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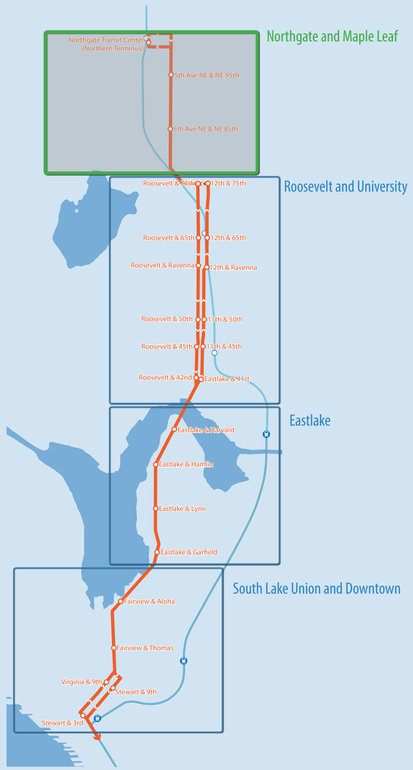
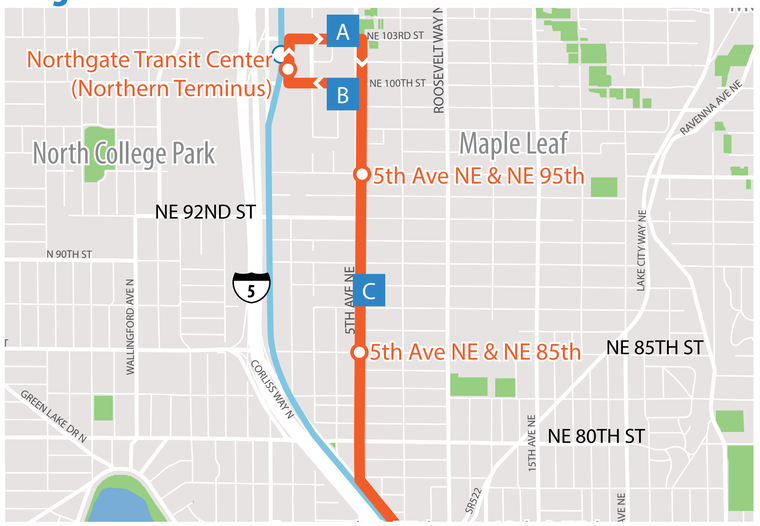
Northgate and Maple Leaf Concept

Connecting the Northgate and Maple Leaf neighborhoods, this portion extends from Northgate Transit Center to north of NE 75th Street. This section will be implemented in a future phase (see phasing material for more information). Space is constrained in this area, but with the addition of Transit Signal Priority and possibly a new traffic signal at 5th Ave and Banner Way, reliable bus speeds can be maintained.

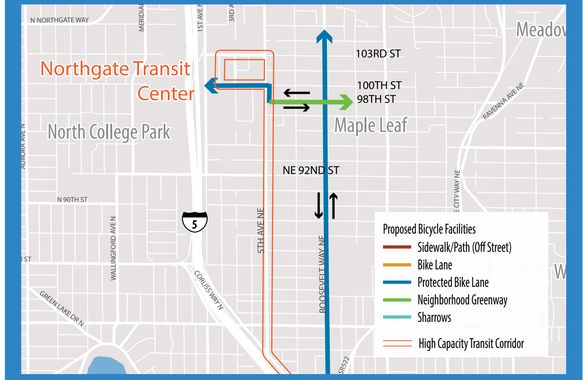


Targeted Investments



Proposed Bicycle Facilities

- Roosevelt Way NE: Northbound and southbound protected bike lanes from Bicycle Master Plan
- NE 100th Street: Eastbound and westbound protected bike lanes from Bicycle Master Plan



Improvements

- Transit signal priority and RapidRide enhanced stations and bus zones with larger shelters, lighting, sidewalk, and curb improvements.
- Improvements will be consistent with Link Northgate Station area plans.

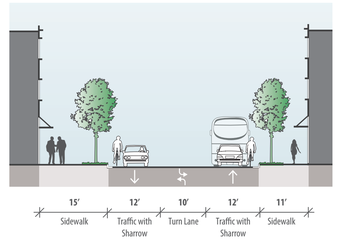
Parking and Loading*

- 298 existing spaces: 96% retained
  - *NE 100th St, 2nd Ave to 5th Ave: protected bike lanes*
- 9 existing loading zones: 5 remain in place
  - *Bus layover on NE 100th St, 2nd Ave to 5th Ave: protected bike lanes*

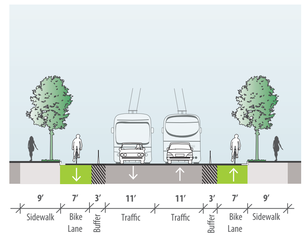
**Estimated – to be refined as project progresses*

Typical Cross Sections

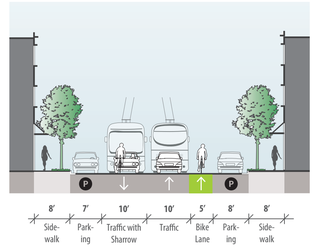
A 103rd Street NE



B 100th Street NE



C 5th Avenue NE



The Levy to MOVE SEATTLE

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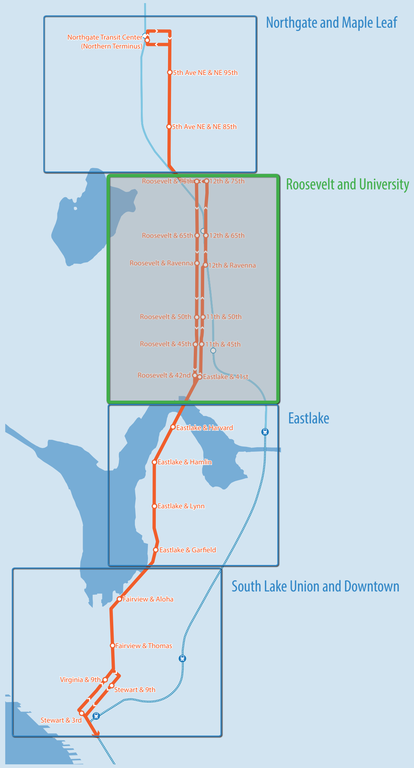
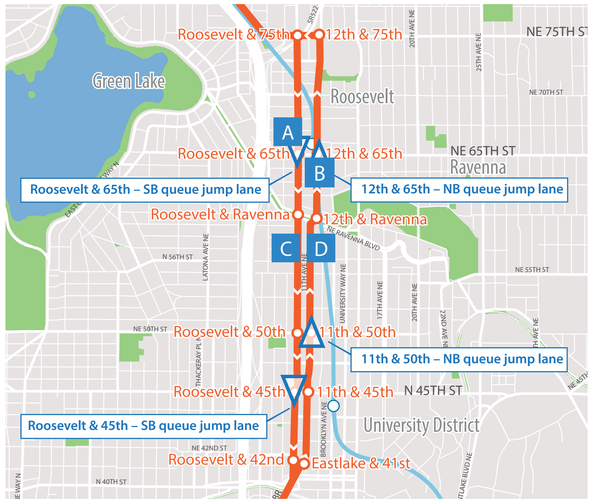
Roosevelt and University Concept

Connecting the Roosevelt and University District neighborhoods, this portion extends from NE 75th Street to north of the University Bridge. The corridor could end at NE 65th Street (see phasing material for more information).

This area is very dynamic with high transit ridership, pedestrian traffic, bicycle demand, and vehicle traffic, impacting transit speed and reliability. Roosevelt Way NE and 11th Avenue NE also have poor sidewalk conditions at many locations.



Targeted Investment



Proposed Bicycle Facilities

- Roosevelt Way NE: Southbound protected bike lane from Bicycle Master Plan (construction 2016)
- 11th/12th Avenue NE: Northbound protected bike lane from Bicycle Master Plan
- NE 75th Street: Bike lane from Bicycle Master Plan (construction 2016)

Improvements

- Transit signal priority and RapidRide enhanced stations and bus zones with larger shelters, lighting, sidewalk, and curb improvements.
- **NE Campus Parkway to NE 75th St**: Protected bike Lane on Roosevelt Way NE (southbound) and 11th Ave NE/12th Ave NE (northbound) couplet
- **Roosevelt Way NE & NE 65th St**: Southbound queue jump from NE 66th St to NE 65th St
- **12th Ave NE & NE 65th St**: Northbound queue jump from NE 64th St to NE 65th St
- **11th Ave NE & NE 50th St**: Northbound queue jump from NE 47th St to NE 50th St
- **Roosevelt Way NE & NE 45th St**: Southbound queue jump from NE 47th St to NE 45th St

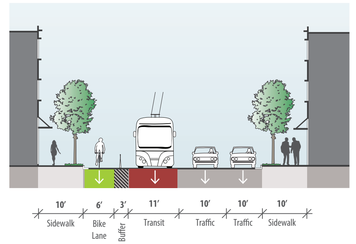
Parking and Loading*

- 780 existing spaces: 62% retained
  - *East side and limited west side 11th Ave / 12th Ave, Campus Parkway to NE 75th St: protected bike lanes, bus stations, and queue jumps*
  - *West side and limited east side Roosevelt Way, NE 75th St to NE 65th St: protected bike lanes, bus stations, and queue jumps*
  - *Limited east side on Roosevelt Way north of NE 45th: queue jump*
- 35 existing loading zones: 21 remain in place and 6 moved to nearby location
  - *East side loading zones 11th Ave / 12th Ave, Campus Parkway to NE 75th St: protected bike lane, bus stations, and queue jumps. Relocated to west side where possible.*
  - *West side and limited east side loading zones on Roosevelt Way, NE 75th St to NE 65th St: protected bike lane, bus stations, and queue jumps*

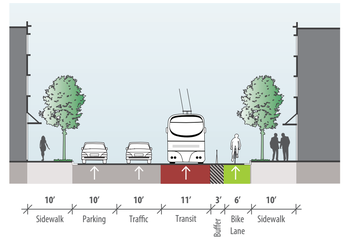
**Estimated – to be refined as project progresses. Does not include parking and loading associated with Roosevelt Way Pavement and Safety Project.*

Typical Cross Sections

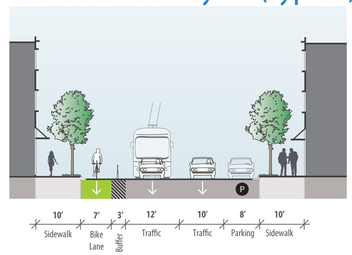
A Roosevelt Way NE & NE 65th St (Queue Jump)



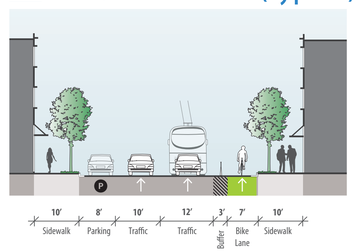
B 12th Ave NE & NE 65th St (Queue Jump)



C Roosevelt Way NE (Typical)



D 11th/12th Ave NE (Typical)



The Levy to MOVE SEATTLE

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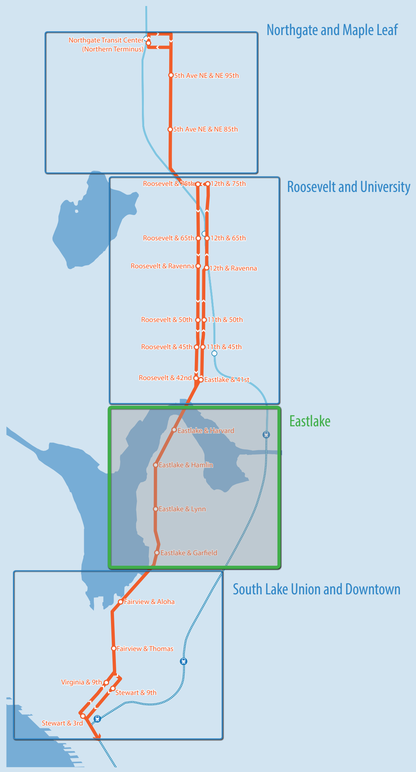
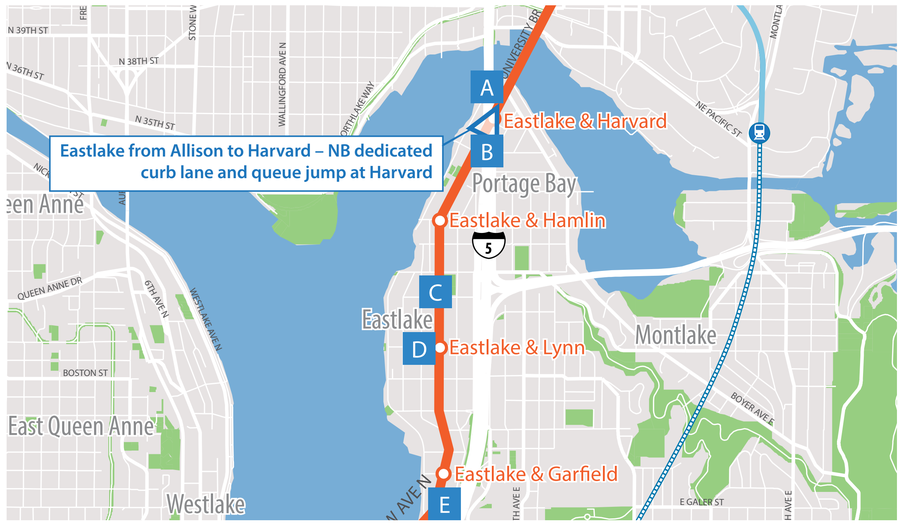
Eastlake Concept

Connecting the Eastlake neighborhood, this portion of the corridor extends from the University Bridge to north of the Fairview Bridge.

This area has high transit ridership, high bicycle demand, limited right of way, and traffic issues which impact transit speed and reliability.

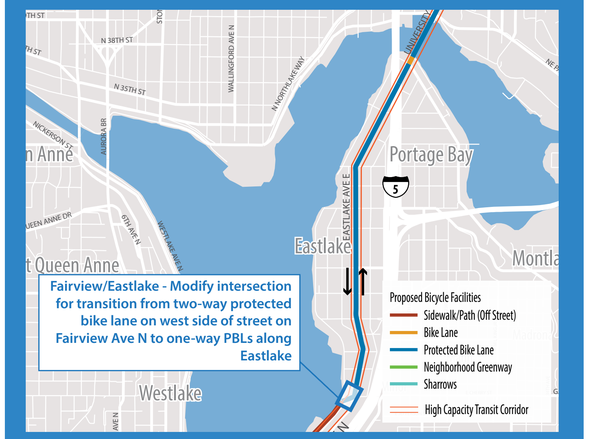


Targeted Investment



Proposed Bicycle Facilities

- University Bridge: Northbound and southbound protected bike lanes from Bicycle Master Plan (construction 2016)
- Eastlake Avenue N (Harvard Ave E to Fairview Ave N): Northbound and southbound protected bike lanes from Bicycle Master Plan
- Fairview Avenue N and Eastlake Avenue N: Modify intersection for transition from two-way protected bike lane on west side of street on Fairview Ave N to one-way PBLs along Eastlake from RDHCT Project



Improvements

- Transit signal priority and RapidRide enhanced stations and bus zones with larger shelters, lighting, sidewalk, and curb improvements.
- **Eastlake Ave E**: Northbound and southbound protected bike lanes from Harvard Ave E to Fairview Ave N
- **Eastlake Ave E & Harvard Ave E/ Fuhrman Ave E**: Northbound queue jump from Allison to Harvard; Left turn prohibitions at Fuhrman; Longer SB left turn lane for Harvard
- **Eastlake Ave E & Fairview Ave N**: Intersection reconfiguration and re-phasing to accommodate protected bike lane

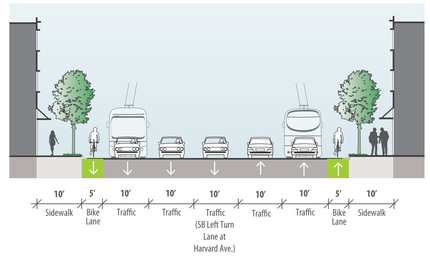
Parking and Loading*

- 317 existing peak-restricted on-street parking spaces removed
  - *West side Fairview Ave, Eastlake Ave to Fairview Bridge: protected bike lane*
  - *East side and west side Eastlake Ave, Fairview Ave to Harvard Ave: protected bike lanes, bus stations, and queue jumps*
- Eastlake parking management strategy
- 18 existing on-street loading zones: 4 remain in place, 7 moved to nearby location
  - *Eastlake Ave: protected bike lanes, bus stations, and queue jumps*
  - *Some remain where right of way permits*

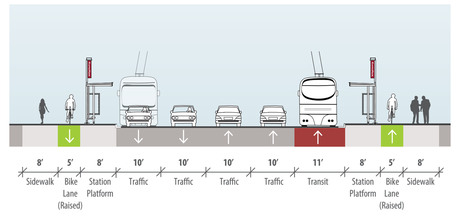
**Estimated – to be refined as project progresses*

Typical Cross Sections

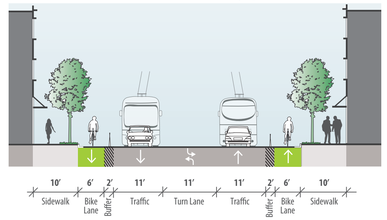
A Eastlake Ave E & Fuhrman



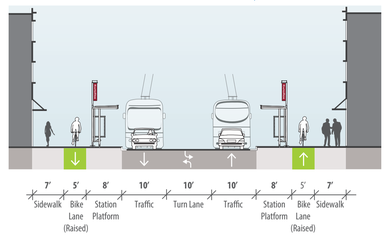
B Eastlake Ave E & Harvard (Station)



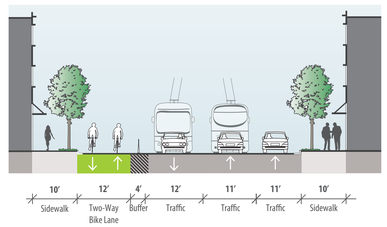
C Eastlake Ave E (Typical)



D Eastlake Ave E & Lynn St (Station)



E Fairview Ave N



The Levy to MOVE SEATTLE

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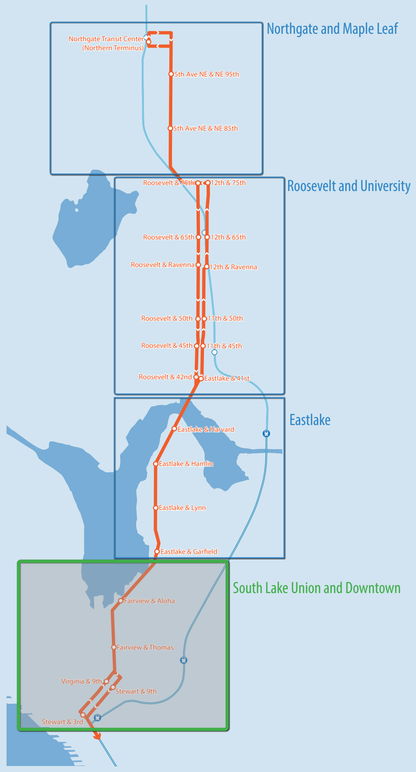
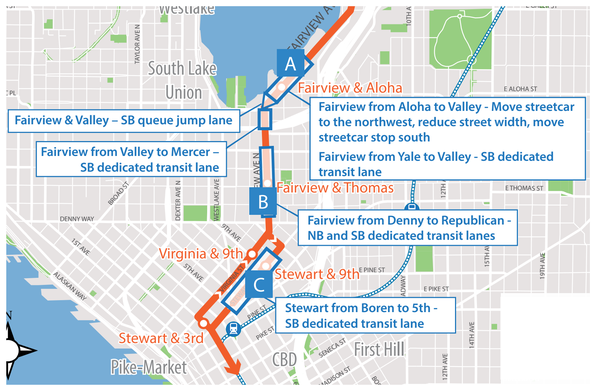
South Lake Union and Downtown Concept

Connecting South Lake Union and Downtown, this portion of the corridor extends from the Fairview Bridge to Westlake Station. The RDHCT corridor will extend into Downtown, which is being studied as part of the Center City mobility planning effort.

There is heavy traffic in this area and streetcar operations at Valley Street significantly affect transit speed and reliability.



Targeted Investment



Proposed Bicycle Facilities

- Fairview Ave N from Valley to Eastlake: Two-way off-street bike pathway from Bicycle Master Plan
- Fairview Avenue N from Boren to Valley: Sharrow from RDHCT Project
- Virginia St and Terry Ave: Sharrow from RDHCT Project
- Stewart Street: Two-way protected bike Lane from Bicycle Master Plan (construction 2018)
- Valley Street: Protected bike lanes from Bicycle Master Plan (construction 2017)
- 9th Avenue N: Protected bike lanes from Bicycle Master Plan
- 7th Avenue: Protected bike lanes from Bicycle Master Plan

Improvements

- Transit signal priority and RapidRide enhanced stations and bus zones with larger shelters, lighting, sidewalk, and curb improvements.
- **Fairview Ave N & Aloha St**: Intersection reconfiguration and realign driveways
- **Fairview Ave N from Aloha St to Valley St**: Move existing streetcar to the northwest, reduce street width, move existing streetcar stop south along Fairview
- **Fairview Ave N & Valley St**: Southbound queue jump lane from north of Yale Ave N to Valley St
- **Fairview Ave from Valley St to Mercer St**: Southbound dedicated transit lane
- **Fairview Ave from Denny Way to Republican St**: Northbound and southbound dedicated transit lanes
- **Stewart St from 5th Ave to Boren Ave**: Southbound dedicated transit lane

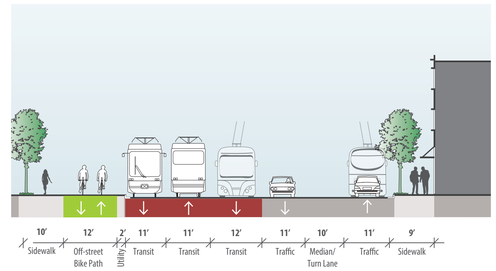
Parking and Loading*

- 235 existing all-day and peak-restricted on-street parking spaces: 33% retained
  - *Peak-restricted on north side of Stewart Street: transit only lane and bus stations*
  - *All-day on south side of Stewart Street: 2-way protected bike lanes*
  - *Peak-restricted on Fairview Ave, Valley St to Denny Way: transit only lanes and bus stations*
  - *All-day abutting Chandler's Cove: relocated streetcar, streetcar and bus stations, and 2-way protected bike lanes*
- 21 existing on-street loading zones: 5 remain in place on Virginia St
  - *Loading zones on Stewart Street: transit only lane and 2-way protected bike lanes*
  - *Loading zones on Fairview Ave, Valley St to Denny Way: transit only lanes and bus stations*

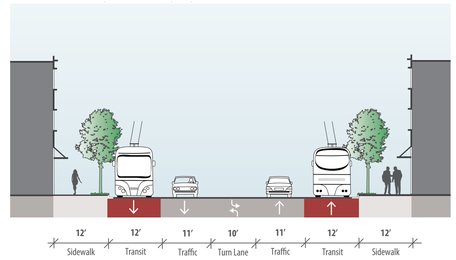
**Estimated – to be refined as project progresses*

Typical Cross Sections

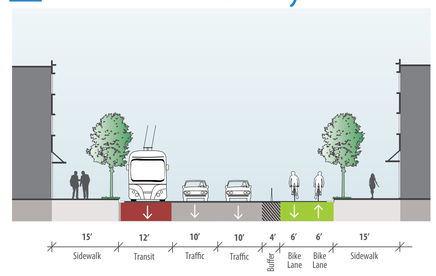
A Fairview Avenue & Aloha



B Fairview Avenue & Harrison



C Stewart Street & Terry



The Levy to MOVE SEATTLE

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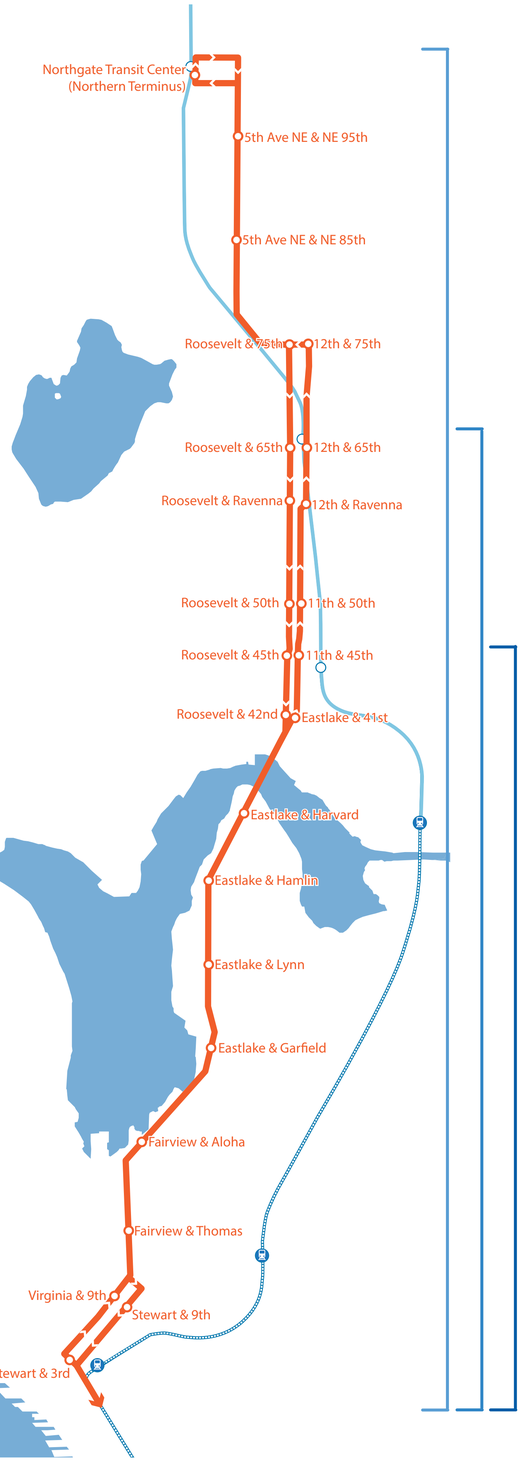
Project Phasing

The Roosevelt to Downtown HCT Project is one of seven corridors funded through the Levy to Move Seattle. Added to the three existing RapidRide lines within Seattle they will form the RapidRide Network. Analysis is underway to prioritize investments and phasing of these corridors. The analysis will determine the north terminus for the initial implementation phase of the Roosevelt to Downtown Corridor. We've already concluded that extending the corridor to the Northgate Transit Center in the initial phase of implementation is probably not feasible. We are assuming at this time that some part of the Roosevelt to Downtown Corridor will be implemented in 2021 to coordinate with North Link light rail station openings. The two north termini under consideration are in the vicinity of:

- NE 65th Street (Roosevelt Link Station)
- NE 45th Street (U District Link Station)

The network analysis is expected be complete this fall and an initial phase for Roosevelt to Downtown HCT construction to be identified at that time.



Downtown to Northgate Transit Center

- Daily Boardings in 2035 with full ST2 implementation: 12,300
- Capital Cost: $52.5 M (Catenary ~$23.3 M)
- Bus Purchase Cost: $31.7 M
- Operating Cost: $18 M

Downtown to NE 65th St

- Daily Boardings in 2035 with full ST2 implementation: 9,100
- Capital Cost: $37.6 M (Catenary ~$11.3 M)
- Bus Purchase Cost: $26.9 M
- Operating Cost: $15.4 M

Downtown to NE 45th St

- Daily Boardings in 2035 with full ST2 implementation: 7,100
- Capital Cost: $24.5 M (Streetcar relocation ~$7 M; Catenary ~ $2.5 M)
- Bus Purchase Cost: $22.2 M
- Operating Cost: $12.8 M

Note: Daily boardings forecasts assume: all Link and full ST2 improvements and services are implemented; existing local service 67 and 70 are replaced by proposed service; and headways are 6 min during peak and 10 min during off-peak. Cost and ridership forecasts are estimates and may change as project progresses.

The Levy to MOVE SEATTLE