Capitol Hill and northeast Seattle is to serve riders better. We want to get people to Link for its fast, frequent service. We want to make Metro buses come more often and more reliably. And we want to build a network of connecting buses that gets you to more places easily with minimal wait times. While we believe the changes will benefit most of the people they affect, we recognize that they aren't improvements for everyone. We can understand how having to walk farther or transfer to get to the same destinations doesn't necessarily feel like an improvement. In any case, we recognize that it can be challenging to change travel habits.

There are still options that can connect you to the same places you traveled on Route 66:

- New Route 63 and revised Route 64– Like former Route 66, Route 63 connects serves Northgate Transit Center and 5th Avenue NE north of the Green Lake Park and Ride. This new route will provide a faster trip to South Lake Union and a new connection to First Hill from Northgate, Maple Leaf and Roosevelt. Riders going to work at major employers like the Seattle Cancer Care Alliance and Fred Hutchinson Cancer Research Center can walk four blocks or hop on Route 70 or the South Lake Union Streetcar to complete their trip. Route 64, which continues to serve NE 65th Street and Green Lake Park and Ride, was revised to serve South Lake Union and streamlined to provide a faster connection to First Hill. Routes 63 and 64 share the same routing between Green Lake Park and Ride and First Hill and combine to provide 14 trips in the morning and 16 trips in the afternoon.
- Revised Route 67 – Route 67 was revised to serve Roosevelt Way in the heart of the Maple Leaf neighborhood. Route 67 connects Northgate, Maple Leaf, Roosevelt, the University District and University of Washington Link light rail station. Route 67 was improved to operate every 15 minutes or better for most of the day on weekdays and Saturdays and continues to provide 30-minute service on Sundays. Link Light Rail now provides a reliable, eight-minute trip between University of Washington Station and Westlake Station and operates every 6 to 10 minutes for most of the day seven days-a-week.



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- Using a combination of Route 67 and Route 70, riders of Route 66 will be able to access destinations along Eastlake. Both routes will operate every 15 minutes or better, allowing for connections with minimal wait times.
- Metro's Vanpool program – provides commuters with the option to join or form a Vanpool or rideshare to commute to work.

For the few riders for whom the changes mean for a longer walk that makes transit inaccessible, we offer other options such as Rideshare service, Vanpools, Access service for people with disabilities, the Hyde Shuttle, and our taxi scrip program. You can learn more about these alternatives on Metro's website at <http://metro.kingcounty.gov/tops/accessible/programs/index.html> .

Route 66 was discontinued because it does not serve very many riders compared to other options that connect the same destinations. This is partly due to the fact that the route provided only limited access to the activity centers it served outside of downtown Seattle:

- Northgate – the route didn't directly serve the mall or the heart of the business district;
- Maple Leaf – the route was ¼ mile west of the heart of the community;
- University District – the route missed the campus and the Ave;
- Eastlake – the route only served limited stops; and
- South Lake Union – the route was ½ mile east of the middle of South Lake Union.

In addition, the route was slow for riders of Northeast Seattle to get to South Lake Union and Downtown Seattle, by going through the University District and along Eastlake. In the end, we used the resources spent on this route to create a new, faster connection to South Lake Union from northeast Seattle in new Route 63 during the times when Route 66 is at its busiest to connect riders between the highest ridership stops on the route. And, we invested in simplifying the northeast Seattle network by consolidating infrequent and erratic all-day service onto major corridors, connecting major activity centers, with buses coming twice as often.

The decision to discontinue any bus route is considered very seriously. We recognize that customers have made decisions to build their lives around bus routes and that any change can have profound impacts to our customers. We work hard to balance the tradeoffs that come with making changes to our routes.

We would be glad to help you plan trips that will help you take advantage of the new network of service. Please visit Metro's Service Change webpage, <http://metro.kingcounty.gov/up/scvchange.html>, or contact Metro Customer Service at 206-553-3000 or <http://metro.kingcounty.gov/cs/index.html#comment>.



Appendix B: Comments

U-District and Roosevelt Open House and Question & Answer Session

Eastlake, South Lake Union, and Downtown Open House and Question & Answer Session

Participate.online

Interactive map

Topic	Comment	Latitude	Longitude
ADA/Accessibility	Many of the curbs along 12th Ave in Roosevelt lack ramps.	47.67368	-122.31561
ADA/Accessibility	need curb extensions N/S on both East and west sides of Boulevard median at BOTH 12th/11th AND at Roosevelt Way	47.67204	-122.31598
ADA/Accessibility	Since 43rd will prioritize transit and pedestrians between University Way and Brooklyn, I'd like to see this priority extend to the new RapidRide stations to make the transfer between the J and the U District connections easier. This could include wider sidewalks, raised crosswalks, bike lanes, etc.	47.65984	-122.31644
ADA/Accessibility	Can sidewalks on 12th be widened to compensate for trolley wire poles that will crowd an already narrow walk in many places.	47.66311	-122.31631
ADA/Accessibility	I have several clients who are dropped off in front of my office due to mobility issues. They need handicapped access. There is none provided, and parking on the hill will not work for them. What do you propose?	47.64885	-122.32335
Bike Racks	There may be bike parking getting established at the new Link station here. If not, we definitely need some (it should be visible to those coming to the bus stop) for riders coming from further east and north. Could double as additional bike parking for Roosevelt HS.	47.67641	-122.31583
Bike Racks	Despite all the businesses on 45th and the fact that it's a major way to connect between neighborhoods, there's little bike parking.	47.66121	-122.31688
Bike Racks	For those of us who are fine biking through Eastlake, but in no way want to bike through the rest of the craziness that is downtown and would get on the rapid ride here.	47.62866	-122.33154
Bike Racks	On street parking would be best to keep the sidewalks clear.	47.63976	-122.32575



Bike Racks	Having more bike parking in the Roosevelt neighborhood is key with all the excellent bike infrastructure. It's often hard to find a place to park my bike. It will be especially important with the new light rail station coming.	47.67585	-122.31562
Bike Racks	Having more bike parking in the Roosevelt neighborhood is key with all the excellent bike infrastructure. It's often hard to find a place to park my bike. It will be especially important with the new light rail station coming.	47.67418	-122.31573
Bike Racks	Having more bike parking in the Roosevelt neighborhood is key with all the excellent bike infrastructure. It's often hard to find a place to park my bike. It will be especially important with the new light rail station coming.	47.67420	-122.31726
Bike Racks	bike racks in the commercial center of Eastlake would be very well used	47.63972	-122.32583
Bike Racks	All stops for "pickup" rather than "drop off" should have at least one bike rack installed, to facilitate users from further away than walkable being able to bike to their stop.	47.65879	-122.31773
Bike Racks	U District needs more bike racks	47.66001	-122.31850
Bike Racks	Armistice Coffee is a big biking destination it would be great to have significant bike parking near here.	47.63833	-122.32605
Bike Racks	Zoo tavern / Eastlake Market is a big biking destination. It would be great to have significant bike parking here.	47.63986	-122.32603
Landscaping	Seeing as the tree medians are popular along the Eastlake corridor, we should absolutely maintain those. We should also design another to continue to improve the boulevard. North Tops school, the center-turn lanes I don't see being utilized very often. Having another tree median for a few blocks would add to the community's already existing tree medians.	47.64400	-122.32587
Landscaping	Add Curb Extensions at ALL Legs of Boulevard/11th/12th/ and Roosevelt. Recapture all "painted pavement" areas with actual curb bulbs and expansion of Boulevard Medians Eliminate Free Right turn from WB Ravenna to NB 12th...replace with rain garden	47.67207	-122.31529
RapidRide Stations	A final stop at Greenlake and then a turn-around there would make bus routing easier and provide a transfer-less ride to a major city destination, Greenlake Park, for tens of thousands of Seattleites.	47.68000	-122.32485
RapidRide Stations	It would be better if the stops near NE 65th were on the left side of the street and to the north of 65th so passengers transferring between RapidRide J and Link don't need to cross the crosswalk. Please consider using buses with doors on the left side as well as the right and consider placing bus stops north of NE Campus Parkway on the left side of the street. Also, It will make it so much easier to paint the left lane red in the future. Thank you.	47.67611	-122.31723



Roosevelt Line



RapidRide Stations	As a cancer survivor I wanted to express that designing the stops near Yale Ave N well is really important. Being able to cross the street easy and safe is important. While being a patient you are often not as quick and more vulnerable in general. Easy lay-out of the stations and traffic lights that help you cross are essential.	47.62874	-122.33092
RapidRide Stations	The revision of bus stops looks great, and I say this as someone who is losing a stop from essentially my doorstep on Eastlake. I don't mind walking a few blocks if it means the bus is faster and more reliable. I'm sure there will be some pressure on you to add some stops back in, please don't yield to this pressure! The most important thing is that this bus moves faster and more reliably, people will get accustomed to walking a few extra blocks!	47.63696	-122.32588
RapidRide Stations	The SB Roosevelt/65th station should be nearside, to facilitate easier transfers from the light rail. I know it's hard with the right-turn lane, but we need to minimize the distance and number of crossings for transit riders! Perhaps even make it a WB stop on the far side of 65th/12th, or have a contraflow SB lane on 12th in front of the station (but make sure to preserve bike lanes!). This light rail extension is a multi-billion-dollar investment, the least we can do is prioritize transit immediately around the station. If SOV drivers can't turn or park, that's ok.	47.67600	-122.31737
RapidRide Stations	I would move the Eastlake/Yale stations south. The current location really doesn't serve that much, whereas a station further south would give better access to MOHAI and Lake Union Park, transfers to the C or 40, etc., while still serving Fred Hutch	47.62683	-122.33354
RapidRide Stations	I don't like the idea of the bike lane shifting from on the right side of traffic to the left. I often feel uncomfortable and unseen by people driving when traveling on my bike and the road forces this kind of maneuver. It has been OK at light intersections with a bike only green light for cyclists to make the maneuver, but this is also annoying as it slows things down and would require a bike turn box so as not to impede other cyclists.	47.65397	-122.31884
RapidRide Stations	I think that you could eliminate a few more stations to speed up the bus. Maybe one station pair from downtown and one from the two by UW?	47.61717	-122.33568
RapidRide Stations	Please do everything possible to make the bus <-> link transfer quality at the Brooklyn Station.	47.66037	-122.31653



Roosevelt Line



RapidRide Stations	I would like to see the stop at 11th Ave NE and NE Ravenna Blvd be moved to the north east side of Ravenna and 12th Ave NE. There is a median there that could be used to let passengers off the bus, but the right turn lane would need to be reconfigured from west bound Ravenna Blvd. Also, we desperately need a crosswalk on the west side of 11th where it crosses Ravenna Blvd to 12th Ave NE. Way too many people walk on this side and near accidents from vehicles turning left (west) from 11th onto Ravenna. I think an ADA access ramp/path on that side is critical to ensure everyone's safety.	47.67047	-122.31544
RapidRide Stations	I like the SLU stop locations on the south side of Mercer, but I would move the stop North of Mercer to be closer to the new Google Cloud campus so that pedestrians don't have to cross the treacherous Mercer St.	47.62609	-122.33442
RapidRide Stations	Please use the existing 55th St stop at least southbound. That half mile stop spacing between Ravenna and 50th is not appropriate for a dense residential neighborhood with local connections to the north and south.	47.66833	-122.31781
RapidRide Stations	Please maintain two Southbound stops between Denny and Mercer. The passenger volume, the steep grade, and the difficulty in pedestrian crossing both Denny and Mercer all combine to make two stops useful and necessary.	47.61957	-122.33442
RapidRide Stations	You NEED to put stations near campus on 15th. So many people use the bus here.	47.65688	-122.31095
RapidRide Stations	E Lynn St is the perfect place for a rapid ride stop. This is already the location of a very popular and well used bus stop. I support stops at E Lynn St.	47.63949	-122.32590
RapidRide Stations	Putting a NB station closer to the stadiums will increase post-game transit use a bunch. Anecdotally, it seems like fewer people are boarding the #70 at the Prefontaine stop after games since the closure of the stop at the layover on S Main. The J-Line should fix that with a boarding location the is a straight shot from the stadium. If not, SDOT should build a pedestrian path from the stadium(s) to the first northbound RapidRide stop. Wide sidewalks. Signage. Lighting. Perhaps even sidewalk paint.	47.59999	-122.33110
RapidRide Stations	I'm a resident of Wallingford/U District and am looking forward to the new J route. It will give me high-speed access to downtown. I would suggest a stop at NE Pacific in the U district would serve Wallingford riders well, and not inconvenience UW riders.	47.65437	-122.31901
RapidRide Stations	I'm not sure how much demand for this there will be but perhaps it would be nice to have a stop closer to Lake Union Park?	47.62605	-122.33655



Roosevelt Line



RapidRide Stations	I'm excited for this line and the bus lanes. This is a positive step in the right direction. We need to get more single rider cars off the road!	47.64729	-122.32588
RapidRide Stations	<p>Comments on behalf of Vida Apartments owners (1205 NE 66th St)</p> <p>We are concerned about proposed placement of the 12 Ave NE Rapid Ride Station in front of Vida Apartments for the following reasons –</p> <p>Pedestrian Safety - The corner of NE 66th and 12th Ave NE where our building is located is a major crossing area for pedestrians (mainly high school students) throughout the day, most frequently before and after school and during lunch hours. The current proposed rapid ride station will significantly reduce visibility of cars turning right onto NE 66th Street from 12th Ave NE and we are concerned for the safety of everyone who crosses the street at that location.</p> <p>2) Load zones – Current proposed location is utilized as a loading zone for the apartments and retail space, frequently for high school drop off, and ride shares. Need to consider impact of moving these.</p> <p>3) Waiting busses – We don't think there is enough space south of the proposed locations for situations in which a 2nd bus has to wait to pull into the station if it is occupied. There is much more space on the High School field block to allow for a waiting bus or two.</p> <p>We would prefer for the rapid ride station to be located 1 block north adjacent to the high school field and that the alternate turn around on NE 70th be used. This is the safest option for High school students utilizing the bus because they will be able to do so without crossing any streets. This also eliminates the potential blind spot/ visibility issue with cars turning right onto NE 66th from 12th Ave NE. This street will only get busier as future developments east of 12th Ave NE continue to be built. We also support the expansion of 2-hour paid parking, and RPZ zones off of 12th Ave NE and NE 66th St and surrounding areas.</p>	47.67636	-122.31558



Roosevelt Line



RapidRide Stations	<p>I am submitting the following comments concerning the RapidRide J Line. I found it very frustrating that the online feedback site is structured in such a way that my comments do not fit into any of the few very specific categories for which comments appear to be solicited. (Stations, ADA accessibility, Bike Racks, Shared Parking and Landscaping). The community meetings and forums I have attended since 2015 seemed to be more about "checking the box" that these were held than about truly working with the community as a partner in the project. It is unfortunate that following this trend the comment areas in this online site do not include any of the more concerning areas for the Eastlake community. Therefore, I am posting these comments in several areas on the comment site and hope they are considered.</p> <p>The project team has been unbending in its plan to put the bike lanes down Eastlake Avenue East since the beginning of community interaction on this project. The consideration of alternative plans was cursory and came quickly to the predetermined choice. There are several alternatives that should have been reviewed and discussed in a more open forum, allowing for input from the Eastlake community that will be most impacted and has the most local knowledge of conditions.</p> <p>Following are my specific comments:</p> <p>LACK OF STREET ACCESS FOR HIGH DENSITY BUILDINGS WITHOUT PARKING SPACES: Just in the last few months, there have been several new building permit applications and construction of residential buildings to add hundreds of units without parking along Eastlake Ave E. These units will require street access for rideshare, deliveries, service personnel, maintenance work and guests who are unable to use public transportation. Eliminating all parking along Eastlake Ave East with minimal load zones on side streets is illogical. Just as bus service is important to these new residents, so is access for the purposes described above. Putting the bike lanes on Eastlake Ave E instead of on a side street is incompatible with these new residential buildings that contain no parking or load zones for their tenants.</p> <p>REDUCTION FROM TWO LANES TO ONE DURING COMMUTING HOURS ON EASTLAKE: For over ten years, the city has closed alternating sides of Eastlake Ave E to parking to allow two lanes to flow during commuting hours. This has been so important to have two lanes that the area is patrolled daily with offending cars immediately towed at a cost of over \$300 in fines and towing costs. The elimination of traffic lanes that have long had such a priority is illogical. Locating the bike lanes on an alternative route</p>	47.63931	-122.32582
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	<p>would allow the retention of the two lanes.</p> <p>TRAFFIC WILL BACK UP ON EASTLAKE AVE E FROM SIDE STREETS SLOWING ALL TRAFFIC: Many drivers from both nearby and downtown use side streets such as Boston and Lynn to head East from Eastlake Ave E to Roanoke and eventually to I-5 and 520. The traffic on these streets backs up to Eastlake Ave E at times. With only one lane on Eastlake, any such backup will hold up all traffic including the buses. Being able to control traffic lights won't change this.</p> <p>BIKE LANES ON ARTERIAL WITH MANY SIDE CROSS STREETS ARE DANGEROUS TO CYCLISTS: I live on Eastlake Ave E and have observed that the most dangerous places for bikes are where cars are entering and leaving this busy arterial, making quick turns and managing many inputs of traffic, pedestrians and bikes. By using a quieter side street with lower traffic volume and speeds, crossing the numerous side streets in Eastlake will be much safer for bicycles and attract more cyclists hesitant to use busy arterials.</p> <p>PUBLIC BENEFIT OF FAIRVIEW GREENWAY: One option, using Fairview Ave as a greenway could have so many long-term benefits to the city. Developing this as a greenway for bicycles and pedestrians would provide a continuous route from downtown for both travel and recreation. The shoreline along Fairview Ave in Eastlake includes the only undeveloped shoreline along Lake Union – a treasure to be preserved and enjoyed. The majority of this path is flatter and more inviting to recreation level cyclists. Other options using alternative north/south side streets were also not considered in depth.</p> <p>TRAFFIC LIGHT UPGRADES AND ADDITIONS NEEDED FOR PEDESTRIAN SAFETY: Regardless of which options are implemented, the traffic lights on Eastlake need to be upgraded to provide safer crossing of Eastlake Ave E for pedestrians and access/crossing by cars. There are at least two traffic lights on Eastlake that only have lights for the traffic on Eastlake, not for cars entering from the side streets. This creates dangerous situations for both cars, pedestrians and cyclists crossing these side streets. In addition, there needs to be added traffic lights at Newton and further south where the pedestrian crossing light currently exists. Traffic moves very fast on Eastlake and I see cars routinely drive through the pedestrian crossing endangering those walking.</p> <p>SPEEDING TRAFFIC ON EASTLAKE AVE E REQUIRES SAFETY MEASURES FOR PEDESTRIANS, CYCLISTS AND SCHOOL CHILDREN: Cars currently drive too fast on Eastlake Ave E.</p>		
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Roosevelt Line



	<p>Traffic calming measures should be used to make the Eastlake neighborhood safer for pedestrians and cyclists. Significant foot traffic routinely crossing Eastlake Ave E, including school children walking to and from the elementary school on Eastlake Ave E.</p> <p>QUALITY OF BIKE LANE BOLLARDS USED ELSEWHERE NEEDS IMPROVEMENT: Wherever bike lanes are installed, serious consideration should be given to the bollards currently being used along the paths in other areas such as Roosevelt. The bollards are of poor quality and quickly become broken, ineffective and an eyesore. A better choice should be made that will last longer and be attractive instead of an eyesore.</p>		
Shared Parking	Where is UBER parking on Eastlake Ave	47.63618	-122.32691
Shared Parking	Encourage "hide and ride" parking. This is good. Also, look into parking for uses that are commonly not used during the workday. Such as like parks, malls, etc. U Village, maybe? U Heights too.	47.66960	-122.33240
Shared Parking	<p>I am an employee at a business on Eastlake that requires parking to compete with online retailers. If we lose parking we will not have an incentive for customers to visit our shop instead of ordering from the comfort of their home. It would also mean even more parking tickets for me and my coworkers.</p> <p>Please find a solution to parking on Eastlake, a parking garage with zone passes could be an option.</p>	47.63941	-122.32580



Survey

DO YOU HAVE ANY COMMENTS ON THE PROPOSED PROTECTED BICYCLE FACILITIES ON FAIRVIEW AVE E

actual protected cycle paths on Fairview that do not switch sides over the new Fairview Bridge would be best. Using at least the same plastic bollards as found over University Bridge seems good as well.
Agree with two-way protected bike lane on Fairview south of Yale. However, north of Yale, instead of the route continuing onto Eastlake, I'd instead propose that it continue to follow Fairview along the path of the current Cheshiahud loop, similar to the Westlake cycle track.
As a long-time bicycle commuter on Fairview and Eastlake, I am super excited to see the inclusion of protected bicycle facilities here. This is such an important north-south connection between not only Roosevelt and the U District, but now from the 520 bicycle trail.
Bike and pedestrian paths need to be separate.
Consider having two separate protected bike lanes on Fairview - one on either side, to prevent having to wait for a signal cycle to cross over at the Eastlake/Fairview intersection.
Constantly having to cross the street when bike
Do you mean Fairview Ave N? Honestly due to the elevation change between Mercer and Denny, I see more bicyclists cutting over to Westlake Ave instead to get to downtown, as it's much flatter. For hilly sections like these, the more you can separate the bikes from cars, the better (as bicyclists may want to rest while climbing the hill). Also, traffic goes really fast on Fairview, hence the need for extra separation.
Fairview Ave E needs a protected bike lane! I support the proposed cycle track.
For Fairview, please put the bike lanes at sidewalk level not at street level. The street is very busy there and there aren't any roads (just parking turn ins) on the right side of the street as you head south. Currently I always ride on the sidewalk for that stretch as I find the traffic too scary and I think being moved to street level would in some ways make my experience worse. From Fairview, I typically take the wide sidewalk on Valley St headed west; please make sure that transition continues to be smooth.
I bike this route often. Currently the lay-out with 2 general lanes for each direction means that drivers often are speeding and still pass you really close. Protected facilities will make this important route available for more people to bike. The intersection Eastlake/ Fairview is currently dangerous. The lanes configuration is unclear and people turning onto Eastlake coming from Eastview will try to pass you anyway they can when the light is red.
I don't see an image for how one transitions from the one-way to the two-way bike facility as Fairview transitions into Eastlake. This is the part that will be most important in making these lanes safe for cyclist -- is it natural and intuitive to get over to the right lane going north? Do you have to merge through traffic? Is there a bike-specific light that helps one do this?
I like the proposed facilities. The current situation is not comfortable for an experienced rider, let alone a novice.



I love it! I feel like a key to success here is how the two-way PBL connects safely, clearly, and simply to the facilities on 9th and Dexter, therefore I'm interested in seeing the details on how this will connect to bike facilities in SLU and how it'll evolve during the design process. The proposal shown on 6 of 22 of conceptual drawings is an ok start, but kind of dumps people biking into a n odd place. Existing bike lanes on Valley Street are kind of crappy due to peak period congestion and people driving in the bike lanes, and there's a lovely trail along the SLUT tracks which could be widened and utilized for people biking to get to 9th. Perhaps creating a two-way PLB on the north side of SLUT tracks from Fairview to Boren and keeping the south side a big sidewalk.

I'd like to make sure the crossing between the cycle track and the separated lane bikes is very safe for bicyclists with clear crossing indicators and a dedicated cyclist light.

I'm concerned about the transition from the 1-way protected bike lanes on Eastlake to the 2-way lanes on Fairview. I hope you will carefully consider ways to make this as safe and intuitive as possible.

It will be wonderful to have bike lanes on the parts planned - this is a key gap right now in the bicycle network. However, we need lanes past Lake Union that connect into downtown! If there really isn't enough room on Fairview, why not put a neighborhood greenway (with traffic diverters to keep it pleasant for biking) on Boren. Also, important - the cross section further north on Fairview between Yale and Eastlake shows dangerously wide travel lanes - take those all down to 11 ft lanes and use the extra four feet on additional bike lane space or extra sidewalk/landscaping!

Make sure the one-way bike lanes have easy transition to Fairview Ave E two-way lanes. This means a protected light and potential queue jump. People won't use it if it isn't straightforward or an all-way stop which will add confusion.

Please build this! It's scary to bike right now with the cars; two of my roommates have said they would bike to work more regularly if the road was safer.

Please don't let the usual suspects f*** up this project

Please try hard for this- I use all three roads during my commute- and have had some really scary encounters along here. I would like to avoid giving rideshare the ability to sneak into the bike lane to pick up/drop off customers (endangering bikers). Selecting designated drop off/pick up zones would be good for them... but I am not going to fight for their cause. I have been hit by them before. Keeping bikes visible but blocking cars from access is my preferred setup for protected elements. Planters tend to hide me... only to pop out at intersections where drivers are surprised by my presence.

Strongly support the proposed bike lane!

Thank you for having protected bicycle facilities. I caution the use of those flexible stanchions - I often seen them broken off by cars and then never replaced. Makes for a pretty unnerving sight as someone biking in what is supposedly a "protected" space. I also caution against the kind of barricades on the 2nd Ave bike lanes, which have been nudged and moved bike vehicles throughout their life span and now encroach on the bike lane, and also offer little room for error. Consider perhaps the cheaper than jersey barrier option: steel cables and posts.

The current wide sidewalk as a "multi-use" path on Fairview isn't really wide enough going forward. Anything that can make these "missing link" sections better in the long run would be appreciated, including widening Fairview along the parking lot north of Valley. Also the turn/connection from Eastlake to Fairview should get special attention.



The facilities look very good! Continuing the Lake Union path is a good idea. It sucks that bikers will have to cross the street at the Eastlake intersection, but that's understandable if the lights change frequently enough. Please make Southbound bike traffic from Eastlake to Fairview does not have to stop often! You can get a lot of momentum coming down the hill.

The intersection of Eastlake Avenue E and Fairview needs better wayfinding about how to cross the intersection safely, especially as the protected bike lane goes from bi-directional on one side of the street to one-way on each side. This is a complex intersection that will need to work to make the facility all ages and abilities.

These are great but I worry about the transition from bi-directional cycle track to a single lane on opposite sides at the intersection with Eastlake Ave E. How will this be made safe?

This is an important bike connection. I would use this route instead of my current route if there were protected lanes.

This looks like a great two-way protected bike lane. I will say that widening the facility a few feet could be helpful since this will be one of the major bike arteries in the city and connect the U District, Eastlake, South Lake Union, and Downtown. It could get very crowded in a few years and we want space for people of all ages and abilities. Plus, scooters will increasingly be a factor.

This needs to be delivered sooner! This facility is in desperately needed and should be delivered as soon as possible. In general, I think we need to be delivering this whole project sooner and would support breaking it into components for that to happen. I'm not sure why we need a giant planning phase and environmental document to deliver this. We should just do it already!

Very much in favor. The existing Chesiahud Loop is inadequate.

We absolutely 100% need real protected bike lanes on the entirety of this route. Eastlake Community Council, which does not represent the Eastlake community by any stretch of the imagination, will fight this tooth and nail. They already are using Mayor Durkan's cave-in on 35th Ave NE as "precedent" to demand that the planned bike lanes on Eastlake be removed. My partner owns a home in Eastlake, and I ride this stretch on my (and share) bicycle multiple times a day between Cascade and Ravenna. Other than the Roosevelt PBL, this is deadly. We need to make it safe now. The response to every landowner a day business owner who claims the street parking is too valuable to remove- tell them you agree and then take half for bike lanes and transit priority and make the rest time-limited *and* paid.

We must build these protected bike lanes. Thousands of cyclists will travel through this neighborhood in the future.

We need to protect cyclists and pedestrians. Cars kill more people than guns.

We need traffic separated bike lanes here. The infrastructure needs to be safe for people of all ages and abilities to ride their bikes on Fairview. The current plan addresses this need. Thank you for working to make Seattle a safer place to bike.

Why a two-way PBL and not keep it one direction on each side like Eastlake?

Yay! more protection! more safe ways to wheel around!

Yes please! I ride this way often from Wallingford/U District to SLU. This would reassure me and encourage other cyclists.

You should put the main bike lanes on Fairview. This is the best alignment. No loud cars + trucks doing near passes, no fumes, you've got a great view of the water, low traffic, and the grade change is much less steep. However, we need a bike/ped bridge to connect the two disjointed parts of Fairview, which are currently connected by some backroads/alleys.



DO YOU HAVE ANY COMMENTS ON THE PROPOSED PROTECTED BICYCLE FACILITIES ON EASTLAKE AVE E

a mirror of the university bridge would be best, but I understand it may not be feasible and many of my single-family home owning neighbors oppose this idea for whatever reason. :(

Add lots of bike parking! Also look to eventually add a connection to Colonnade park pathway and Melrose bike infrastructure.

All I ask is that you avoid any sudden merges into traffic. I know it's not always easy but it will fail to attract new ridership if the lane separation/protection is not consistent and intuitive.

As a frequent cyclist along Eastlake, I like the proposed bike facility configuration. However, I worry that transit will be too slow by being stuck in general purpose lanes. If the bike lanes were grouped into a 2-way cycle track on the lakeside of the street, there would be room for 2 5' bike lanes, a 2' buffer, 2 10' bus lanes, and 2 9' general purpose lanes. This could allow slower car speeds and faster bus travel times while still providing a comfortable environment for people on bikes.

As a long time bicycle commuter on Fairview and Eastlake, I am super excited to see the inclusion of protected bicycle facilities here. This is such an important north-south connection between not only Roosevelt and the U District, but now from the 520 bicycle trail.

Bike and pedestrian paths need to be separate.

Business owner against this project

Eastlake Ave E needs a protected bike lane ASAP. It is already a major cycling path in its current unsafe condition. I support the removal of parking in favor of adding a protected bike lane. I hope we can also have reasonable left turn options for from the Eastlake bike lanes on to side streets. In particular coming southbound on Eastlake and then making a left on Boston st or another street before that should be possible (without risking your life on your bike).

Eastlake bike lane must have a connection planned to the Roanoke lid WSDOT project. I'd recommend a two way bike lane on Roanoke St.

Eastlake today feels super unsafe for bicyclists and cars trying to maneuver around them! Separate the bikes from cars/buses as much as possible and avoid sharp turns in the bike path - it should probably be as straight as the car lanes, or else bikers will ignore the bike lane and go in the street. This is one of the few places it actually might make sense to put a two-way bike lane on the west side of Eastlake, as it feeds in nicely from the Cheshiaud Loop, which has both directions of off-street travel on the westside of Fairview Ave E. I often times find myself riding on the sidewalk on that side of the street just because it's more hassle to have to cross over then cross back.



Given the limited space and large number of businesses and driveways along Eastlake, I would not recommend that the protected bike lane be placed on Eastlake. Instead I would recommend that an upgraded protected path be created along the existing Cheshiahud loop, a couple blocks to the west of Eastlake along Fairview. This has the advantage of less vehicular traffic and many fewer business entrances and driveways. A path along Fairview would result in less potential for bike-motor vehicle collisions and likely faster bike travel times. Additionally, the lack of a need for bike lanes on busy Eastlake Ave would allow more space for parking, landscaping, and bus pull-outs. The best model for this loop would be the existing Westlake Cycle Track on the other side of the lake. The one problem with this proposal is the current gap between Roanoke and Hamlin. Ideally, an agreement could be made to run the path through the private Mallard Cove development that currently occupies this gap. If this is not possible, then the path could be routed over Yale Terrace. The protected bike path would follow Fairview until it joins with the University Bridge paths.

Great job including protected bike lanes through this corridor!

how will transit riders going between the curb and bus interact with cyclists; will the cyclists yield? instead of this conflict, why not place an all-ages bike facility on a parallel street?

I am very supportive of the protective bike facilities on Eastlake, and I'm worried loud voices will intimidate the city into canceling this project

I bike this route often and it is by far the best route to bike because the grades are not too bad and also you don't have to cross any difficult intersections. But being busy also with trucks means that probably many currently are afraid to bike here.

I don't think it is currently necessary to remove parking and load zones for designated biking spaces. Biking for lots of residents is never going to be the feasible option. It would be great if instead of removing parking for bikes you implemented more bus routes that reached a variety of destinations. There used to be multiple bus lines through Eastlake but then you got rid of all but 1. Now you want us to give up parking and aren't truly offering a viable alternative to transportation.



I have long been in support of PBLs on Eastlake Avenue. Even though I am not a bicycle rider myself, I believe they are essential for safety. I am glad to see the project continue with this important change to Eastlake Ave. I have stated in past comments and again reiterate the vital importance of considering how the PBLs integrate with major potential conflict points. These include the numerous driveways on Eastlake (for example, the Starbucks near Lynn St receives constant traffic in and out - how do you protect riders? will slowing cars that are waiting to turn obstruct the bus? etc.). It is also vital to consider the conflict points where the different PBLs connect - at Eastlake/Fairview and at the University Bridge. I strongly suggest that SDOT work with community groups including those with experience in urban planning issues to have focus groups/walking tours/etc. of these areas in hyper-detail. Getting those connections right is absolutely essential to addressing the safety problems and to making an actually functioning bicycle network. Including pedestrian commentary/ viewpoint in that planning is also essential. I've spent enough time at community meetings looking at roll maps and discussing options with folks to know that it's not easy at all given the complicated nature of those intersections, but I feel it is where SDOT must invest significant planning time and resources. The details will determine whether this project truly reduces collisions. Also, in thinking about loading zones, make sure to consider passenger loading for things like taxi/uber/lyft. We need safe places for those drivers to stop and get riders - if they make quick turns or sudden stops on Eastlake or nearby side streets, it will pose real problems for people on bikes/on foot and for traffic flow.

I like in the Eastlake neighborhood and commute twice daily (to both work and daycare) on Eastlake Ave E via bike with my toddler. I have a strong preference for a protected bike lane that cars cannot turn into or cross (for example, cars cannot accidentally hit the candlestick-like posts, or Ubers/delivery drivers can park and block the lanes). A bike lane is useless if cars can park in them.

I like the proposed facilities. I would also be happy with a 2-way cycle track on the west side of the street. I've found bus stop islands to work well elsewhere in the city and am glad to see them included in this design. Currently, Eastlake does not feel especially safe or comfortable on a bike, especially during peak times, and this crucial bottleneck should be more accessible to novice riders.

I strongly support these improvements as they will help create a safe corridor from the U district towards downtown. It is imperative that these lanes are protected.

I understand wanting to reduce the number of bus stops for Rapid Ride routes. I think on Eastlake you deleted the opposite stops I would have selected. Lynn is a bad stop location due to the conflict with cars turning right. I'd rather the bus closer to the school. Alison is more connected to the neighborhood than under the bridge. Aloha always has more people waiting at it than the one to the North.

I use Eastlake Ave every day to walk to work and bike to the store, downtown, the U District and Eastlake businesses. I am concerned by the proposed 10% design bicycle facilities because they do not improve safety or comfort at key intersections: 1. Eastlake Ave and Fuhrman Ave 2. 11th Ave and 45th

I would like to see how the 2-way PBL switches to PBLs on both sides of the street between Fairview and Eastlake.

If it comes down to it, I support it. But I'd rather we have a Fairview greenway + a new bridge.

I'm registering support for single-direction protected bike lanes on either side of the street, the safest option.



Roosevelt Line



It's crucial that protected bike lanes go on Eastlake Avenue. it's the flat direct route and the commercial district. I applaud the City for advancing this option.

It's great to see these bike lanes still here after previous rumblings that they could go away. Eastlake NEEDS this vital community connection.

I've been bicycle commuting between Wallingford and downtown Seattle for almost 20 years. We need protected bicycle facilities on Eastlake. In the current configuration I've been hit by cars twice and had lots of near misses, including by heavy trucks. I tend to avoid the street in the afternoon/evening, even though it would be my most direct route home, because it feels dangerous.

Looking very forward to having a new path between U District/Wallingford and Downtown! Plus, there are a couple of businesses on Eastlake I'd love to visit more if there was a safe bike route. I hope this bike facility will be built and isn't cut from the project like bike lanes on 35th Avenue NE or N 40th Street (in my neighborhood, which would have helped me get safely from my apartment to an Eastlake Ave PLB).

Parking on Eastlake is important to local businesses. It is also important to residents. Given that the city no longer requires parking of developers, our parking is disappearing rapidly. This project will make it worse for both businesses whose customers will have nowhere to park and for residents who are already struggling.

PLEASE ADD A PROTECTED BIKE LANE. I have a car and a bike, and I prefer to bike as much as possible, but Eastlake Ave is one of those streets where I don't feel safe doing so. I'll often hop onto the sidewalk because people drive too aggressively for me to be comfortable biking in traffic.

Please build this! It's scary to bike right now with the cars; two of my roommates have said they would bike to work more regularly if the road was safer.

please describe how vehicle left and right turns onto and off of Eastlake will be accomplished and at what intersections. 'Pin' system did was not working on my MacBook. I do not understand how such an important mass transit system could be designed that by-passes the U. of Washington - a location which thousands of people go to and from 5-6 days per week. Five blocks away is ridiculous.

Please do this as soon as possible! This is a valuable transportation corridor for everyone - drivers, transit, cyclists, and walkers - and the bike lanes are a much-needed improvement to enhance safety.

Please don't cave on the need for a protected bike lane here, like what happened on 35th Ave NE. cyclists need this in order to feel safe. Right now, it is awful.

Please make sure the bike lane happens. Don't let Jules outgun you like similar people did on 35th Ave NE. Please give bikes signal priority or make sure cars don't turn left in front of cars or try to turn right on red across the bike lane. Make the bike lane fully protected, not just plastic sticks that fall off in six months anyway.

Please stay strong on this. This facility is a critical link for what is already a huge number of people riding bicycles between Downtown/SLU and the U District all day long. Buses and bikes should be prioritized over parking and single occupancy vehicle movement. Drivers always have the option of I-5 if they need to quickly get through the corridor - local bus service and people riding do not have an alternative.



Please try hard for this- I use all three roads during my commute- and have had some really scary encounters along here. Keeping bikes visible but blocking cars from access is my preferred setup for protected elements. Planters tend to hide me... only to pop out at intersections where drivers are surprised by my presence.

Same as above.

Separated, protected bike lanes are absolutely critical on this route. Eastlake Ave is the ONLY road for thousands of cyclists and this area is incredibly dangerous with the high-speed cars, buses, and parked cars opening their doors. Everyone at your agency knows what a waste parking space are. Please don't cower to the boomer NIMBYs who whine about a spot for their precious car. Don't let another 35th Ave happen

Strongly support the proposed bike lane!

Thank you!! I ride Eastlake regularly and the current situation is unpleasant and unsafe.

The bike lane plans shown on Eastlake look great. I just hope there will be an intuitive and safe way to transition from the two one-way lanes to the one two-way lane.

The cross section doesn't show any actual protection, I hope you pour actual concrete or place bollards and not just flex posts like most of the "protected" bike lanes in the city

The lack of pick-up/drop-up space for Uber/Lyft and for deliveries on Eastlake will mean that there will be double parked cars and trucks in the bike lane, whether protected or not (examples from SLU see Uber/Lyfts running over bollards or parking in front of the PBL at intersections/driveways). I think it's worth considering using the ROW from the center turn-lane mid-block to have pick-up/drop-off space on one side of the street. This also could be used for general parking during certain hours alleviating business concerns.

The northbound PBL will need some sort of protected signaling (at least a leading interval) to cross Eastlake at the Eastlake/Fairview/Galer intersection.

These are very much necessary. It is a direct high-traffic bicycle route between major job and population centers around UW and Downtown/SLU. None of the side streets are acceptable for this purpose

They're going to be out for blood. Don't do what you did with 35th. That was unconscionable

This is an important bike connection. I would use this route instead of my current route if there were protected lanes.

This needs to be delivered sooner! This facility is in desperately needed and should be delivered as soon as possible. In general, I think we need to be delivering this whole project sooner and would support breaking it into components for that to happen. I'm not sure why we need a giant planning phase and environmental document to deliver this. We should just do it already!

Two separate protected bike lanes on either side is the superior configuration.

Very much in favor. The existing Cheshiahud Loop is inadequate.

We need PBL on Eastlake. NOT A SHARROW NOT IN A DOOR ZONE

We need to protect cyclists and pedestrians. Cars kill more people than guns.

We need traffic separated bike lanes here. The infrastructure needs to be safe for people of all ages and abilities to ride their bikes on Eastlake. The current plan addresses this need. Thank you for working to make Seattle a safer place to bike.



What is there in the bike lane design that will protect cyclists from cars rolling out of driveways of businesses on Eastlake? Or of getting blocked by delivery vehicles who stop in the lane, as happens consistently in the lanes on Roosevelt?

Yes please! I ride this way often from Wallingford/U District to SLU. This would reassure me and encourage other cyclists.

YES! YES!! YES!!! You're going to get a lot of complaints from local businesses who feel entitled to tax-payer subsidized curb-side parking, but PLEASE remind them that streets are made for MOBILITY - including buses and bicycles as well as cars - and not the temporary storage of private property (cars)

yes, please make them very protected and awesome and connected and comprehensive

Yes. Absolutely. Do not allow a small wealthy minority to veto this line was done on the Durkan Speedway in NE Seattle. We all deserve to be safe on all streets.

DO YOU HAVE ANY COMMENTS ON THE PROPOSED PROTECTED BICYCLE FACILITIES ON 11TH/12TH AVE NE

Again, don't make people have to wait for a signal cycle for them to change which side of the street the bike lane is on. People should be able to stay on the same side of the street from Valley to 65th, preferably the right. I can't believe two street-side switches are proposed for bikes. The Eastlake corridor has so much potential to open up the city for bike commuters, please don't make it maddening by having those two street-side changes.

Bike and pedestrian paths need to be separate.

From the picture it looks like the bike lane switches from the right to the left side of the street. Don't move the bikes. Move the buses: Please invest in buses with doors on both sides. Since 11th is a one-way street buses could easily have stops on the left side of 11th if the buses had doors opening on both sides. Having bus and bike stops on opposite sides of the one-way street would remove pedestrian/bike conflicts (I've heard it can be scary for sight impaired folk to cross bike lanes). Having buses with doors on both sides would also mean buses could use the South Lake union streetcar stop on Fairview without moving those stops.

Having a protected bike lane in the uphill direction is even more important than the completed downhill lane on Roosevelt. That lane was well-designed, and I look forward to the matching PBL on 11th/12th.

How is the PBL transition from the East to West side of 11th at 43rd going to happen? It's difficult to imagine a graceful solution that meets the needs of bikers, transit, and cars that is also efficient. More details would be appreciated.

I am concerned about the bike lane switching sides of the street. Even with a dedicated signal, I find it hard to believe that drivers will cooperate.

I believe that the bike line on 12th Ave NE should run on the right side of the street similar to the southbound lane on Roosevelt - it's confusing and it also creates a dangerous cross-over from the right-side running lane on Eastlake across the ship canal bridge up to 43rd.

I don't like that it looks like bikes have to switch from the right side to the left side of the street. PBLs work better if they are on the same side of the street.



Roosevelt Line



I don't understand why the northbound bike lane needs to switch to the left side. There is no explanation anywhere. From what I can tell, the only justification is the inconvenience of routing behind 3 intervening bus stops, also on the right. This seems like a small burden when weighed against the safety considerations favoring keeping the bike lane on the right. Drivers look for bikes on the right side, not the left, and the one-way nature of the road here doesn't change that. This is particularly dangerous for cars turning out onto 11/12th from the left side, who are not going to be looking for bikes on the far-left side as they inch out. Also, how do you suggest a bike handle the need to take a right turn out of a left-hand bike lane. And then there is the awkward crossover that no one is going to use correctly. It will only further annoy the cars. Why are we fighting the habit, instinct, and predictability that keeps bikes safe? Please consider just keeping the bike lane on the right side where it belongs. I would appreciate further explanation; you can reach me at rosie51187@yahoo.com.

I have mixed feelings about them being on the West side of the street, but glad they are continuing up to 65th. The one-way protected lanes on Roosevelt have lacked a return connection for far too long.

I strongly support these improvements as they will help create a safe corridor from the U district towards Roosevelt. It is imperative that these lanes are protected.

I think avoiding 11th is best, that street is a nightmare. I believe 12th is not only less trafficked but less steep as well.

I was seriously injured on my bike while riding along this street. A motorist stuck me from behind while passing at high speed. If I was a bit old or a little less lucky, I'd be dead. If SDOT reneges on this bike lanes, my suffering will be for nothing.

It will be amazing to finally get the northbound complement to the existing SB lanes on Roosevelt. I do have a comment on the rest of the street layout here though - why is there no transit lane planned? There are major backups here as is. Instead of having two general purpose lanes plus parking, why not have a transit lane, a general-purpose lane, and then room for turning cars at intersections or parking otherwise.

Keep it straight and narrow.

Looking very forward to having a complete, two-way path along this part of Seattle. The current SB bike lane is super nice, feels very safe, and I'm thankful we have it. Possible to keep the bike lane on the right side of the roadway? Also possible to extent this up to the new Greenway at 70th, or the new bike lanes on 75th to ensure there's a complete, comprehensive network? Without connecting to existing bike facilities, a little farther north, it feels like they're be a small but significant gap in our bike network, and this is the perfect time to ensure there aren't any gaps.

PBL on these two streets NEEDS to happen. One idea I thought was interesting would be to somehow put the PBL on the let side of the street so the right side could be a bus lane, but you'd have to figure out some way to get the bikes from the right to the left side of the road.

Please build this! It's scary to bike right now with the cars; two of my roommates have said they would bike to work more regularly if the road was safer.

Please do not make bikers have to change from the East side of the street to the West side. This is a larger inconvenience than it might seem. As a biker, I would either just cut across car traffic and not really wait for any change in signal, or I would choose alternate routes. Bike routes need to be continuous, and changing street sides is not continuous



Roosevelt Line



Please try hard for this- I use all three roads during my commute- and have had some really scary encounters along here. Keeping bikes visible but blocking cars from access is my preferred setup for protected elements. Planters tend to hide me... only to pop out at intersections where drivers are surprised by my presence.

Please try to reduce the number of times that the bike lane changes the side of the road that it runs on. I find these changes extremely dangerous and I don't understand why it is done.

Roosevelt is perfect. I hope this will look the same

Same as above. Please don't have cyclists switch sides of the road. It all too often is at the expense and inconvenience of people biking.

Same comment here - protected bike lanes need to extend for the whole route, if you want people of all ages and abilities to use them.

Strongly support the proposed bike lane!

The transition from right side to left side protected bike lane is awkward and confusing. This will need to have a signal allowing a diagonal crossing. Even though the street design guidelines say that PBLs should be on the left side on one-way streets, it may be worth looking at whether right-hand PBL and transit island stops would be appropriate on this stretch.

The transition near NE 43rd St will be a crucial linkage. People biking will be at risk if motorists run the light and if the signal isn't on a frequent regular interval it will waste cyclists' time and lead to lower compliance. So, getting that transition right will be key.

This is an important bike connection. I ride this route frequently and I've had a number of conflicts with buses and double-parked vehicles. Going south is very comfortable thanks to the protected lane on Roosevelt, but the lack of a matching northbound facility is very frustrating. With these lanes added, most of my trips between Capitol Hill and Roosevelt would be in protected bike lanes.

This needs to be delivered sooner! This facility is in desperately needed and should be delivered as soon as possible. In general, I think we need to be delivering this whole project sooner and would support breaking it into components for that to happen. I'm not sure why we need a giant planning phase and environmental document to deliver this. We should just do it already!

Very curious and skeptical about how the transition between right side bike lane and left side bike lane at 43rd will work. If such a transition were to happen, it would be ideal to do so before the off-ramp area on the north side of University Bridge or north of 45th. The proposed transition location sets up bicyclists to be in conflict with left turning traffic off 11th onto 45th. Currently there are two left turn lanes feeding and heavy traffic at peak. I would rather see the bike lane stay on the right past 45th and have a bus island station. These are a particularly good fit for the 45th Street stop because bikes are heading up hill and won't be heading very quickly through the shared pedestrian crossing area.

We need protected bike lanes on 11th and 12th!

We need this completed. Don't let a minority of wealthy land and business owners veto it like so often happens.

We need to protect cyclists and pedestrians. Cars kill more people than guns.

We need traffic separated bike lanes here. The infrastructure needs to be safe for people of all ages and abilities to ride their bikes on 11th/12th. The current plan addresses this need. Thank you for working to make Seattle a safer place to bike.

Why is the bike lane on 12th moving to the left-hand side of the street (Northbound travel direction)? As daily bike commuters, we find the right-hand side tends to be more predictable for drivers and don't understand how this adds safety or value to the project.



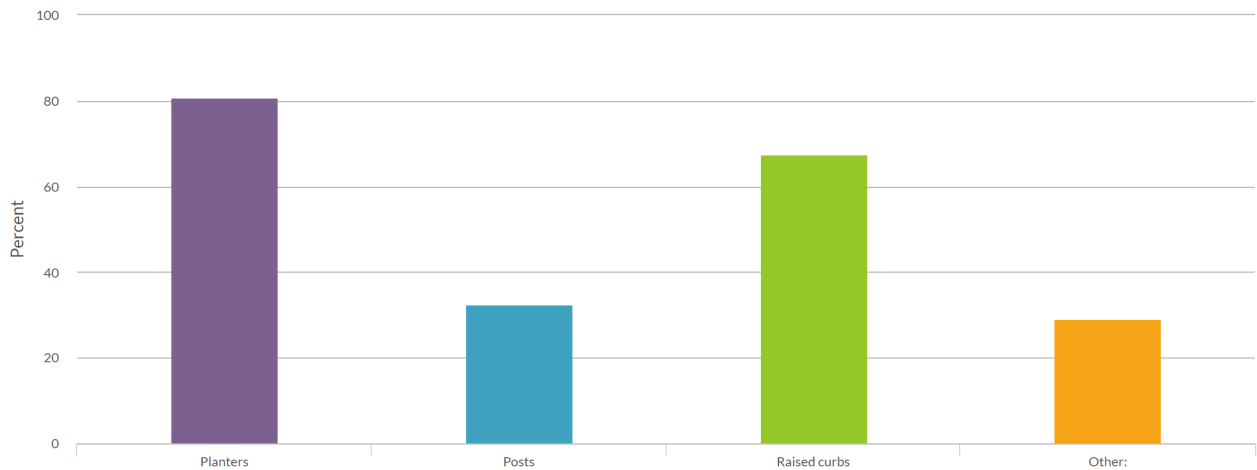
Why not put the 11th Ave bike lane on the same side of the street as the lane going over the university bridge so that people don't need to switch sides at 43rd? Will there be a safe way to do this? Can there be more substantial protection on the Roosevelt Way PBL as well? Flex posts are a joke, and drivers park/idle in the lane all the time, especially in front of Taste of India and just south of 50th St.

Yes please! I ride this way often from Wallingford/U District to SLU. This would reassure me and encourage other cyclists.

YES PLEASE. I would absolutely take this route. I know there's a bike lane going north from the University Bridge, but it's narrow, and cars just whip up 11th. Please add a barrier.

yes, please make them very protected and awesome and connected and comprehensive

WHAT KIND OF PROTECTIVE ELEMENT BETWEEN THE BIKE AND TRAFFIC LANE WOULD YOU LIKE TO SEE USED FOR THE PROTECTED BIKE LANES ON EASTLAKE AVE E AND 11TH/12TH AVE NE?



Value	Percent	Responses
Planters	80.9%	72
Posts	32.6%	29
Raised curbs	67.4%	60
Other: (click to view)	29.2%	26

The posts will just get mowed down by drivers, it needs to be something more solid, but with enough room at intervals for cyclists to be able to merge for left turns.

bus lanes

Something more substantial than posts would be great.



I support any protective element that would keep vehicles from blocking the bike lanes. Without enough protection cars and trucks will pull over and block them.
Please note that planters require ongoing maintenance, and can potentially obstruct visibility
Anything other than flat paint would be amazing
Keep car doors away from the ability to door bikers please.
Posts only if they aren't flexible stanchions (which are often run over, broken, not replaced, and then deter future people from cycling)
Avoid bike lanes switching site of roads
I am open to any - I trust best practices of groups like NACTO combined with consultation with bike/pedestrian advocacy and urban planning groups.
Any object that cannot be run over by rideshare vehicles
I want actual protection. But don't let that demand delay or cancel the bike lanes. Build them now with paint and posts and add real protection later if that is the way it has to be
Vehicles must be able to turn left and right off and onto Eastlake at 6-7 locations.
I'm most worried about the width of the bike facility. People need to feel comfortable passing each other without having to dart out into traffic. Needs to be wide enough for a cargo bike to pass a cargo bike.
Parked car barriers
Concrete dividers
Anything that makes it impossible for a car to enter the bike lane
I want to make sure there are no visibility issues and that if we do have planters, I want to make sure they are maintained and look nice and aren't too high.
the bike lanes should be flexible much like no parking during morning and evening commute hours
anything solid
The plastic posts used in many places don't seem to last long. I'm hoping for something a little more substantial.
Yellow flashing signs that auto-illuminate when bikes ride past (similar to those on Westlake Cycle track) should be installed on Eastlake wherever it intersects a road without a stoplight (of which there are a few).
None
Posts get hit by cars and are not effective. Should be something that will damage a car that hits it

ARE THERE SPECIFIC TOOLS OR PROGRAMS THAT WOULD INCENTIVIZE YOU, EMPLOYEES, RESIDENTS, OR CUSTOMERS TO USE TRANSIT, RIDESHARING, BIKING, OR WALKING?

If my employer helped pay for my Orca card like they did for my parking.
A fully interconnected bike network, like the Bicycle Master Plan calls out.
A totally separate bike lane, raised from street level.



Roosevelt Line



Advertising at stations and along bike lanes for local Eastlake businesses.
As a mobility-challenged rider I am concerned that there are no stops between 50th and Ravenna Blvd. After the bus stop fiasco on NE 65th last spring, when stops and transfer points were either removed or moved with little prior notice in order to accommodate bike lanes, I hope you won't continue this practice of throwing many riders under the bus. Instead, please visit in persons the stop locations involved instead of making decisions based on what looks good on a map. Get input from drivers who are very familiar with these routings, such as former 66 drivers. (I do wish this route could have stayed in service until J-line starts.) And finally, please schedule meetings affecting the Roosevelt-Ravenna neighborhoods at nearby ADA-compliant locations such as Roosevelt High School or Calvary Church, where there is good parking as well as reachable on foot for many, if not most, of these neighborhood residents.
Better bike lanes and more bike parking.
Better pedestrian and bike infrastructure
Bike lanes on the right going northbound through U-district/Roosevelt.
Bike to work or bus to work "holidays" are great in theory, but they are not well advertised. We also need more people to think it's cool/smart/easy to ride the bus across town in their leisure time. More advertising that it's a part of Seattle's identity to use our public transit.
Biking: safety initiatives, protected bike lanes. Pub transit: Decreased travel time
Built high quality separated lanes with intuitive connections for biking and continue to subsidize transit passes.
Discounts on bikes, indoor bike parking, shower facilities, financial incentives for taking transit/active transportation, safe network of PBLs.
Fast reliable bus service, slower speed limits, denser zoning so I can live near work.
Free Orca or at least bus-to-LINK transfers for those paying in cash, shower and overnight locker facilities at work, and infrastructure prioritizing people walking and pedaling and taking transit. Ridesharing is less important to me given that numerous studies show it bleeds transit ridership and is contributing to congestion.
Free ORCA pass.
Free transit Fully connected bike network
Having stops at signal lights and giving buses signal control so buses can have green lights when they need them and red lights at stops so they can use the signal cycle time to load/unload passengers.
Honestly if the transit is fast, convenient, and reliable, people don't need an additional incentive to take transit. Freebie giveaways of orca passes end up getting hoarded by a few who already take the bus and just want more free rides (a buddy of mine got like 20 of those last time they did that). Having bike parking in a place that has high visibility and high foot traffic area so that it feels safe to leave a bike. Having good lighting specifically for the bike ROW would make me feel safer riding at night, especially during the winter months. Install yellow flashing signs that auto-illuminate when bikes ride past (similar to those on Westlake Cycle track) on Eastlake wherever it intersects a road without a stoplight (of which there are a few).
I already do this. I do not own a car.
I already live in the neighborhood and walk to all of the local businesses. I'd use transit more often to get downtown, but the 70 is too unreliable - we need the improvements that a RapidRide line would bring EVEN IF THAT MEANS NO PARKING ON EASTLAKE! Eastlake is a ROAD, not a Parking Lot!



Roosevelt Line



I already primarily travel this corridor via bike and bus. Occasionally I drive my car or take lyft but I prefer to travel by bike/bus. There is a lot that can be done to improve bike and transit experience and I'm really glad this project is going to work on improving these. Thank you!
I already use transit, bike and walk. I think charging for parking is the best incentive. I would encourage charging for street parking in all of Eastlake. Eastlake could add a parking benefit district where the revenue from parking can be spent locally in the neighborhood. This also could have exemption passes where appropriate for low income or mobility impaired residents. This is already being considered in capitol hill https://capitolhillecodistrict.org/projects/parking-benefit-district/
I already use transit, biking and walking as my primary modes. There are a few edge cases where I will use carsharing (Car2go) etc. when taking the bus just simply takes too long due to transferring. It's more of a general comment but Metro buses could use better timing coordination for transfer purposes.
I already use transit, but continued transit improvements (dedicated lanes!) can help make it even more attractive and increase ridership.
I am already a bicycle (and occasionally transit) commuter, so I am already incentivized, although I worry about my safety every time I bike down Eastlake. But I think the protected bike lanes will be huge in incentivizing others to bike.
I don't own a car, so personally, no. Also, we should not incentivize ridesharing as it increases congestion and climate pollution.
I love biking in protected bike lanes, and have really enjoyed using the new lanes on 65th Ave. When the lanes suddenly stop, though, it feels very dicey. There are some trips that I would bike if the infrastructure was better, but I have stopped biking after feeling unsafe. This is particularly true for trips with my kids.
I use public transit (light rail, buses) as an extension of my biking. If the city is more bikeable, I will be able to drive less and rely on public options more. Adding protected bike lanes along major transit corridors would make a HUGE impact. I commute from Fremont to Eastlake on weekends pretty often -- I have friends there, and there's good eats -- and I drive maybe 50% of the time. The bus options aren't that great for that commute, and the bike ride itself is pleasant but for the lanes being unprotected. I'm either riding the sidewalk or I'm dying in traffic, and neither of those options appeals to me. Simply adding protected bike lanes on Eastlake and 11th would allow me to ditch the car for that commute entirely.
I would definitely b
I would love to feel safe enough to be able to bike my kid to school along Eastlake/Fairview. Right now, that is a non-starter and a only occasionally do it myself. The bus is currently only viable during off-peak hours. It has taken my 90 minutes on a regular basis to get from SLU to the U District. Therefore, you need to have more protected bus facilities. Queue jumps may be enough in some places if the bus can circumnavigate enough queues to get to them.
I would use transit more if part time employers paid into a pool to provide a Puget Pass and I would bike more if there were an uninterrupted protected bike lane from Wallingford to International District. The current 2nd/Westlake corridor is not direct enough and has too many aggressive cyclists per foot of lane width. You almost need an e-bike to keep up, as a less athletic person.
If transit were available to service the Portage Bay community...Fuhrman-Boyer corridor has no service



Roosevelt Line



I'm a frequent biker, but safe routes to bike on are the big incentive for me. Walking is similar. I like to walk to see the city if my destination is close but feel uncomfortable or in danger takes the joy out of it and encourages me to choose another mode or avoid the trip. Transit is pretty expensive in this city, so lower fares would help.
Just build the infrastructure properly pls
Making the cycle path very protected would be a huge incentive for me. Now it feels unsafe to me, so I don't ride as much. Faster transit.
Many bike riders don't pay attention to the road. The bike Lanes cause red light runners.
merely having a safe bicycle path which is separated physically from car traffic would allow me to more safely walk and bike Eastlake, Fairview, and 11th/12th. I already ride on all of these roads somewhat frequently; I would like to do that more often.
More protected bike lanes and actually connecting them. Unconnected networks don't work
More protected bike lanes! ORCA for all! More bus-only lanes, especially downtown! Make pike place pedestrian only!
More safe & complete bike lanes and more bus lanes to speed up buses. I'm tired of feeling unsafe while biking on our streets and being stuck on the bus when the bus is stuck in a cluster of cars.
My employer has a successful commute trip reduction program. Charging for car parking on a daily basis, subsidized ORCA cards, high quality bike facilities and location near quality bike and transit routes have all worked very well.
No, because I already access this corridor exclusively by walking, running, biking, or busing.
protected bike lanes + the promised frequency
Protected bike lanes will make me use the bike more often
Protected bike lanes! Also an east/west bike lane across SLU to provide access to the Eastlake bike lane
Put that TSP in. You guys should've learned your lesson with the SLU streetcar.
Rapid Ride J line transit stop at the U. of Washington!!!!
Receive subsidized Orca from my employer.
Remove street parking along corridor.
Removing more general-purpose lanes and pedestrianizing the area. Or pedestrianizing NE 43rd or the Ave
replace the turn lane with a reversible bus lane, wtf is the point of RapidRide if SDOT is going to continue to prioritize drivers over bus riders
Restoring the 66 bus would make a big difference to me. It was much faster in both directions because it did not run into the two main bottlenecks, the Mercer mess in both directions, Virginia between 6th and 9th northbound, Stewart between 7th and 2nd southbound. As it stands, it is normal, for example for the ride between Virginia and 6th and Eastlake and Lynn to take 40-50 minutes.
Safe streets prioritizing pedestrians, cyclists, and mass transit
Safer streets with good pathways for safe and direct travel for bikes is the best bet to incentivize me. The only reason I risk injury riding on Eastlake is it is a much more direct path... even though I have had some really close encounters on it.
Separated bike lanes are great not just for bikes, but for pedestrian safety, especially for families with young kids.



Sidewalk improvements / improved visibility of pedestrians at crossings (perhaps raised or painted crosswalks, including those that cross side streets, not just at Eastlake Ave)
Signal prioritization for bikes. For the bus, you must remove all car uses of the lane. When you allow right turns, cars then clog up the bus lane. Just look at the implementation of bus only lanes downtown for examples of inadequate bus only lanes that don't work.
The best incentive to use transit is if the bus is a fast, reliable alternative to driving. Without any sort of bus priority on Roosevelt Way, which clogs badly between 45th and 50th in the PM, this project is neither of those things. How about a queue jump, at least? Also, waiving or rebating the \$5 new ORCA card fee so that more people get them. This might be a good use of Move Seattle levy funds if you're still trying to figure out how to spend it.
The protected bike lanes create more safety problems. Because more cyclist run red lights and don't pay attention to the road
The same convenient bus locations at Louisa Street and Newton Street. Can you add credit card readers or mobile pay readers to buses?
This program is coming too late. The 70 bus is so horrible that the real estate company that oversees the vast amount of biotech businesses in the area is actually creating a shuttle system to improve transit in the area. They are doing this NOW. You need to remove the trolley wires and make the J line normal articulated buses to improve transit time. Currently the 70 is delayed due to the Mercer mess, the trolleys frequently coming off the wires and bad planning on Metro's part. Delays of 20-30 minutes are common, with delays of 10 minutes the standard during commute times.
Transit only lanes on roads and freeways. Most importantly on freeways.
Transit that actually went to places I frequent. It takes almost 2 hours for me to commute by bus or 30 minutes for me to drive. I can't get almost no where without taking multiple buses and having to wait for buses that are delayed.
Wider sidewalks! Sidewalks that are maintained - smooth to accommodate walkers and wheelchairs, free of unevenness likely to cause falls.
Yes. Stop giving the entire city free car storage. Seattle is one of the fastest growing cities in the country. There should be zero unpaid public parking spaces, at any time of day or night. The loud groups of old white landowners obstructing every project that removes one parking space is doing a good job of explaining that to the city.

DO YOU HAVE ANY ADDITIONAL COMMENTS OR IDEAS?

(1) I was happy that the last open house plan version I saw protected the southern set of Eastlake trees in the middle of the street (on Eastlake just south of Boston). Please continue to keep trees (or add trees) for any stretches where it makes sense. (2) Please make sure that for all streetlights along the corridor the lights will turn green for pedestrians even if no one presses a button. (3) I was surprised at one of the previous open houses that a reason not to have a bus only lane on Roosevelt headed south towards University bridge was that taking a lane for transit would back up traffic. The whole point of a transit only lane is to allow transit to move quickly when traffic is backed up. (4) Please add a crosswalk at 41st & Roosevelt. Might make sense to also add one in front of the Trader Joe's (5) Please don't cover bus windows with advertisements. This makes it harder to see street signs to know when to get off. This also makes me feel that my experience as a bus rider isn't a priority.



Roosevelt Line



35th Ave NE proves that taking away parking will cause major problems. But even with one side less to park most of the time there is a lot of space available (luckily because that means while biking you can avoid the speeding cars around you for a part of the way)

Bike lane protection should continue at/through intersections. The current lane on Roosevelt has this problem at some current intersections, such as at 50th. The bike lane and turning lane are both narrow and it causes a lot of unsafe interactions between bikes and cars.

Build a two-way bike lane up on Roanoke.

build the protected bike lanes! make the buses fast! get rid of on street parking! make loading zones for loading and unloading people and stuff!

Combined rapid rides with local routes to speed up service. Have rapid rides make limited stops at major intersections and transfer points. And local routes to stop every five or blocks. The rapid ride system is not working. Because they are doing the work of two or three routes

Consider a design that uses ROW from center turn lane for pick-up drop-off, deliveries, and parking on one side of the street. This might be a good way to alleviate fears from businesses about parking removal and to provide safe places for Uber/Lyfts to do drop offs without blocking the PBL.

Consider a partial protected intersection treatment at the transition from 12th to the 65th protected bike lane.

Don't cancel the bike lane or get intimidated by bullying old people.

Don't cave into whiny business owners. You can expand on-street parking facilities on the streets adjacent to Eastlake Ave and remove all the parking along Eastlake Ave itself, which would provide plenty of parking for local businesses. Parallel parking has no place on main thoroughfares. Both drivers and everyone else are happier to not have to try to parallel park on a busy road. As for the RapidRide J Line itself, don't give into BRT creep (https://en.wikipedia.org/wiki/Bus_rapid_transit_creep). Don't cut corners to save a few dollars one time; take the steps necessary to make it real BRT, not just a 70 with a different color and nicer bus stops.

Don't give in to the NIMBYs. Please. We beg you.

Eastlake bike lane must have a connection planned to the Roanoke lid WSDOT project. I'd recommend a two way bike lane on Roanoke St.

I am excited for this project!!

I am super excited to hear about this improvement. repaving will make the street much more enjoyable, adding bike lanes will hopefully make it safer, Just try to avoid hiding bikers/pedestrians from other modes of transportation, and try to make it less possible for rideshare vehicles to use the protected bike lanes.

I do not see how this project will improve things for Eastlake. Removing stops may make the ride faster, but the commute will remain the same as people have to walk farther to catch the bus. The Eastlake neighborhood has suffered much from the route reductions instituted once the Husky Stadium Light rail station opened. Bringing back the 66 bus would be much more helpful than this "rapid ride" project

I have participated in many SDOT planning sessions and submitted many comments. Unfortunately, I was unable to attend the J line planning meetings this year. No one notified me that the station design would allow people to trespass directly onto our property. That is not acceptable!



Roosevelt Line



I strongly support extending the trolley network in Seattle and am happy to see it done for the J line. Watching the video of the northbound simulation at Fairview/Mercer, I'm happy that there is a queue jump. However, I find it very hard to believe that cars will not fill up the crosswalk and the area in front of the bus trying to turn right. Anything that can be done to mitigate this is worth it. For example, could the cars be stopped further back and only allowed to turn right with a right-turn light? For the southbound stop at 42nd/Roosevelt, there needs to be improvement for pedestrians trying to access that stop from the east (or getting off the bus and walking to the U District). Roosevelt is a nightmare to cross even with a painted crosswalk.

I travel to and from points along this corridor very frequently. I usually take 49 or 70 but would ride my bike more frequently as well if there was a good bike facility on Eastlake.

I would just like to say thank you so much for putting in the bike lanes even if it comes at the expense of parking. This is really going to help me and make my life a lot easier. I go to Eastlake at least weekly to see a health provider, near the northern part of the corridor. Often, I am coming from the Eastside and get there by bike. It's always kind of scary biking on Eastlake but it's still really my best option since the 542 + 70 bus trip takes a really long time. I feel like I can only really make the trip because it's the middle of the day and traffic isn't too heavy, otherwise it's a lot worse on a bike. But as it is it's just still anxiety-inducing. I feel like I am either in the way of cars or I am biking in the door zone, and sometimes I get passed uncomfortably closely. For all those trips, I'll either turn back around and go northbound to get on the Burke-Gilman trail and then 520 to get back to work, or I'll continue south on Eastlake to go home. So, I am not biking northbound from downtown up Eastlake. In fact, the only time I can ever recall doing this was on Christmas one year because I knew there would be hardly any cars outside. On a normal day would find biking northbound from SLU to the University Bridge on Eastlake really scary, I think since it's uphill and I'll be slower and I'm just afraid of aggressive drivers. In fact, when I bike all the way from home (downtown) to work (Kirkland), I add a couple extra miles and go along Westlake or Dexter to get to the Burke-Gilman trail then 520, instead of taking Eastlake, which is more direct. I would probably bike all the way to work (rather than commuting by transit and/or running) more often if I felt safe on Eastlake. So, I really appreciate these improvements.

If you plan to remove the #70 bus line in favor of RapidRide J Roosevelt, I'd encourage you to keep the Louisa Street and Newton Street stops. You claimed in the meeting that dwell times will decrease. That is false. you are shuffling people from other stops to the fewer stops in Eastlake, meaning more crowded sidewalks during rush hours, and LONGER dwell times, and inconvenient access points for residents. There is no need to push the talking point of 17 minutes faster, because that is only for the riders that will start at one extreme point and end in the last extreme point. So, you are making it LESS convenient for a good deal of riders for the benefit of the ones on the fringes. if you have not done so already, please take pictures of the wait lines for the bus during morning rush hour commute. it's already bad, and as more residents move to the area with your proposed fewer stops, it will make it MUCH worse.

If you're cutting off RapidRide J at 65th, then the 67 from UW to Northgate should consider installing trolley wire, to reduce noise and emissions of the buses up there.



Roosevelt Line



For Eastlake to maintain its status as a neighborhood it will need lighted cross walks for crossing Eastlake vehicle traffic and bicycle traffic at 6-7 locations at a minimum. Further, the cross-walk lights must change for pedestrians within 1 minute. There is excessive vehicle traffic on Boston from Eastlake to Boylston Ave to access the I-5S on-ramp at Newton particularly from 3:30 pm until 6 pm. The intersection at Franklin Ave E needs crosswalk protection and Boston should be restricted to local traffic only. If enforcement is not implemented, speed bumps should be added.

more bike lanes pls

Need additional queue jump lanes or bus-only lanes to speed movement through intersections at 45th, 50th, and 65th Street.

Needs to be a deviation of the route. Basically, follow the existing 70, but then go back on 45th to continue heading NB. So many people take the 70 to/from campus.

Not at this time.

Please accelerate the construction schedule if possible or look for easy/early implementation items to help people walking, biking, and using transit. I'm very concerned the bike lane component will be removed or watered down since this keeps happening over and over again to bike projects city-wide. It feels like the bike lanes are a done deal (as stated above in "decisions made") so people stop paying attention or advocating or writing in because we assume the project will move along as previously advertised, but then they're suddenly removed at the last minute then it's too late. I've lost proposed bike lanes in my neighborhood because of this, and it really bothers me that something which is in the bike master plan can disappear so easily.

Please deliver this project sooner. I'm not sure why construction should take three years or why it would take so long to plan. Let's just start already.

Please ensure islands for bus riders to get off the bus before crossing any bike lanes are large enough for people. I empathize with people who get off the bus and find themselves a foot from people biking past.

Please hold future meetings closer to the Roosevelt neighborhood and make sure they are in an easily accessible location. Suggested venues are Roosevelt High School (Sound Transit had many meetings in the past to get public input), and Calvary Church on Roosevelt between 68/69Streets.

PLEASE PLEASE PLEASE rename the I-Line to the J or K Line. I thought Metro would naturally conclude that naming a bus "I" would obviously be confused with the number 1. But now that the J-Line has been released, I'm worried that someone in Planning needs to take Marketing 101. For the love of St. Pete, RENAME THE i-LINE TO "J" OR "K"!!!

PLEASE prioritize designated and protected ROW for buses and bikes. Cars do not respect paint and are much less efficient at moving people. I beg SDOT not to give into a vocal minority wailing about removal of street parking. Research has found that business owners routinely overestimate the share of their customers who drive, and underestimate the share who bike, bus, or walk. Businesses will be fine with removal of street parking. Please prioritize efficient use of limited ROW. Stop prioritizing private car storage.

Poor drainage at points along Eastlake has also created hazards for cyclists; the parking garage right by the University Bridge washes their driveway daily, flooding the current bike lane and obscuring when there are other physical hazards. Adequate drainage for actual heavy weather events needs to be built into this plan (and businesses prevented from doing things like the above.)



Roosevelt Line



Public space shouldn't be used to store private cars.
QUESTION. Does our city paint new sharrows anymore? Does our city repaint old sharrows? Does Seattle consider a sharrow street part of a Safe protected bike network?
Since bus riders on the 70 are suffering now, I urge you to add the Fairview bus lanes ASAP as the MASS Coalition has proposed. We already have the plans. Painting the lanes sooner could save people time sooner even if the RapidRide buses and branding come later.
Speed this up and make a dedicated bus lane along Eastlake Ave.
Stay strong on this project. The city needs this corridor improvement. Eastlake needs this corridor improvement. Removing parking is the right idea. It is a tough pill to swallow now but it is the right thing to do!
Strongly support this project, and adjoining bike lanes! Build it now!
The bicycle facilities and bus stop consolidations seem like they could be implemented in 2020. The bus stop at Harvard Ave and Eastlake Ave is placed in an unsafe, noisy spot with little surrounding residences and businesses to monitor the station. I think a block to the South, Eastlake Ave and Allison St, would be a much safer, attractive station location with the potential to boost the surrounding businesses and new developments.
The bus priority looks solid in South Lake Union which seems like the most important feature of the project.
The project documents refer many times to the turnaround/layover on 67th Street NE at Roosevelt Link. Can you give any background or rationale for the possibility of turnaround on 70th as shown on the map? It makes no sense to me (increased cost, more congestion, more delays, etc.) with no upside. What am I missing? Thanks.
The stop at u-district station should be right at the station. People will use the station as a connection hub. Anyone with mobility issues will prefer to transfer directly at the station. I have a knee injury right now and the transfer experience at UW station is challenging (372 stopping so far from the station). Other than that, it looks great. Yes, any pedestrian or bike upgrades are wonderful!
The total lack of any bus priority in the Roosevelt/11th/12th couplet, despite there being plenty of ROW, is incredibly disappointing. Roosevelt gets pretty clogged between 45th and 50th in the afternoon to the point where it's faster just to walk. In these blocks, most businesses have off-street parking. I think the convenience of thousands of bus riders is more important than the car dealerships being able to park their vans on the street, especially when they have their own parking lots. Please consider removing the street parking or at least having a peak-hour parking restriction and giving the J/67 some kind of bus priority in these 2 blocks.
There's going to be a lot of pressure on you to drop the bike lanes in favor of parking or move the bike route off Eastlake. Please resist that pressure. Eastlake is the critical link between the U District and downtown/SLU. If this city is serious about building a connected, safe bicycle network it needs to make sure the Eastlake lanes are built.
These bicycle lanes need to be built no matter what. They are only considered "proposed" but we need to commit to building them.
This corridor is crucial for biking and transit. Be bold and take space back from general purpose vehicles - they'll live if they aren't allowed to turn at every intersection or can't park on public land.
This is an important PBL connection for the citywide network and needs to be done right.
This will impact my members coming from areas outside of Eastlake which will impact my business...



Roosevelt Line



We live in a transit desert. We are forced to drive or Uber to downtown on a daily basis, due to lack of public transit. Seattle taxis are not an option, due to unreliability. It takes nearly thirty minutes to walk to a bus stop, but by that time, you figure you might as well keep walking to the light rail. This is a very difficult walk to do with groceries, or luggage, or small children, and is nearly impossible for aging members of our community. I am about to start physical therapy for injuring my shoulder while pulling my luggage across rough sidewalks to the light rail. We're told to drive less, and we've lost parking strips and driving lanes in our city, but we've also lost bus service. What gives?????

We live on 12th and the current bus traffic on our street is frequent and somewhat loud, in part due to their rate of travel. Are there measures (e.g., reduced speed limits, traffic calming infrastructure) that are being considered to slow down the speed of traffic on 11th/12th and Roosevelt? As cycling commuters, I expect this would also further increase safety.

We need East-west rapid ride connections. It is hard to take the bus anywhere except the University or Downtown.

Why aren't you mobilizing the businesses like Alexandria Real Estate or Fred Hutch on Eastlake. These are the people who directly benefit from the rapid ride j but you'd be hard pressed to find someone that actually knows this project exists

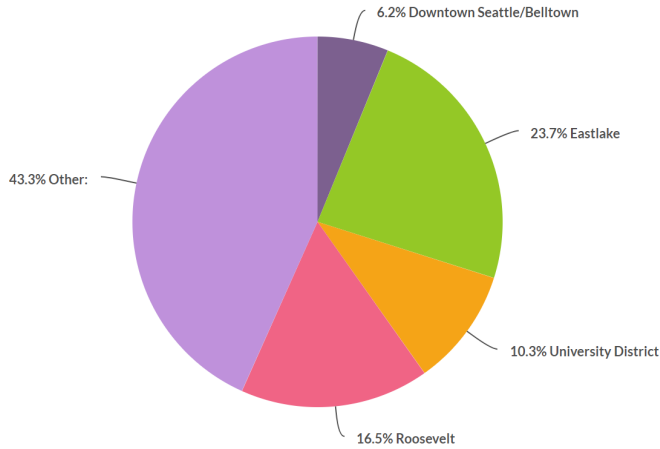
Would be cool if bus lane regulations were enforced.

yes. Please brand Route 70 instead and end RR line in U District. RR frequency should have short walks to Link; it should serve the heart of the U District and the campus. the SDOT alignment imposes long transfer walks to/from Link at NE 45th Street. feed Link! The network can have other routes connect faster with SLU via the I-5 reversible lanes. Branding Route 70 would save hours, overhead, and capital. The network would be stronger. When Metro selected its B, C, and D line alignments, it used a two-phase public process; it was bottom up. SDOT has used a top-down alignment selection process. The route decisions must be approved by two governments and funds are scarce.



DEMOGRAPHIC DATA FOR SURVEY (OPTIONAL)

9. What neighborhood do you live in?



Value	Percent	Responses
Downtown Seattle/Belltown	6.2%	6
Eastlake	23.7%	23
University District	10.3%	10
Roosevelt	16.5%	16
Other: (click to view)	43.3%	42

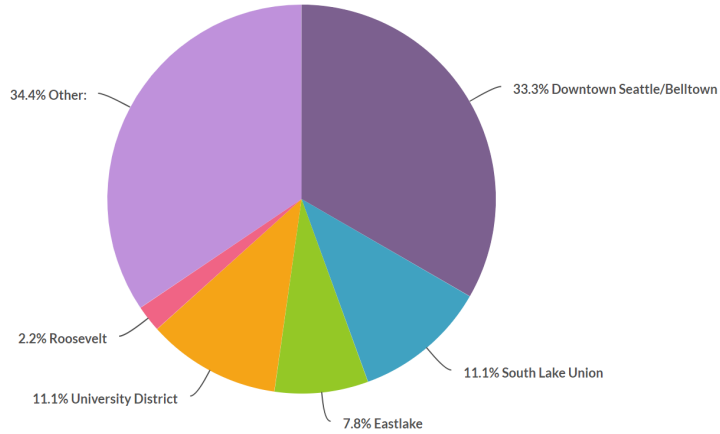
Totals: 97



Roosevelt Line



10. What neighborhood do you work in?



Value	Percent	Responses
Downtown Seattle/Belltown	33.3%	30
South Lake Union	11.1%	10
Eastlake	7.8%	7
University District	11.1%	10
Roosevelt	2.2%	2
Other: (click to view)	34.4%	31

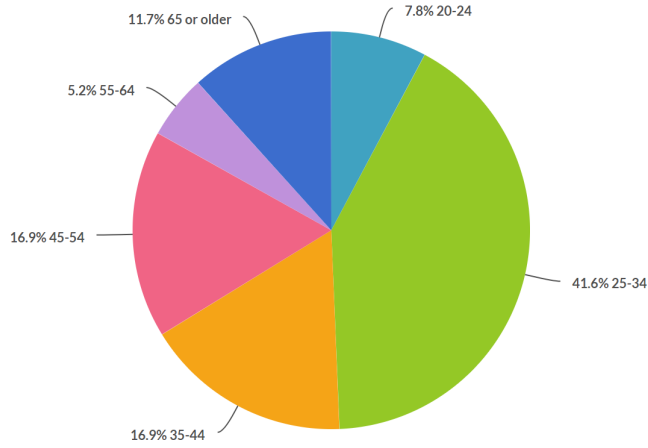
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Roosevelt Line



13. What is your age?



Value	Percent	Responses
20-24	7.8%	6
25-34	41.6%	32
35-44	16.9%	13
45-54	16.9%	13
55-64	5.2%	4
65 or older	11.7%	9

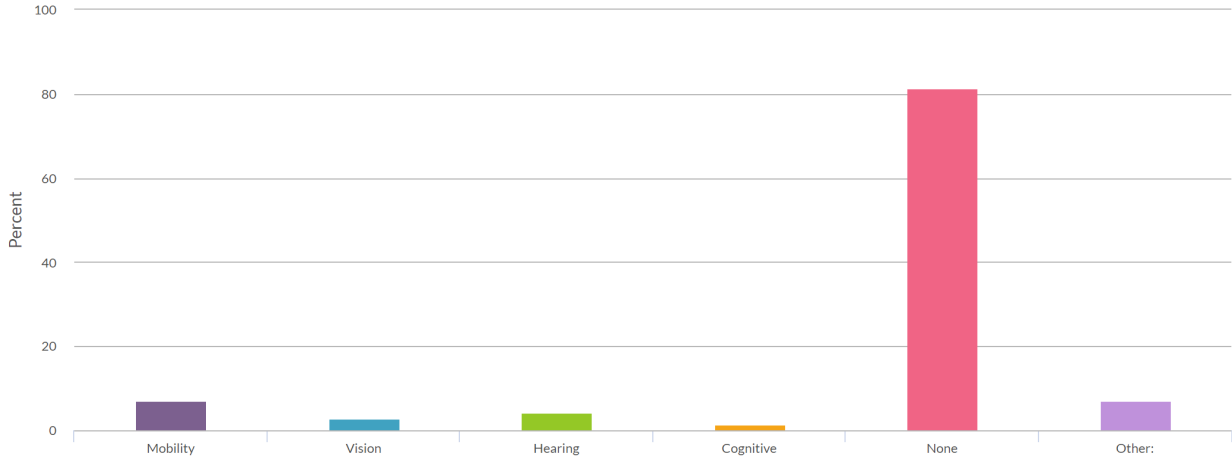
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Roosevelt Line



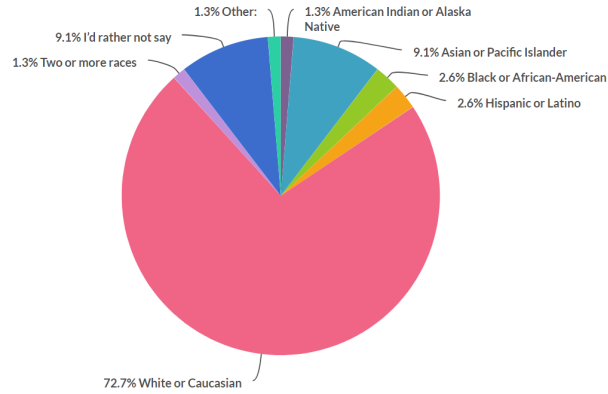
14. Do you have any disabilities? (Check all that may apply)



Value	Percent	Responses
Mobility	7.1%	5
Vision	2.9%	2
Hearing	4.3%	3
Cognitive	1.4%	1
None	81.4%	57
Other: (click to view)	7.1%	5



15. What race/ethnicity best describes you?



Value	Percent	Responses
American Indian or Alaska Native	1.3%	1
Asian or Pacific Islander	9.1%	7
Black or African-American	2.6%	2
Hispanic or Latino	2.6%	2
White or Caucasian	72.7%	56
Two or more races	1.3%	1
I'd rather not say	9.1%	7
Other: (click to view)	1.3%	1

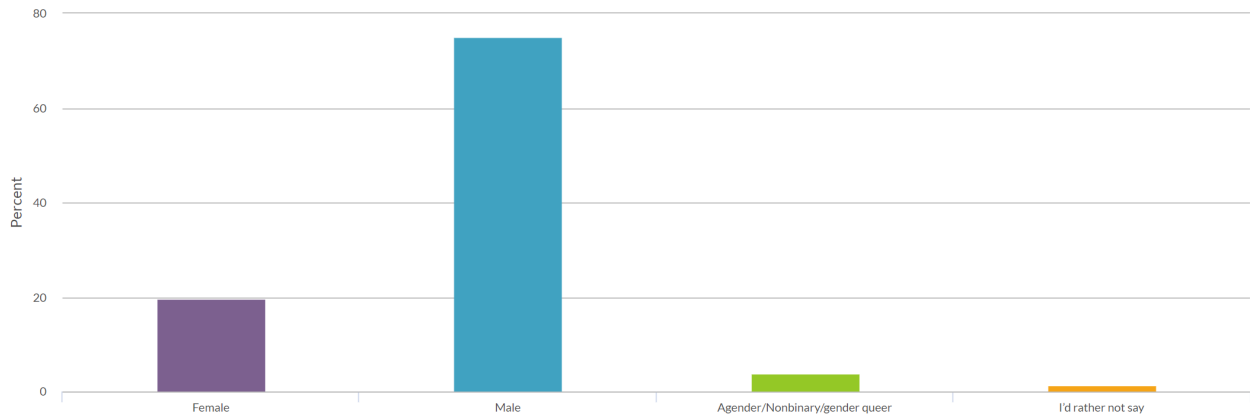
Totals: 77



Roosevelt Line



17. What gender do you identify with?



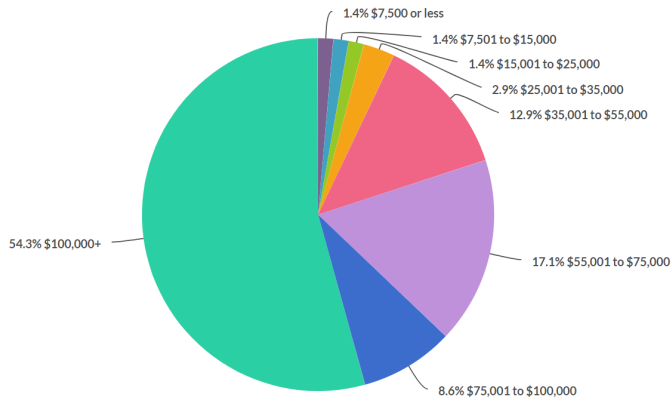
Value	Percent	Responses
Female	19.7%	15
Male	75.0%	57
Agender/Nonbinary/gender queer	3.9%	3
I'd rather not say	1.3%	1



Roosevelt Line



18. What is your annual household income?



Value	Percent	Responses
\$7,500 or less	1.4%	1
\$7,501 to \$15,000	1.4%	1
\$15,001 to \$25,000	1.4%	1
\$25,001 to \$35,000	2.9%	2
\$35,001 to \$55,000	12.9%	9
\$55,001 to \$75,000	17.1%	12
\$75,001 to \$100,000	8.6%	6
\$100,000+	54.3%	38

Totals: 70