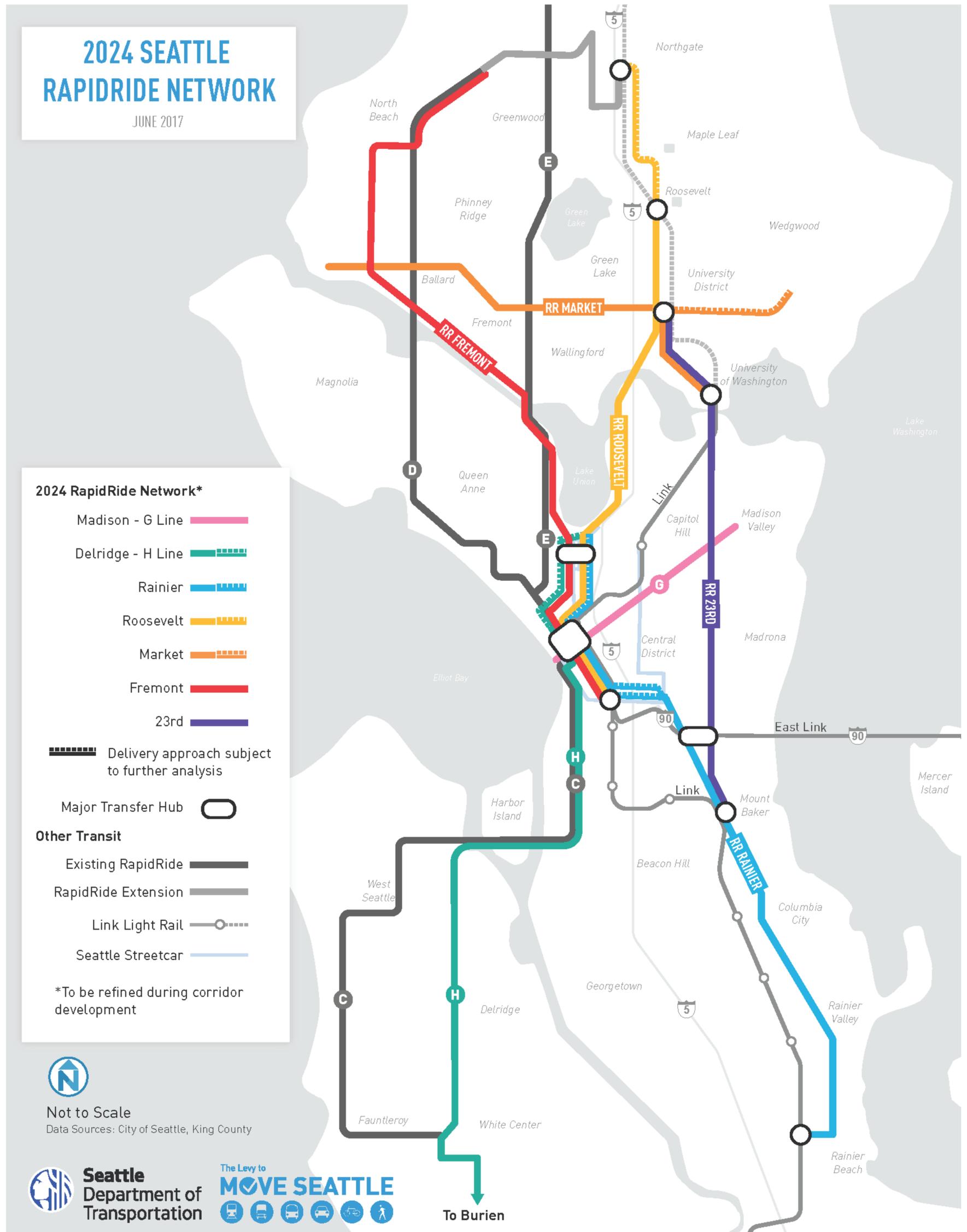


## Seattle RapidRide Expansion Program



## What is bus rapid transit?

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

### DEDICATED BUS LANES

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



### ENHANCED BUS STOPS

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



### OFF-BOARD FARE COLLECTION

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



### SPECIALIZED BUSES

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



### SMART SIGNALS

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



### BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

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



## Environmental scoping

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

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



### WHAT IS SCOPING?

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

## Environmental topics to be studied in the EA

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

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

## Project purpose & need

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

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

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

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



Route 70 Metro bus today

## Project alignment

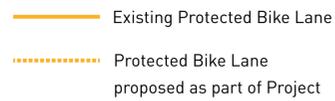


### Corridor Treatment

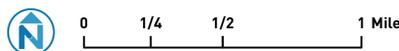


Corridor improvements include stop consolidation, transit signal priority and transit queue jumps.

### Bike Improvements



### Other Transit Facilities



## Project Improvements: Bus Layover Location Options

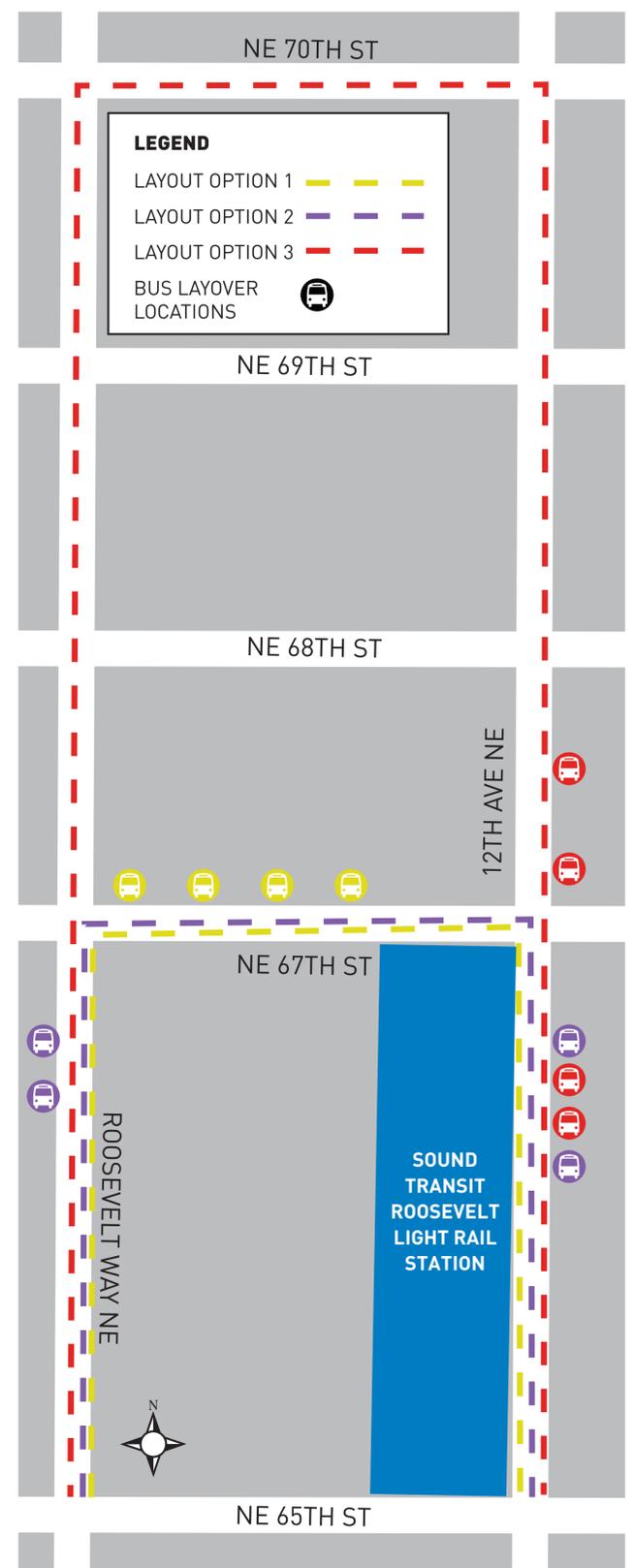
Layover areas are locations where buses park while transitioning service in a different direction. Layover areas provide a break for drivers and often include a driver comfort station onsite or at a nearby location.

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

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



Typical bus layover locations



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

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



*An existing Metro Trolley bus*

## Project Improvements: Bicycle and Pedestrian Access

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

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



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

## Project Improvements: Transit Operations and Service

Proposed service frequency for Roosevelt RapidRide buses:

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

Speed and reliability improvements:

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

Roosevelt RapidRide will provide electric trolley bus rapid transit service.

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



*Red bus-only lane paint*



*An existing RapidRide station*

## Project Improvements: Parking and Loading Zones

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

### Impacts are expected in the following locations:

Denny Triangle to South Lake Union:

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

Fairview to Eastlake:

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

University District to Roosevelt:

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

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

## Project Improvements: Paving

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

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

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

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

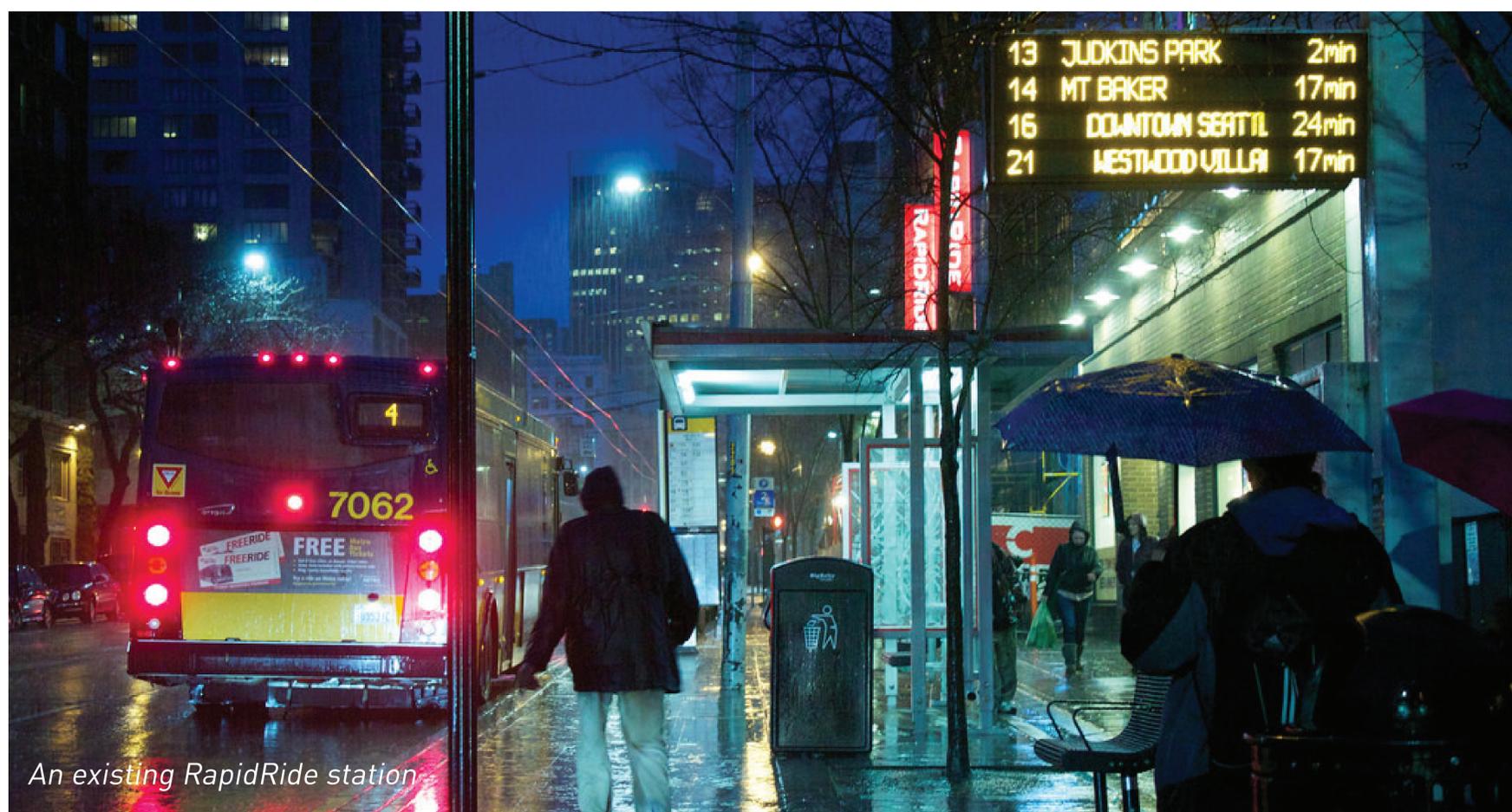
## Project Improvements: RapidRide Stations

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

### Key features of RapidRide stations:

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

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



## Construction

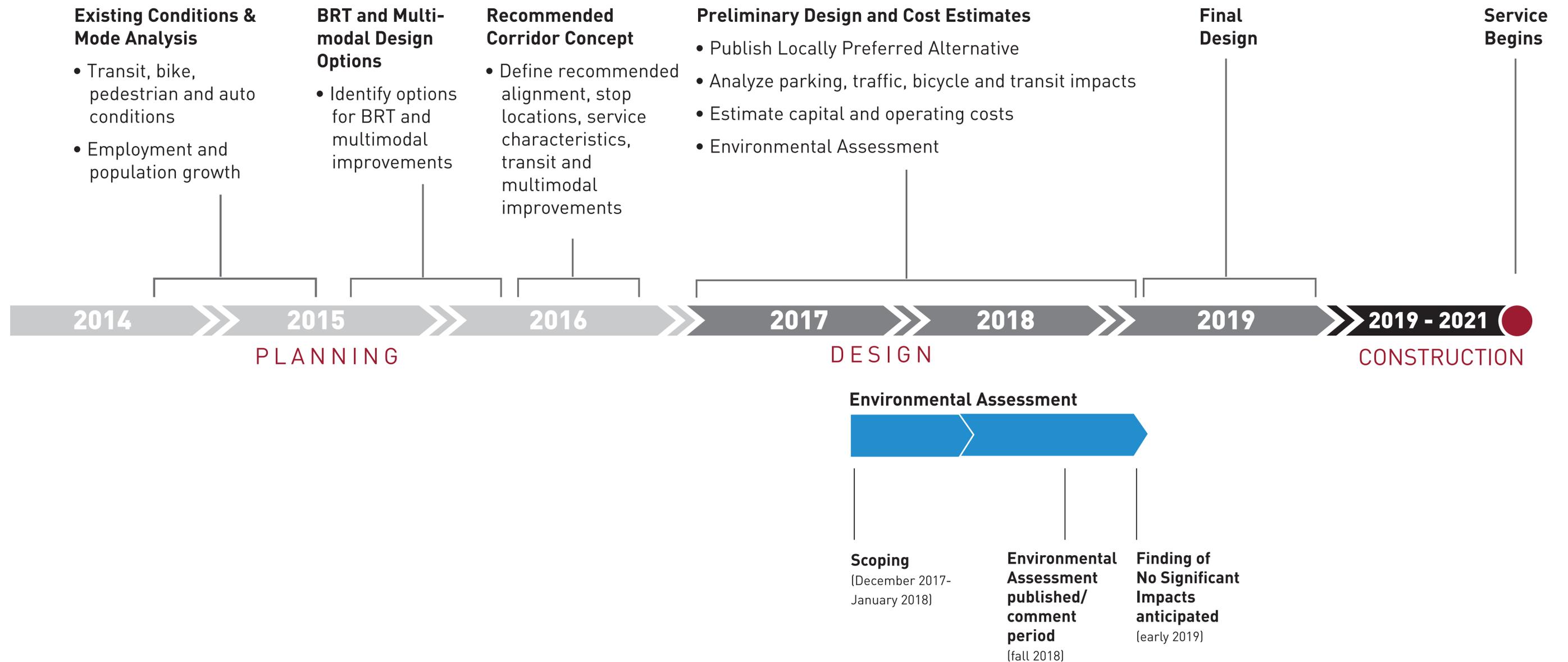
Project construction would require about 12-18 months to complete and would be phased.

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

### **Potential temporary effects:**

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

## Project timeline



## Tell us what you think

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

What other issues about this project would you like studied?

### Scoping comment period

December 4, 2017 to January 12, 2018

### How to comment

- Fill out a comment card before you leave

- Email us at [RapidRide@seattle.gov](mailto:RapidRide@seattle.gov)

or

- Mail written comments to:  
Sandy Gurkewitz  
Senior Environmental Planner  
Seattle Department of Transportation  
PO Box 34996, Seattle, WA 98124-4996

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

### What happens next?

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

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

### Contact

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